

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134715/FO/2022

Date registered valid: 24 August 2022

Proposal: Erection of 8 dwellinghouses and 12 apartments (Use Class C3) with associated car parking landscaping and access following demolition of existing structure

Address: Land at Sulby Street, Moston

Ward(s): Moston Ward

Applicant: Hutchinson Challenger Homes (Moston) Limited and Jigsaw Homes
North 1 City Road East, Manchester, M15 4PN

Agent (if any): Mrs Deborah Baker Barnett, Zerum 4 Jordan Street, Manchester, M15 4PY

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Recommendation: Approve

Date of recommendation: 23 November 2022

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Dwellings

Date of site visit: 16 September 2022

Standard consultations:

Printed: 31 August 2022 Expired: 21 September 2022

Neighbour notifications

Printed: 31 August 2022 Expired: 21 September 2022

Site notice

Posted: 18 October 2022 Expired: 8 November 2022

Press advert

Published: 6 September 2022 Expired: 27 September 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building and surroundings

The application site relates to a roughly rectangular shaped area of land with relatively flat topography, situated adjacent to the terminus of Sulby Street, Moston.

The site comprises a vacant and disused, single storey social club (St. Luke's) with associated area of car parking, hard standing, scrub and tree planting. The site is enclosed by a combination of Palisade fencing and metal bollards with the access from Sulby Street enclosed by a metal barrier.



View from the terminus of Sulby Street showing the existing, vacant social club

The site is flanked to the south-west by the rear of St. Luke's church and a two storey primary school (St. Dunstan's RC Primary School) to the north and north east.

Adjoining the site to the south and western sides are existing, two storey residential properties which line Sulby Street and Lightbowne Road respectively.



View from the terminus of Sulby Street with rear of St. Luke's Church to south-west

In terms of the site's immediate surroundings, with the exception of the aforementioned community uses, the area is largely residential in character, with properties of various architectural styles and tenures. Opposite the site access, to the other side Sulby Street, is a three-storey care home.

A short distance to the south, at the junction of Lightbowne Road and Oscar Street are a small number of local shops and amenities.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of development

Planning permission is sought for the demolition of the existing social club building to facilitate the erection of 20 affordable dwellings. Namely, a terrace of 8 x 2 storey, three bedroom dwellinghouses adjacent to the north eastern boundary and a 2 storey block of 12 x 1 bedroom apartments to the western boundary.

The development incorporates an individual car parking space to the each of the dwellinghouses and a communal car park to the rear of the apartment block, as well as areas of private and communal landscaping, waste storage and cycle storage areas. Vehicular access is to remain as existing from the terminus of Sulby Street.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Highway Services - The site is considered to be reasonably accessible by sustainable modes and is in close proximity to a range of local bus and tram facilities.

Given the number of housing units, it is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

In relation to the pedestrian route running from Bacup Street and across part of the site, it is not certain whether this is a public right of way and in this regard, it is recommended that the developer seeks legal advice to determine whether a stopping up order is required to facilitate the development.

The access road would need to be privately maintained (as should the parking areas). A stage 1 road safety audit (RSA1) should be provided to demonstrate that the shared surface areas can operate safely.

Electric vehicle (EV) charging (minimum 7kW chargers) will be required for each house. Eight car parking spaces are proposed for the twelve apartments which equates to 66% provision and which is considered acceptable.

Each apartment parking space should be a minimum of 2.4 x 4.8m with 20% of bays provisioned with EV charging, and with the remaining car park infrastructure provided (ducting) to allow for further future conversion. One disabled bay is provided which aligns with core strategy standards.

Separate secure cycle parking areas are provided for the use of those in the apartments as well as those within the houses. This arrangement is acceptable.

It is proposed that a turning head is provided to the west side of the development. Whilst this facility can accommodate a vehicle manoeuvre for a large waste collection vehicle, the area does not provide the minimum highway geometry (5.5m carriageway with 2m footways on all sides) to be acceptable for adoption. In relation to the area to the east (marked in cyan on the proposed access arrangement plan within the transport statement provided), our records indicate that whilst this area is in Manchester City Council ownership it is not adopted highway. Therefore, any proposed alterations to this area would need to be agreed with MCC Property Services.

The waste collection zone provided to the south-east of the apartments is acceptable.

Verification is sought as to whether vehicle and pedestrian gates are being provided. If this is the case, then they should not open outwards onto the adjacent highway.

Should the planning application be approved it is required that a Demolition and Construction Management Plan be conditioned.

Greater Manchester Police (Design for Security) – If the application is recommended for approval, it is advised that a condition be attached which requires the physical security recommendations in section four of the CIS should to be added. The applicant should then apply for Secured by Design accreditation.

Flood Risk Management – Conditions are requested in relation to surface water drainage.

United Utilities – A condition is requested in relation to surface water drainage. It is also advised that a water main crosses the site and cannot be built over. Advice is provided in relation to the assets and infrastructure of United Utilities.

Greater Manchester Ecology Unit (GMEU) - No objection to the proposals on ecology grounds, but it is recommended that a Method Statement is prepared giving details of the measures to be taken to control Japanese Knotweed found on site. The spread of certain invasive plant species is prohibited under the terms of the Wildlife and Countryside Act 1981 (as amended).

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

Bird nesting and bat roosting boxes on the site should be encouraged post-completion.

Environmental Health – Conditions are recommended in relation to the need for a construction management plan, acoustic insulation, the requirement for a site investigation/remediation of ground conditions and electric vehicle charging. The submitted waste management strategy is acceptable.

Planning History

None.

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

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

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

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

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

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

Developers should take advantage of these opportunities by:-

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

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

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

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international

connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

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

Policy EN3 (Heritage) – states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

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

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

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

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

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

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

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

management plan to demonstrate how construction and demolition waste will be minimised and recycled.

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

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

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

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

The Guide to Development in Manchester (SPD) (2007)

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

Manchester Residential Quality Guidance (2016)

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

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

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

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

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the

vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

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

Places for Everyone Greater Manchester Joint Development Plan (Draft August 2021)

The draft version of the Places for Everyone Joint Development Plan was published in August 2021 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. As this plan is at an advanced stage it would now be considered as a material consideration for planning applications.

National Planning Policy Framework

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

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

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

National Planning Policy Guidance

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

Noise - 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 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.

Air Quality – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

Other legislative requirements

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.

Other matters

Consultation & Publicity

The proposal, by virtue of the number of units created has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. A site notice has also been displayed at the application site.

Issues

Principle

The principle of the development is considered acceptable and would make efficient use of a previously developed site, containing a disused building, whilst contributing to local and national residential growth objectives.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the city between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the city will therefore be expected to contribute towards this growth strategy, ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policies SP1 and H1 seek to encourage development on previously developed land, including the renewal of areas characterised by poor quality housing.

Policy H3 which specifically relates to housing in this part of the city, states that whilst priority will be given to family housing and other high value, high quality developments where this can be sustained. High density housing will be permitted within or adjacent to the regional centre, within district centre or along high frequency public transport routes.

The proposed development represents the opportunity to regenerate a brownfield site and to diversify the housing stock in the area, including offering much need affordable housing provision.

The highly sustainable and accessible nature of the site means the site is well connected to employment, educational and recreational opportunities.

Consideration of the more specific planning issues and the impact of the proposal upon its surroundings and adjoining occupiers, as well as the loss of the existing building is outlined further below.

Redevelopment of the Site and Contribution to Regeneration

The proposed development would regenerate an under used site and would significantly improve the appearance of a site which could otherwise be left to further deteriorate, whilst substantially uplifting the appearance of the area, by providing a high-quality development which will enhance the appearance of the street-scene.

Demolition of Existing Building

The demolition of the existing social club building should not form a barrier to redevelopment.

The present structure is considered to be of minimal architectural merit and in a poor state of repair. Its replacement with modern residential development would offer significant public benefits by leading to environmental and social improvements to the local area and lead to the removal of a structure only likely to physically deteriorate.

The replacement residential development would incorporate measures that will enhance energy performance, in contrast to the existing structure, and due the building vacant for considerable amount of time is unlikely to be brought forward for an alternative community use. On this basis, proposed demolition is considered acceptable with any negative issues surrounding the loss of a community use, outweighed by the delivery of much need affordable housing.

Site Layout

The proposed site layout makes efficient use of the site and is focused around an extension of Sulby Street.

To the north-east side of the site, is a terrace of 8 dwellinghouses with private front and rear garden areas and an individual parking space to the frontage of each property.

To the western side of the site, is a single, two storey block of 12 apartments, incorporating communal parking and garden area to the rear of the building. A detached waste storage area is situated adjacent to the parking area.



Proposed site layout

Existing mature trees that line the northern boundary are to be retained and will provide retain an attractive visual screen between the site and neighbouring primary school.

It is considered that given the neighbouring context formed by the adjoining school, church and associated grounds, the proposed development will assimilate effectively into the local pattern of development and suburban grain and is of a density that reflect the local surroundings. As such, the proposed site layout is believed to be satisfactory.

Design, Scale and Appearance

The immediate area largely ranges from 1 to 3 storey in height, although there are isolated buildings of 4 storeys in scale situated close by.

The proposed development is two-storey in scale which responds effectively with the local scale and the immediate context formed by the adjoining two storey, terraced dwellinghouses that border the site along Sulby Street and Lightbowne Road.

It is considered therefore that the proposed scale is appropriate and that the development will maintain the visual link with the adjoining terraces, integrating sympathetically with the scale, rhythm and proportions of neighbouring buildings

In terms of appearance, the building incorporates an uncomplicated fenestration with a simple but modern material palette selected to be in keeping with the local context and neighbouring dwellinghouses. It is proposed that both blocks will comprise a combination of red-multi brickwork with PPC aluminium windows and concrete roof tiles of a slate appearance.

The appearance of the block has sought to reflect the characteristics, colour palette and materials used on neighbouring buildings, through the use of materials typical of a domestic setting. The overall impact would be allow for development of a decent quality which would maintain local character.

Given the immediate context, the design and appearance of the proposed accommodation is considered acceptable.

Affordable Housing

The joint applicant is a registered social housing provider and the application seeks to deliver 100% affordable provision which exceeds the policy targets set out within policy H8 of the Core Strategy. To ensure the affordability is delivered, an appropriate planning condition is included.

Residential Amenity

The proposed development is situated within an established mixed-use location with residential properties predominating, including those that bound the site along Sulby Street, Lightbowne Road and to the north along Bacup Street.

The proposed development would lead to the loss of a community use capable of potential late-night disturbance and its replacement with a use more in keeping with the local, residential context.

Previous levels of activity and associated noise and disturbance would therefore be replaced with activity levels associated with a residential use and activity more appropriate given the prevailing residential context.

Whilst activity in the form of the car park, cycle store and bin store would be introduced to the side of existing properties along Sulby Street and as consequence of vehicular movements along Sulby Street itself, the frequency of movements associated with a development of 20 residential units and 16 car parking spaces is unlikely to be significantly harmful in terms of noise and disturbance, or in comparison to previous vehicular movements associated with vehicles accessing the car park associated with the social club.

In term of any overlooking, over-dominance or privacy issues it is considered that due to the two storey scale of the proposed accommodation, coupled with the relationship and position of the blocks with the nearest, neighbouring residential occupiers – notably 14 and 45 Sulby Street, it is not considered that there would be any undue overshadowing, over-dominance or overlooking, as a consequence of the size, design and situation of the building - including as a consequence of the positioning of windows.

The proposed building blocks are focused to the eastern and western sides of the site, with gable walls of the existing end terraced properties at 14 and 45 Sulby Street facing the gable walls of the proposed block of accommodation. Due to the interface distance and separation gap between the site and neighbouring properties, together with the absence of any directly facing habitable windows, any harmful impact to existing living conditions is unlikely

The relationship of the proposed with neighbouring residential dwellinghouses is not untypical and therefore unlikely to result in any significantly harmful effects to amenity.

Impact to the Highway

A Transport Statement accompanies the application which assesses trip generation, parking demand and highway safety, whilst acknowledging the highly sustainable location of the application site and how the site is accessibly located within close proximity to a range of transport modes.

In terms of off-road parking provision 16 off road car parking spaces are proposed. 1 space for each of the 8 dwellinghouses (100% ratio) and 8 spaces to serve the 12 apartments 67% ratio)

A proportion of these spaces are to be served by electric charging points which is a requirement of an attached planning condition. The spaces are complemented by 28 cycle secure parking spaces, which exceeds the Council's requirements.

It is considered that the proposal is unlikely to generate a significant increase in the level of vehicular trips which would impact unduly on network capacity. This is particularly so given that such accommodation is not likely to result in 100% car ownership.

It is therefore maintained that an acceptable level of provision has been proposed and any uplift in on-street car parking is unlikely to be significant. To lessen any potential impact, a condition has been included which requires the submission and approval of a Travel Plan to promote alternative means of travel other than by private car.

In terms of servicing, it is proposed that a turning head is provided to the west side of the development. Highways are satisfied that this facility can accommodate a vehicle manoeuvre for a large waste collection vehicles.

On this basis, the impact upon highway and pedestrian safety is considered satisfactory.

Access

Vehicular access is to be gained as existing, via Sulby Street. A new access road serves the rear car park for the proposed apartments. The dwellinghouses incorporate individual driveways.

Pedestrian access would be gained via Bacup Street and Sulby Street. The entrance from Bacup Street meets with the communal garden area for the proposed apartments.

The building themselves have been designed to be fully accessible and would comply with the relevant parts of the Building Regulations, in terms of providing access to all. The buildings provide level thresholds and adequate circulation space, with the dwellinghouses also incorporating ground floor WC areas.

Density/Balance of Accommodation

The proposed development seeks to create 20 residential units comprising 8 x 3 bedroom dwellinghouses and 12 x 1 bedroom apartments.

All units exceed the Council's minimum floorspace standards and also represents an appropriate density of accommodation in this part of the city.

Waste Management

Each of the 8 dwellinghouses incorporate space within the frontage for bins of each waste stream, including recyclable waste. Residents will be responsible for putting their bins on the kerbside for collection – a typical arrangement.

The proposed apartments include a detached waste store with an appropriate number and capacity of receptacles, confirmed as acceptable by Environmental health. Provision includes 6 x 1100 litres bins (3 for general waste and 3 for recyclable waste). On collection days waste is to be transferred by a management company to an area of hardstanding adjacent to the building ready for collection.

The site access incorporates a turning head to accommodate collection vehicles. This arrangement is considered satisfactory.

Drainage and Flood Risk

The application site is located wholly in flood zone 1 '*low probability of flooding*'.

The application has been accompanied by an outline drainage design which has been considered by the City Council's Flood Risk Management Team who advise that conditions should be included which require the submission of further design details and details of a clear adoption policy to ensure effective management and maintenance of the scheme thereafter. If these measures are successfully implemented, the strategy is in principle considered acceptable.

Trees and Landscaping

The site predominantly comprises hard landscaping with scrub and scattered trees, particularly to the northern and south-western boundaries.

3 mature trees along the northern boundary with the adjoining school are to be retained. These trees are indicated as T1, T2 on T3 within the accompanying Tree Survey and considered in planning terms to be of amenity value.

5 trees, T4 - T8 however are proposed to be removed to facilitate the development. These comprise 2 x London Plane, 2 x Goat Willow and 1 x Ash tree.

Whilst tree loss is always regrettable, the loss is proposed be mitigated for by the planting of 3 Fastigate trees along the north- western boundary and a further eight ornamental trees around the site.

This planting will comprise native or wildlife-friendly plant species where possible, with extensive shrub planting.

In addition, the application is supported by a landscaping scheme which softens the edge of the proposed development with perimeter planting, garden areas and a new hedge along the northern boundary to provide additional screening.

To the rear of the apartment block a new communal garden area is proposed, to be landscaped with ornamental shrubs.

It is considered the proposed landscaping scheme offers a robust, integrated approach in contrast to existing provision and would result in a more planned and visually attractive

environment with no net loss of trees or bio-diversity. On this basis it is considered that the tree loss can be sustained due to landscaping offered in mitigation.

Ecology

An extended Phase 1 habitat survey and bat assessment, together with a bat activity survey accompany the application.

The reports identifies habits of modest value, including scattered trees, hedgerow and continuous scrub.

The report considers the proposed mitigation which takes the form of tree planting, the installation of a new hedgerow, wildlife-friendly shrub planting and suitable management as required.

The assessment notes that the remaining habitats on the site have little or no ecological value and no mitigation is required.

Invasive non-native species haven been identified which will require managed removal.

Bats are understood to be present and roosting in the wider landscape. However, the commuting and foraging habitat was assessed as low, as the habitats onsite are small with little connectivity to the surrounding greenspaces. The building on site was classed as holding low potential to support roosting bats, partly as a precaution due to difficulty of access resulting from the building being unsafe to enter. Further surveys are recommended and will be undertaken at the appropriate time of year.

Greater Manchester Ecology Unit were consulted as part of the application. They consider that the site has low ecological potential and raise no objection to the proposal on ecology grounds.

It is recommended that a Method Statement is prepared giving details of the measures to be taken to control Japanese Knotweed found on site and also that no vegetation clearance or tree removals be undertaken during the optimum time of year for bird nesting.

Bird nesting and bat roosting boxes on the site should be encourage post-completion to promote bio-diversity. Suitable conditions have been included.

Ground Conditions

Whilst a Phase 1 Desktop Study was submitted as part of the application, the conclusion of which is accepted by Environmental Health, it is advised that a Phase 2 Assessment should be completed in accordance with the recommendations contained within Phase 1 assessment.

An appropriate condition has been included, which will require the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Crime and Disorder

The applicant in partnership with Greater Manchester Police (Design for Security) has provided a 'Crime Impact Statement' as part of the application. This enables measures to be incorporated within the scheme in order to be able to design out crime.

In order to ensure design measures are introduced to limit the potential for crime and to enhance security for prospective occupiers, a condition has been included to ensure the proposal achieves 'Secured by Design' accreditation.

Environmental Standards

The application is accompanied by an Environmental Standards Statement which considers alternative sources of energy for the provision of heat and power to the development and explores renewable technologies that could be used to enhance the overall carbon footprint and energy consumption of the development.

In this case a fabric first approach is proposed to allow for improvements to the envelope first and then reviewing suitable technologies to enhance the design philosophy where feasible. A photovoltaic array is proposed on this occasion.

The report concludes that the proposal will achieve a betterment of 16.85% over the 2010 Building Regulations and a 2.67% betterment in relation to Building Regulations 2013. The proposal is therefore capable of meeting the energy reduction requirements set out in the development plan.

A condition has been included which would require the submission and agreement of a Verification Report to ensure the measures outlined are incorporated within the development design.

Further, it should be noted that the application site is situated within a highly sustainable location, within an existing residential neighbourhood with excellent access to a range of shops, amenities, transport services and job opportunities. The proposed development therefore represents the opportunity to regenerate the site for a more sustainable use.

Climate Change and Air Quality

As the proposal would result in a modest number of additional of residential units within the context of a principally residential environment and will also result in the removal of a community use and its associated car park, the impact upon climate change is considered negligible and likely to be lesser than if a community focused operation was reintroduced to the site.

The site is located close to a busy, main arterial route and transport corridor, and is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity.

The submitted Air Quality Assessment summarises that there will be no significant impact from the additional vehicle movements on surrounding sensitive receptors. The use of good practice control measures will provide suitable mitigation for the construction phase. Air quality factors are not therefore considered a constraint to planning consent for the development.

Through effective mitigation and construction management during the construction phase, the impact upon air quality can be effectively controlled.

The proposal includes the provision electric car charging points, cycle storage and will require a Travel Plan. Such measures will serve to limit the impact the upon climate change. The development will also incorporate energy efficient measures as part of the development, as outlined in the section above.

Construction/Demolition Management

To ensure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, a condition is included which requires the submission and approval of a construction management plan which details working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

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

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

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

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

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

-Location plan referenced P20064-FCH-XX-XX-DR-A-1103/P02 and drawings referenced P20064-FCH-BA-01-DR-A-1311/P03, P20064-FCH-BB-00-DR-A-1315/P04, P20064-FCH-BB-01-DR-A-1316/P03, P20064-FCH-XX-00-DR-A-1200/P05, P20064-FCH-XX-DR-A-1201/P03, 01/E (landscape layout), and P20064-FCH-BA-00-DR-A-1310/P04 received by the City Council as Local Planning Authority on 16 August 2022 and 4 November 2022 respectively.

-Affordable Housing Statement produced by Jigsaw received by the City Council as Local Planning Authority on 23 November 2022.

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

3) No above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Notwithstanding details submitted, prior to the commencement of development, a construction management/demolition 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;

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

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

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

5) The development hereby approved shall only be implemented in accordance with the submitted waste storage layout shown on drawings referenced P20064-FCH-BB-00-DR-A-1315/P04 and P20064-FCH-XX-00-DR-A-1200/P05, together with the accompanying Waste Management Strategy, received by the City Council as Local Planning Authority on 4 November 2022 and 16 September 2022 respectively. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside of the waste stores other than on the day of collection.

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

6) Prior to the commencement of development, an invasive non-native species protocol shall be submitted to and approved by the City Council as Local Planning Authority, detailing the containment, control and removal of Japanese Knotweed and any other invasive species identified on site. The measures shall be carried out strictly in accordance with the approved scheme and implemented prior to the commencement of the development hereby approved.

Reason - To control the spread of invasive species, pursuant to policy EN15 of the Manchester Core Strategy.

7) Notwithstanding the details contained within the submitted Phase I Geoenvironmental Site Assessment (Ref: 15-395-R1-1) produced by E3P, received by the City Council as Local Planning Authority on 16 August 2022, the development shall not commence until a more detailed 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 within an agreed Site Investigation Proposal shall be carried out in accordance with a detailed schedule and a report prepared outlining what measures, if any, are required to remediate the land shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be implemented in accordance with the agreed details.

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.

8) 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.

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

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

10) Notwithstanding details submitted, 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 City Council as Local Planning Authority.

In order to discharge the above drainage condition the following additional information should be provided:

- Consideration of alternative green SuDS solution if practicable;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with drawing with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Hydraulic calculation of the existing and proposed drainage system;
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
- Construction details of flow control and SuDS elements.

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

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

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

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

12) The development hereby approved shall only be implemented in accordance with the recommended measures detailed within the Environmental Noise Assessment produced by Red Acoustics (Ref: R2025-REP01A-PC) dated 15 March 2022 and received by the City Council as Local Planning Authority on 16 August 2022. The agreed recommendations shall be implemented in full before any of the units are occupied.

Prior to first occupation of any of the residential units, a Verification Report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as Local Planning Authority. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-

conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - In order to safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Manchester Core Strategy.

13) Notwithstanding details submitted, prior to first occupation of the residential development hereby approved, full details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments.

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

14) The car parking areas indicated on drawing referenced P20064-FCH-XX-00-DR-A-1200/P05 received by the City Council as Local Planning Authority on 4 November 2022 shall be surfaced, demarcated and made available for use prior to any of the residential units hereby approved being occupied. The parking areas shall be for the sole use of residential occupants of the development and shall be available for use at all times whilst the apartments are occupied.

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

15) Before the development hereby approved is first occupied a 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

The agreed Travel Plan shall be implemented in full at all times when the development hereby approved is in use.

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

16) Notwithstanding the bicycle storage areas indicated on drawing referenced P20064-FCH-XX-00-DR-A-1200/P05, received by the City Council as Local Planning Authority on 4 November 2022, full details of the cycle parking provision and cycle store, including security measures and means of enclosure, shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupation of any of the residential units hereby approved. The approved scheme shall remain available for use whilst the units are occupied and retained thereafter.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

17) The development hereby approved shall only be implemented in accordance with the boundary treatment shown in drawing referenced 01/E received by the City Council as Local Planning Authority on 4 November 2022. The agreed boundary treatment shall be completed prior to first occupation of the residential units hereby approved. The boundary treatment shall be retained thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning authority and 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.

18) The development hereby approved shall include a lighting scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to commencement of any lighting works. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

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

20) The hard and soft landscaping scheme (including replacement tree planting) shown on drawing referenced 01/E, received by the City Council as Local Planning Authority on 4 November 2022 shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

21) Prior to first occupation of the residential units hereby approved, the bat and bird boxes for enhancement of the site for biodiversity purposes, as detailed on drawing referenced 01/E, received by the City Council as Local Planning Authority on 4 November 2022, shall be implemented in full and retained thereafter.

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

22) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained with the submitted Arboricultural Report, received by the City Council, as Local Planning Authority on 16 August 2022; 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.

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

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

24) The development hereby approved shall only be carried out in accordance with details and mitigation measures contained within the submitted Air Quality Assessment produced by Redmore Environmental (Ref: 5105r1) dated 28 February 2022 received by the City Council, as Local Planning Authority on 16 August 2022.

Reason - To minimise the impact upon air quality and In order to minimise the environmental impact of the development, pursuant to policy EN16 of the Manchester Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

25) The development hereby approved shall be carried out in accordance with details contained with the Environmental Standards Statement produced by Progressive Services Design Ltd dated March 2022 and received by the City Council as Local Planning Authority on 16 August 2022., A post construction review certificate/statement shall be submitted for approval, prior to first occupation of the development hereby approved.

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

26) Prior to the commencement of the development and notwithstanding details submitted, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include:

i. the numbers, type, 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) and location on the site of the affordable housing provision to be made which shall consist of a minimum 20% 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 any exclusions and exemptions from this requirement that may apply); 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)

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 - To contribute to the delivery of affordable housing, pursuant to policy H8 of the Manchester Core Strategy.

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the apartments hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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

28) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows or doors shall be inserted into the elevations of the building and residential units hereby approved other than those shown on the approved drawings.

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

29) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches, roof alterations or upwards extensions shall be erected other than those expressly authorised by this permission.

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

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

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

Informative

1) No vegetation or tree clearance required to facilitate the development shall take place during the optimum period for bird nesting (March to August inclusive). All nesting birds their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981 (as amended).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

146 Kenyon Lane, Manchester, M40 9DF
41 Sulby Street, Manchester, M40 5HY
45 Sulby Street, Manchester, M40 5HY
148 Kenyon Lane, Manchester, M40 9DF
St Lukes Mans Club, Sulby Street, Manchester, M40 5HR
St Dunstons RC Primary School, Bacup Street, Manchester, M40 9HF
North West Community Services Ltd, 11 Bacup Street, Manchester, M40 9HF
237 Lightbowne Road, Manchester, M40 9BA
231 Lightbowne Road, Manchester, M40 9BA
150 Kenyon Lane, Manchester, M40 9DF
144 Kenyon Lane, Manchester, M40 9DF
138 Kenyon Lane, Manchester, M40 9DF
152 Kenyon Lane, Manchester, M40 9DF
13 Bacup Street, Manchester, M40 9HF
St Lukes Rectory, Kenyon Lane, Manchester, M40 5HS
237A Lightbowne Road, Manchester, M40 9BA
235 Lightbowne Road, Manchester, M40 9BA
233 Lightbowne Road, Manchester, M40 9BA
229 Lightbowne Road, Manchester, M40 9BA
245 Lightbowne Road, Manchester, M40 5HG
243 Lightbowne Road, Manchester, M40 5HG
241 Lightbowne Road, Manchester, M40 5HG
239 Lightbowne Road, Manchester, M40 5HG
142 Kenyon Lane, Manchester, M40 9DF
140 Kenyon Lane, Manchester, M40 9DF
136 Kenyon Lane, Manchester, M40 9DF
134 Kenyon Lane, Manchester, M40 9DF
43 Sulby Street, Manchester, M40 5HY
39 Sulby Street, Manchester, M40 5HY
37 Sulby Street, Manchester, M40 5HY
35 Sulby Street, Manchester, M40 5HY
14 Sulby Street, Manchester, M40 5HY
12 Sulby Street, Manchester, M40 5HY
10 Sulby Street, Manchester, M40 5HY

Appendix 2 – Planning constraints

Article 4 Direction - Removal of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA