

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134579/JO/2022

Date registered valid: 2 August 2022

Proposal: Variation of planning conditions 2, 7 and 11 of planning permission 128835/FO/2020 to make elevational alterations, alterations to boundary treatment, alteration to affordable housing statement and drainage condition

Address: Former Manchester College (Moston Campus), Ashley Lane, Manchester, M9 4WU

Ward(s): Moston Ward

Applicant: Ms Catherine Halstead One Manchester Limited Lovell House, Archway 6, Manchester, M15 5RN

Agent (if any): Mr Jason Turner tp bennett Unit 2B Royal Mills, 17 Redhill Street, Manchester, M4 5BA

Case officer: Jennifer Atkinson
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Recommendation: Approve

Date of recommendation: 26 September 2022

Application details

Type of application: Variation or Removal of Condition

Development type: Notifications

Date of site visit:

Standard consultations:

Printed: 10 August 2022 Expired: 31 August 2022

Neighbour notifications

Printed: 10 August 2022 Expired: 31 August 2022

Site notice

Posted: Expired:

Press advert

Published: 16 August 2022 Expired: 6 September 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is 1.25 hectares and comprises the former Moston College campus building which is substantial in size at 5 storeys in height and covers a large footprint of the site. There are also a number of smaller buildings at the site. The former buildings are subject to a prior approval demolition notice which was approved in 2020 under reference number 128428/DEM/2020.

There is limited soft landscaping at the site with the majority of the area surrounding the buildings being hard landscaping. There are significant pocks of trees at the site along the site boundaries and where there is a level change.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The application site is located within a predominately residential area. Terrace properties abut the site tightly on all sides including Whitman Street to the north, Cole Street/ Mapledon Road to the east, Leywell Road to the south and Princedom Street/ Ashley Lane to the west.

Description of development

Planning permission was granted in 2021 for the erection of 50, two storey dwellinghouses and erection of three storey apartment building to form 10 apartments with associated car parking, boundary treatment and other associated works following demolition of existing college building

This application seeks to vary planning conditions 2, 7 and 11 of planning permission 128835/FO/2020 to make elevational alterations, alterations to boundary treatment, alteration to affordable housing statement and drainage condition

Consultations & Notification Responses

Local residents/public opinion no comments received

Highway Services advise that with regard to plot 3 they have no objection to the proposed driveway amendments now that the sub-station is no longer required. For plots 1 and 2, the provision of a pathway to the rear to establish an electric vehicle charging cable route for plot 2 is acceptable provided that the pathway is privately maintained. With regard to boundary treatment alterations, Highways have no issues.

Design for Security at Greater Manchester Police advise that they have no objections to the alterations to the boundary treatment.

Flood Risk Management Team no objections

Policy

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows: SO1, SO2, SO6, SP1, T1, T2, H1, H2, H4, H8, EN4, EN5, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1.

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

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows: DC7, DC26, DC20 and E3.3.

Other material policy considerations

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

Manchester Residential Quality Guidance (2016)

Manchester Green and Blue Infrastructure Strategy 2015

National Planning Policy Framework (2021)

Issues

The main changes to the development are as follows:

Design changes

- Adjustment to site levels & reduced extent of retaining walls
- Omission of substation
- Amendment to garden layouts to the rear of plots 1-3
- Amendment of boundary treatments
- Extent of paving reduced in favour of additional soft landscape

- Reconfiguration of renewables
- Amendments to the roof of the apartment building
- Reduced height of the apartment building and omission of safety rail
- Omission of Juliet Balconies and reconfiguration of associated window
- Brick lintels changed to standard lintels on non-road facing apartment windows

As part of the demolition works of the former Moston College building and neighbouring ancillary buildings, a cut and fill exercise was undertaken to retain and re-use as much of the material waste as was viable. This exercise contributed to softening some of the steep level changes across the site, providing a more even gradient, where possible.

Upon completion of the cut and fill exercise, an additional site level survey was undertaken; the proposed levels have been adjusted to suit. As a result, the proposed levels contribute to a reduction in the extent of retaining walls with fewer sharp level changes and a more even gradient across the site. This change is considered acceptable and would provide a more appropriate layout for the site.

During the demolition works a high voltage (HV) cable has been identified within the site which carries sufficient capacity to serve the anticipated future demand. It is proposed therefore that the existing cable is utilised thus permitting the omission of the substation currently consented. This is considered to be an improvement to the operational health and safety of the site and a benefit to the ongoing service and maintenance strategy. This change is considered acceptable.

With the omission of the substation, formerly located to the west (rear) of plot 3, the design team have reviewed the rear garden arrangement of plots 1-3. The rear garden and parking layout for Plot 3 has increased slightly, absorbing some of the land formerly occupied by the substation.

Another consideration in this area was the electric vehicle charging (EVC) cable route to Plot 2. Plot 2 is the mid-terrace plot towards the SW corner of the site, with parking located to the south of Plot 1. The current consent does not offer a viable route for the EVC cable between Plot 2 and its associated parking area. The revised proposal provides a small pathway behind the garden of Plot 1 within which the EVC cable can be installed within the boundary demise of Plot 2. This has the added benefit of providing a direct pedestrian route between Plot 2 and its associated parking area.

As a result of these changes Plots 2 & 3 have slightly increased garden demise. This change is considered acceptable.

The changes to the boundary treatment can be summarised as follows:

- 0.6m high masonry brick dwarf wall between drives replaced with sunken concrete edging and 1.0m high railings.
- Brick piers added to end of driveways to define boundary demise.
- Boundary to rear gardens changed from 1.5m high close boarded fence with 0.3m trellis to 1.8m high feather edge vertical lap fence between RC posts.
- Street facing boundaries to rear of drives changed from 2.1m (total height) close boarded fence with trellis on top to 2.1m (total height) vertical boarded timber fencing on timber posts.
- Retaining wall to the north of plots 4-15 omitted, to be replaced by a small earthen mound at the rear of the gardens.
- Boundary between plot 15 & 16 amended from 0.6m high masonry brick dwarf to 2.1m (total height) vertical boarded timber fencing on timber posts to provide a book end and security line to the end of Hough Hall Road.

- Boundaries to corner plots tweaked to ensure privacy is maintained to rear gardens.
- Gates omitted from driveways.
- Pedestrian pass gates to front garden paths omitted throughout.
- Front garden boundaries to plots 14, 15, 19, 21 & 23 amended to suit revised levels.
- Extent of retaining walls reduced in accordance with revised levels.
- Boundaries around former substation proposal and Plots 1-3 amended as described in section 'Amendment to garden layouts to the rear of plots 1-3' above.

This change is considered acceptable. The key principles were to retained the low wall and railings to the front of the dwellings. The omission of the driveway gates has resulted in the need for gate post to be installed into the gaps too ensure that the frontages and hardstanding remain broken up.

Air Source Heat Pumps

Air Source Heat Pumps (ASHPs) have been replaced with Air Source Heat Cylinders throughout. The Air Source Heat Pumps in the current consent are located on the roof of the apartment building and within the rear gardens of the dwellinghouses. The Air Source Heat Cylinders offer similar efficiencies but will be located within a dedicated internal store area. This has multiple benefits as follows:

- Relocation from external to internal location of ASHPs provides increased security and reduced vulnerability to damage from external forces and adverse weather.
- The relocation will reduce their visual and spatial impact on the gardens of dwellinghouses.
- The relocation of ASHPs from the roof of the apartment building to dedicated internal store rooms reduces the requirement for access to the roof, therefore limiting the need for regular access and offering an enhanced approach to H&S and CDM 2015 Principles of Prevention.

Photovoltaics

Photovoltaics (PVs) to the apartment building (formerly 1no. 0.3kw PV per apartment) have been omitted. The main contractor has undertaken a full SAP assessment to ensure the original operational energy targets are equalled. This is achieved principally by the slightly enhanced efficiency of the internal Air Source Heat Cylinders, combined with an improved air permeability of the external envelope from 4h-1 @ 50 Pa to 2h-1 @ 50 Pa.

Photovoltaics (PVs) to the dwellinghouses (formerly 2no. 0.3kw PV per dwellinghouse) have been reduced to 1no. 0.3kw PV per dwellinghouse. The main contractor has undertaken a full SAP assessment to ensure the original operational energy targets are equalled. This is achieved principally by the slightly enhanced efficiency of the internal Air Source Heat Cylinders, combined with an improved air permeability of the external envelope from 4h-1 @ 50 Pa to 2h-1 @ 50 Pa. To achieve the improved air permeability of the dwellinghouses, the principle method of construction has been changed from brick and block masonry to brick outer leaf and timber frame internally; this has an added benefit of a reduced embodied carbon build and improved construction time on site.

The change to the energy strategy is considered to be acceptable and would ensure that renewable energy is still utilised to achieve a carbon reduction at the site.

Along with the omission of the ASHPs and PVs from the roof of the apartment building (refer to Reconfiguration of renewables above), the design team have further reduced the requirement for

regular access by omitting all mechanical equipment and plant from the roof that would require regular maintenance.

The consented roof mount Automatic Opening Vent (AOV), provided for the smoke clearance of the escape stair, has been replaced with a façade AOV, located in one of the windows at the head of the stair. This can be maintained primarily from the second-floor landing offering an improved approach to H&S & CDM 2015 Principles of Prevention.

All other mechanical equipment and plant have been omitted from the roof of the apartment building, with all equipment now located in either the on-floor risers or in the ground floor plant & meter rooms.

With proposed access requirements now limited to repair only works, the former built up bitumen roof membrane is proposed to be replaced with a grey single ply membrane. The layout and falls etc have been adjusted to suit the revised approach to waterproofing.

With the proposed amendments to the roof of the apartment building the requirement for regular access to the roof is significantly reduced to infrequent repair work only. As the roof will not be regularly accessed, the safety rail has been omitted and the design team identified an opportunity to lower the parapet height. This will have a positive impact on the neighbours, particularly those to the west of the building, as the apartment building now presents a slightly smaller mass and height. This change is considered to be acceptable.

The Juliet balconies have been omitted from the apartment building; this provides a full height window aesthetic which is more consistent with the design of the dwellinghouses.

The consented design provides a Juliet balcony to half of each window bay, with a full height fixed glazed panel adjacent to a Juliet balcony and a full height tilt turn window. Through design development it became apparent that a full height tilt turn window has procurement issues as well as long term maintenance and repair challenges. Upon review it was decided that this full height window should be split horizontally to provide a fixed glazed panel at low level and a more standard size tilt turn window to the upper half.

Lintels at the head of windows on the north and west non-street facing elevations of the apartment building have been changed from brick head lintels to standard lintels with aluminium plate to the underside. These windows are not visible from the public realm and will have limited visibility from areas accessible to the future occupants.

This change is considered to be acceptable. Whilst this would result in a full opening window the overall design intent has been retained. The lintels on the elevations which are not visible from the public domain would also be acceptable.

The proposal also requires an amendment to the affordable housing condition (condition 11). The approach has been to simplify the condition to allow the submission of an affordable housing statement and not preclude the obtaining of grant from Homes England. This is acceptable.

In addition, the proposal also requires a change to the drainage condition (7) to omit reference to “No private plot land is to be sited within the easement”. This has been discussed at length with the Flood Risk Management team. Whilst this arrangement is not ideal, the management of the culvert would remain in the control of the applicant.

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:

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

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 28 May 2024.

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

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

Drawings and documents received and approved as part of 134579/JO/2022

T8136D0010 Rev P5, T8136D0030 Rev P7, T8136D0040 Rev P7, T8136D0050 Rev P6, T8136D0051 Rev P6, T8136D1100 Rev P6, T8136D1103 Rev P4, T8136D1150 Rev P7, T8136D1151 Rev P6 stamped as received by the City Council, as Local Planning Authority, on the XX July 2022

Drawings and documents received and approved as part of 128835/FO/2020

Drawings

T8136D0001 Rev P3, T8136D0002 Rev P8, T8136D1101 Rev P3, T8136D1102 Rev P3, T8136D1250 Rev P3, T8136D2100 Rev P3, T8136D3100 Rev P3, T8136D4100 Rev P3, T8136D5100 Rev P3 and T8136D5101 Rev P3 stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020

101 Rev B stamped as received by the City Council, as Local Planning Authority, on the 11 December 2020

T8136D0045 Rev P4, T8136D1200 Rev P4, T8136D1261 Rev P3, T8136D2150 Rev P4, T8136D2151 Rev P4, T8136D2160 Rev P3, T8136D3150 Rev P4, T8136D3151 Rev P4, T8136D4150 Rev P4, T8136D4151 Rev P4, T8136D5150 Rev P4, T8136D5151 Rev P4, T8136VS0001 Rev P2, T8136VS0002 Rev P2, T8136VS0003 Rev P2 and T8136VS0004 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 25 May 2021

Supporting information

Design and Access Statement; Air Quality Assessment; Broadband Capability Assessment; Crime Impact Statement; Energy Statement; External Lighting Statement; Phase 1 Preliminary Risk Assessment; Ventilation, Extraction and Odour Statement; Noise Impact Assessment; Arboricultural Impact Assessment; Preliminary Ecological Appraisal; Bat Nocturnal Surveys; Flood Risk Assessment and Drainage Strategy; Phase 2 Ground Investigation; Waste Management Proforma; Transport Statement; Interim Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020

Planning Policy Compliance Statement stamped as received by the City Council, as Local Planning Authority on 11 December 2020

Drainage details and drawing 074747-CUR-00-XX-DR-C-92003 REV P02 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021

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

3) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

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

4) Prior to the commencement of development (including demolition, ground works, vegetation clearance), a management plan for Japanese Knotweed and Cotoneaster spp shall be submitted for approval by the City Council, as Local Planning Authority. This shall detail the containment, control and removal of Japanese Knotweed and Cotoneaster spp at the site. The development shall be carried out in accordance with the approved protocol.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) The demolition of building 3 shall be carried out in accordance with the details contained in the Bat Nocturnal Surveys Report, Ascerta reference P.1306.20 (section 5.0) stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020.

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

6) a) The development shall not commence (other than site clearance and demolition) until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

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

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

7) Prior to the commencement of the development details of how the development would protect the existing culvert at the site shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include:

- A masterplan showing proposed layout and the culvert route as determined from site investigation. Applied easements should be shown on the layout.
- Details of embedded design to protect the culvert and existing/proposed properties. This should include appropriate culvert easements (which should be a minimum of 3 metres measured from the conduit edges) and considerations for maintenance/access.
- Any works within or adjacent to the culverted watercourse that would affect it would require prior consent from the City Council as Lead Local Flood Authority

The approved details shall be implemented as part of the development.

Reason: To prevent the risk to life and property caused by inappropriate development around culverted watercourses pursuant to policy EN14 of the Manchester Core Strategy (2012).

8) Notwithstanding the detailed drainage strategy stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020 and Drainage details and drawing 074747-CUR-00-XX-DR-C-92003 REV P02 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021, (a) the development shall not commence (other than site clearance and demolition) until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Maximised consideration of green SuDS components (that is either utilising infiltration or attenuation) if practicable.
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment.

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- 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.
- Capacity standards demonstrated in 074747-CUR-00-XX-RE-C-001 should be maintained through all design iterations such that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building.
- Attenuation standards demonstrated in 074747-CUR-00-XX-RE-C-001 should be maintained through all design iterations such that surface water attenuation offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates.

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

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

9) Notwithstanding the Moston Campus, Manchester Phase I Preliminary Risk Assessment, Curtins, Reference: 074971-CUR-00-XX-RP-GE-001, 13th January 2020 and Moston Campus, Manchester Phase II Ground Investigation, Curtins, Reference: 074971-CUR-00-XX-RP-GE-002, 24th July 2020, stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020, (a) the development shall not commence (other than site clearance and demolition) until the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of a Remediation Strategy

(b) When development commences, it shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development 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 - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

10) The development shall not commence until a detailed construction management plan outlining working practices during construction shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Dilapidation survey;
- o Consultation with local residents;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Methods to deal with the possible presence of badgers;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

11) Prior to the commencement of the development, an Affordable Housing Statement shall be submitted for approval in writing by the City Council, as Local Planning Authority. The statement shall include the following: numbers, tenure, location and timing of the construction of the affordable homes. The approved statement shall be implemented and the affordable homes thereafter retained in perpetuity.

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

12) Prior to any above ground works, samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with window reveals, jointing and fixing details, details of the drips to be used to prevent staining, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part the development.

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

13) The window reveals and soffits for the development shall be carried out in accordance with T8136 D2 160 Rev P3 and T8136 D1 261 Rev P3 stamped as received by the City Council, as Local Planning Authority, on the 25 May 2021

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

- Minimum window reveal 182 mm and aluminium flashing (dwellings);
- Minimum window reveal 200 mm and brick slip soffit (apartments) (NB soffits to the north and west non-street facing elevations are a aluminium flashing detail)

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

14) The boundary treatment shall be carried out in accordance with drawings T8136 D0 040 Rev P7 stamped as received by the City Council, as Local Planning Authority, on the 2 August 2022.

The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

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

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

15) The development hereby approved shall be carried out in accordance with the Energy Statement Statement stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020. The development shall achieve a minimum of 25.8% reduction for the dwellings and 22.2% for the apartments in carbon on Part L 20103 Building Regulations.

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

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

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

This shall include:

- Verification report providing photographic evidence of construction as per design drawings. For the avoidance of doubt this must include all key components including attenuation and flow control.
- As built construction drawings if different from design construction drawings.

- The maintenance section of '074747-CUR-00-XX-RE-C-001' should be transposed into a standalone Maintenance Plan for issue to the responsible party, and is to include named responsible party, integrated manufacturer's recommendations, and culvert maintenance.

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

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

17) (a) Notwithstanding drawing 3647 101 Rev B stamped as received by the City Council, as Local Planning Authority, on the 11 December 2020, prior to any above ground works, details of a hard and soft landscaping treatment scheme (including street trees) has been submitted for approval in writing by the City Council as local planning authority.

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

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

18) (a) Notwithstanding the Noise Impact Assessment stamped as received by the City Council, as Local Planning Authority 4 December 2020, prior to the first occupation of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

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

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq
Gardens and terraces (daytime) 55 dB L Aeq

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

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

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

19) (a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

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

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

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

20) The waste management arrangements for development hereby approved shall be carried out in accordance with drawing T8136 D 0 010 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 2 August 2022 and the waste management profoma stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020

The details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

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

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

22) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to

adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

23) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

24) Prior to the first occupation of the development, the siting, scale and appearance of a suitable cycle store for each dwellinghouse shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The cycle storage arrangements for the apartment shall be carried out in accordance with drawing T8136 D 0 010 Rev P5 stamped as received by the City Council, as Local Planning Authority, on the 2 August 2022.

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

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

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

This shall include the following:

- Scheme for the adoption of the new internal access road
- Possible amendments to Princedom Street layout including the exploration a vehicle priority arrangement.
- Dropped crossings to facilitate driveway access
- Internal traffic calming where appropriate
- Resurfacing of Princedom Street footways.
- Installation of tactile paving and dropped crossings at the Princedom Street/ Ashley Lane junction
- Amendment to No Waiting restriction on Princedom Street
- 20mph speed restriction within the new site and on Princedom Street.

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

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

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

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

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

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

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

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

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

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

30) Prior to the installation of the proposed driveways and car parking areas hereby approved, a drainage scheme 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 and maintained in situ thereafter.

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

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

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

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings outlined in condition 3.

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

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

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

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

35) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the arboricultural impact assessment stamped as received by the City Council, as Local Planning Authority on the 4 December 2020; 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 Core Strategy.

36) The development hereby approved shall be carried out in accordance with the Interim Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 4 December 2021.

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

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

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

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

37) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the dwellings (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

Appendix 1 – List of consultees & neighbours notified

Highway Services
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC

38 Cole Street, Manchester, M40 9WH
6 Leywell Road, Manchester, M9 4QR
81 Ashley Lane, Manchester, M9 4NU
55 Ashley Lane, Manchester, M9 4NU
45 Ashley Lane, Manchester, M9 4NU
4 Whitman Street, Manchester, M9 4NY
63 Ashley Lane, Manchester, M9 4NU
57 Ashley Lane, Manchester, M9 4NU
53 Ashley Lane, Manchester, M9 4NU
61 Ashley Lane, Manchester, M9 4NU
49 Ashley Lane, Manchester, M9 4NU
47 Ashley Lane, Manchester, M9 4NU
6 Hough Hall Road, Manchester, M40 9NJ
25 Hough Hall Road, Manchester, M40 9NJ
46 Cole Street, Manchester, M40 9WH
44 Cole Street, Manchester, M40 9WH
42 Cole Street, Manchester, M40 9WH
28 Leywell Road, Manchester, M9 4QR
79 Ashley Lane, Manchester, M9 4NU
21 Hough Hall Road, Manchester, M40 9NJ
85 Ashley Lane, Manchester, M9 4NU
4 Hough Hall Road, Manchester, M40 9NJ
42 Mapledon Road, Manchester, M9 4QG
40 Cole Street, Manchester, M40 9WH
8 Whitman Street, Manchester, M9 4NY
38 Whitman Street, Manchester, M9 4NY
28 Whitman Street, Manchester, M9 4NY
24 Whitman Street, Manchester, M9 4NY
22 Whitman Street, Manchester, M9 4NY
18 Whitman Street, Manchester, M9 4NY
16 Whitman Street, Manchester, M9 4NY
14 Whitman Street, Manchester, M9 4NY
12 Whitman Street, Manchester, M9 4NY
10 Whitman Street, Manchester, M9 4NY
46 Leywell Road, Manchester, M9 4QR
44 Leywell Road, Manchester, M9 4QR
42 Leywell Road, Manchester, M9 4QR
50 Mapledon Road, Manchester, M9 4QG
46 Mapledon Road, Manchester, M9 4QG
44 Mapledon Road, Manchester, M9 4QG
40 Mapledon Road, Manchester, M9 4QG
38 Mapledon Road, Manchester, M9 4QG
32 Mapledon Road, Manchester, M9 4QG
30 Mapledon Road, Manchester, M9 4QG
26 Mapledon Road, Manchester, M9 4QG
36 Cole Street, Manchester, M40 9WH
2 Leywell Road, Manchester, M9 4QR

4 Leywell Road, Manchester, M9 4QR
10 Leywell Road, Manchester, M9 4QR
18 Leywell Road, Manchester, M9 4QR
22 Leywell Road, Manchester, M9 4QR
24 Leywell Road, Manchester, M9 4QR
26 Leywell Road, Manchester, M9 4QR
36 Leywell Road, Manchester, M9 4QR
40 Leywell Road, Manchester, M9 4QR
36 Mapledon Road, Manchester, M9 4QG
8 Leywell Road, Manchester, M9 4QR
14 Leywell Road, Manchester, M9 4QR
20 Leywell Road, Manchester, M9 4QR
34 Leywell Road, Manchester, M9 4QR
8A Whitman Street, Manchester, M9 4NY
2A Whitman Street, Manchester, M9 4NY
73 Ashley Lane, Manchester, M9 4NU
2 Hough Hall Road, Manchester, M40 9NJ
48 Mapledon Road, Manchester, M9 4QG
34 Mapledon Road, Manchester, M9 4QG
28 Mapledon Road, Manchester, M9 4QG
12 Leywell Road, Manchester, M9 4QR
16 Leywell Road, Manchester, M9 4QR
30 Leywell Road, Manchester, M9 4QR
32 Leywell Road, Manchester, M9 4QR
38 Leywell Road, Manchester, M9 4QR
6A Whitman Street, Manchester, M9 4NY
4A Whitman Street, Manchester, M9 4NY
83 Ashley Lane, Manchester, M9 4NU
71 Ashley Lane, Manchester, M9 4NU
69 Ashley Lane, Manchester, M9 4NU
59 Ashley Lane, Manchester, M9 4NU
51 Ashley Lane, Manchester, M9 4NU
23 Hough Hall Road, Manchester, M40 9NJ
6 Whitman Street, Manchester, M9 4NY
36 Whitman Street, Manchester, M9 4NY
34 Whitman Street, Manchester, M9 4NY
32 Whitman Street, Manchester, M9 4NY
2 Whitman Street, Manchester, M9 4NY
30 Whitman Street, Manchester, M9 4NY
26 Whitman Street, Manchester, M9 4NY
20 Whitman Street, Manchester, M9 4NY
46 Ashley Lane, Manchester, M9 4WT
38 Ashley Lane, Manchester, M9 4WT
36 Ashley Lane, Manchester, M9 4WT
76 Ashley Lane, Manchester, M9 4WT
74 Ashley Lane, Manchester, M9 4WT
72 Ashley Lane, Manchester, M9 4WT
70 Ashley Lane, Manchester, M9 4WT
68 Ashley Lane, Manchester, M9 4WT
64 Ashley Lane, Manchester, M9 4WT
58 Ashley Lane, Manchester, M9 4WT
54 Ashley Lane, Manchester, M9 4WT
50 Ashley Lane, Manchester, M9 4WT
48 Ashley Lane, Manchester, M9 4WT

56 Ashley Lane, Manchester, M9 4WT
78 Ashley Lane, Manchester, M9 4WT
Flat 2, 60 Ashley Lane, Manchester, M9 4WT
42 Ashley Lane, Manchester, M9 4WT
60 Ashley Lane, Manchester, M9 4WT
52 Ashley Lane, Manchester, M9 4WT
Flat 2, 52 Ashley Lane, Manchester, M9 4WT
Flat 1, 52 Ashley Lane, Manchester, M9 4WT
Flat 1, 60 Ashley Lane, Manchester, M9 4WT
80 Ashley Lane, Manchester, M9 4WT
66 Ashley Lane, Manchester, M9 4WT
62 Ashley Lane, Manchester, M9 4WT
44 Ashley Lane, Manchester, M9 4WT
40 Ashley Lane, Manchester, M9 4WT

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
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA