

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142426/FO/2025

Date registered valid: 29 May 2025

Proposal: Erection of a two storey three bed dwelling with associated parking and landscaping.

Address: Land On Regent Street To The Rear Of 221-225 Droylsden Road, Manchester, M40 1NY

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Mr Y Mehmood

Agent (if any): Mr Alan Doherty

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 27 October 2025

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Standard consultations:

Printed: 11 July 2025 Expired: 1 August 2025

Neighbour notifications

Printed: 11 July 2025 Expired: 1 August 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

This application relates to a site which fronts Regent Street, to the rear of 221- 225 Droylsden Road, and which sits opposite an Islamic centre, with residential properties to the north. No. 221 Droylsden Road is a residential property, with 223-225 being a convenience store. The site is occupied by a double garage and was formerly used by the convenience store, but the applicant states that the site is now vacant. The Regent Street frontage mainly comprises of a 1.8 metre high brick wall, with a timber gate, at the North Eastern end of the site, adjacent to no.11 Regent Street.

It is proposed to demolish the existing structure on site, and to erect a new two storey three bedroom house on the site. The proposed house would be somewhat 'L' shaped, with its longer frontage, including main entrance, facing onto Regent Road, with the house positioned to respond to the building line of properties on Regent Street. The building would be positioned close to the North Eastern end of the site, with a driveway, for 2 cars, to be created along the South-Western boundary, and with garden areas/landscaping to the front and rear of the property. The existing frontage wall and gates would be removed, and replaced with a new low level brick wall, generally 0.7 metres high with 0.9 metre high brick piers, and with some planting beds provided to the rear of the wall, and in the rear garden.

The house would be constructed in brickwork and render, and a pitched tiled roof, to match adjoining properties.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services - Made the following comments:

All proposed alterations are within the red-line curtilage of the site and as such, do not impact on the adopted highway.

The applicant should be advised that all boundary treatments with frontage to the adopted highway should retain appropriate visibility from a height of 600mm upwards to protect sight lines. All gating which is accessed from the highway must be ensured to be inwardly opening, to prevent obstruction to passing footway users.

The planned site includes space for a block paved drive, expected to provide off-street parking for 2no. vehicles. Highways request a dimensioned plan of this hardstanding area, to ensure sufficient parking space. It should be noted that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles/pedestrians do not impact on the adopted highway (The applicant has provided a plan to confirm this).

The proposed site has a designated area for refuse storage. This is considered appropriate in ensuring no obstruction on the adjacent highway, with refuse expected to be presented to the highway on waste collection days. Highways note and accept this in principle.

Pedestrian access will remain as existing, which is acceptable to Highways.

Secure cycle storage should be provided on site.

Given the scale of the works a construction management plan is needed.

Strategic area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to acoustic controls, external plant, construction hours, contaminated land, air quality and approval of the submitted waste management arrangements.

Greater Manchester Ecological Unit - Made the following comments:

The submitted BNG appraisal found the site had some ecological value, consisting of residential garden

After construction of the development, onsite biodiversity remediation and the 10% net gain requirement there is due to be a deficit of 0.02 Area Habitat units;

Given the small of units to be purchased offsite, this appears to be a realistic achievement for the site and therefore the LPA can be reasonably confident that the statutory biodiversity requirements could be discharged.

It is confirmed that the applicant is going to purchase the units offsite. GMEU happy for them to proceed on this basis.

The following general advice also applies:

Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. An informative should be used so that the applicant is aware that they must seek ecological advice should they find or suspect that the proposals will impact on protected species.

Work that will impact on habitats where nesting birds may be present (for example demolition of a building or works to trees and other vegetation including undergrowth like bramble), should not be undertaken in the main bird nesting season (March - August) unless suitable checks for active bird nests have been undertaken.

These points are provided as an informative.

Unite Utilities - No objections raised and no conditions recommended. An informative was recommended in relation to any work being carried out near United Utilities assets.

Issues

National Planning Policy Framework (December 2024) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development

process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants. Communities, local planning authorities and other interests throughout the process (paragraph 131).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy H3 relates to sites in north Manchester and states that north Manchester, over the lifetime of the Core Strategy, 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 EN1 relates to Design Principles and Strategic Character Areas. It states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance 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 EN9 relates to Green Infrastructure). It states that 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 EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise.
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. At that time, Planning Policy Statement 3 'Housing' stated that to facilitate efficient delivery of high quality development, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques.

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Point 10.9 relates to external space and states that all residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area. Simply this means the provision of gardens that perform well as multi-functional space. Gardens are valuable within any development by contributing the following:

- A safe play area for children
- Additional storage outside the house
- The provision of outside drying area for clothes which additionally assists the environmental sustainability of a development
- Space in which to relax which helps the overall sense of well-being
- An increased amount of planting which enhances the quality of the natural environment
- The space to provide home grown food which benefits the health of the local community.

Manchester Residential Quality Guidance 2016 sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses. In relation to two-storey, three bedroom units the minimum standard of accommodation is set at 84/93/102 square metres for occupation by 4/5/6 people respectively

Places for Everyone - The approved Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for 9 of the 10 boroughs which make up Greater Manchester.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

JP-C8: Transport Requirements of New Development

JP-P1: Sustainable Places

Principle of development - The site lies in an area with some mixed uses, and although the site lies to the rear of a retail shop, and opposite a place of worship, the remainder of Regent Street comprises of two rows of residential properties. Given this, and the overarching policy context, it is considered that the general principle of the proposed use would be acceptable in this location. This is subject to other considerations, such as design, amenity, car parking and BNG requirements.

Siting/layout - The adjacent residential properties, on Regent street, are two-storey houses, and the proposed house respects this character, as well as conforming to the building line set by the row of adjoining properties, on the North-Western side of Regent Street. The house would have a good sized garden area to the rear, as well as some additional garden space to the front, behind a low wall, along the back of pavement, which is evident with other residential properties on the row. Although the proposed house respects the existing building line, the existing wall sits forward of the front walls, of adjoining properties, but it is effectively a reduction in the height of the existing wall, so visually it will open up some views along Regent Street. The site contains space for refuse and cycle storage, and 2 in-curtilage car parking spaces, along with an EV charging point to each property.

It is therefore considered that, in relation to site layout, the applicant has demonstrated that a residential property can be accommodated on the site, and it is considered that the proposal responds to the surrounding context and maximise frontages with the street scene and the relationship, of the development, with the surrounding environment. The proposed site layout is therefore considered to be satisfactory.

Scale/massing - At 12 metres long, although the proposed property would have a longer frontage, than a typical house, this responds to the character of the adjoining run of properties (11-17 Regent Street), which have similar sized frontages. In addition, at two storeys high, the proposal responds to the massing of the remainder of the properties on the street, and properties in the general surrounding area, with an eaves height and roof apex that responds to that of the adjoining properties. It is therefore considered that the scale/massing, of the development, is an appropriate approach that is informed by its context.

Appearance/visual amenity - At present the view of the site, from Regent Street, is of a long blank wall/gates, with a makeshift outbuilding behind. It is considered that the proposed development, including front boundary treatment would present a good quality façade to the adjoining street with a property of a traditional appearance that better complements the surrounding area. It is considered that the simple and clean arrangements of the elevations along with the quality and use of materials, position of the building on the site and its scale, will be in keeping with its surroundings and enhance the setting of the site. In addition, bins

originally proposed, at the front of the site, have been relocated to the rear, to prevent any impact upon the street scene.

Residential space standards - The proposed development indicates 6 bed spaces, for a two storey, three bedroom property, which has a floor area of 126 square metres, which is in excess of the Council's space standards. It is also considered that the proposed development would contribute to sustainable growth in Manchester and thereby responds positively to the newly adopted Manchester Residential Quality Guidance (which reflects, in part, the national standards). The proposal would also secure design characteristics that would also positively contribute to the quality of the streetscene, and be effectively linked to its surroundings.

Residential amenity/privacy - The proposal is seeking to introduce a new two-storey residential property on a currently vacant/unused site, in a location where there are a number of similar style two-storey properties. It is not considered that one additional residential property, in this area, would have an adverse impact on nearby occupiers. On the rear elevation a rear bedroom windows was originally proposed, which was just 3.5 metres from the rear boundary of the site. This window overlooked the garden, of no.219 Droylsden Road, meaning there was potential for some overlooking of that garden. This window has therefore been removed from the scheme and replaced with roof lights. There is also a bathroom and landing window on this rear elevation and a condition is proposed requiring these to be obscurely glazed. On this basis, it is considered that the proposed development would not result in overlooking of adjacent properties, or any adverse privacy implications, for existing or future occupiers. Overall, the proposal is not considered to have a detrimental impact on the residential amenity of existing residents in this area.

Impact on the highway/car and cycle parking - In-curtilage dedicated car parking is provided, for 2 vehicles as well a rear storage unit for 2 cycles. An EV charging point is also proposed and other Highways Services comments have been satisfactorily addressed.

Boundary treatment - The site would be surrounded by 1.8 metre high timber fencing and concrete panels, much of which is existing. Along the front boundary a new low level wall is proposed, which is in keeping with surrounding properties. These arrangements are considered to be acceptable.

Air quality/Climate Change - The issues of air quality has been assessed as part of this application, although it is also noted that the site does not lie within an air quality management area. An EV charging points is provided along with a good sized garden area. It is considered that the measures proposed as part of this application, would not significantly impact upon air quality in this location, but a condition is proposed relating to approval of final details.

In terms of the design measures to minimise the environmental impact and energy use, of the house, the applicant has submitted a document indicating high standards of building fabric, passive design, water heating efficiency and the extensive use of renewable technology, as well as photovoltaic panels, which should all contribute to the energy efficiency of the house. A condition is proposed relating to the approval of final details.

These arrangements are considered satisfactory and it is considered that the development would contribute to the Council's aim of securing developments that are adaptable to climate change.

Waste - The application is accompanied by a Waste Management Strategy and adequate bin storage facilities are provided within the curtilage of the house. The proposed measures are acceptable to Environmental Health. In addition, the bin storage area was originally proposed at

the front of the site, but this has been relocated to the rear, to prevent any impact upon the street scene.

BNG - The site largely consists of the disused outbuilding and hardstanding/gravel with 2 small areas of vegetation. The application does propose BNG on site with the provision of garden areas and planting beds, although it does not quite achieve the required 10% net gain, with a deficit of 0.02 Area Habitat units. Whilst it is preferable that this shortfall be provided on site, the applicant has indicated that a net gain in biodiversity units cannot be achieved on site, and therefore intends to offset the biodiversity loss with the purchase of off-site units, although a location has not been provided. This approach is considered to be acceptable to GMEU

Given the characteristics and amount the habitat to be lost, and the commitment provided by the applicant this is considered acceptable. The application is therefore subject to the statutory biodiversity net gain condition requiring full details of how the net gain can be achieved.

On this basis, the impact to ecology and biodiversity net gain requirements is considered acceptable.

Inclusive access - Appropriate ground floor circulation space would be achieved along with a large ground floor WC. A condition has been included to demonstrate the provision of a level threshold to the entrance to the house and satisfactory access routes.

Permitted development - Due to the constraints of the application site and the need to manage the amount built form within it, a condition has been attached to remove permitted development rights relating to the erection of extensions and outbuildings. A separate condition requires that no windows are inserted, other than those shown on the approved drawing, and a condition has also been included to ensure that the house is retained as Class C3 houses. This will ensure maintenance of the residential character of the area through the management of the type and density of future occupation.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case negotiations took place in relation to the standard of accommodation, BNG and highways matters. The applicant has also been advised of a number of pre-development conditions which have been agreed.

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:

Site location plan, stamped as received by the City Council, as Local Planning Authority on 14 March 2025.

Design and Access Statement dated April 2025

Award Energy Report dated May 2025

Waste Management Strategy dated 7 April 2025

All stamped as received by the City Council, as Local Planning Authority on 29 May 2025.

Biodiversity Gain Plan and JCA Biodiversity Accounting Assessment Report, stamped as received by the City Council, as Local Planning Authority on 18 August 2025.

Drawings numbered 130.5 rev B and 0130.7, stamped as received by the City Council, as Local Planning Authority on 8 October 2025.

Drawing numbered 130.6 rev C, stamped as received by the City Council, as Local Planning Authority on 27 October 2025.

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) Notwithstanding any materials referenced within the application submission, prior to the erection of the above ground structure, samples and specifications of all materials to be used on all external elevations of the development should be submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Manchester Core Strategy

4) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Hours of working;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Phasing and quantification / classification of vehicular activity associated with planned construction, including commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway
- Routing strategy of construction vehicles;
- Parking of construction vehicles and staff; and

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

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

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

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation 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 prior to occupation 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 SP1 of the Manchester Core Strategy.

6) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Droylsden Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises such as the Manchester Islamic Centre.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

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

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

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

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

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary

Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

8) a) Prior to commencement of the development, a scheme for electric vehicle charging and any other considerations, for example boiler emissions, shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

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

9) The development shall be carried out in accordance with the Waste Management Strategy stamped as received by the City Council, as Local Planning Authority on 29 May 2025, and indicated on drawing numbered 130.5 rev B, stamped as received by the City Council, as Local Planning Authority on 8 October 2025. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

10) a) The development hereby approved shall be completed in accordance with the scheme for the provision of space for bicycle storage as shown on drawing numbered 130.5 rev B, stamped as received by the City Council, as Local Planning Authority on 8 October 2025.

b) Prior to the occupation of the dwellinghouses, finalised details of the type of secure and sheltered cycle parking unit to be installed shall be submitted to and approved in writing by the local planning authority. The approved space and facilities shall then be permanently retained.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

11) The car parking spaces indicated on the approved plans shall be surfaced and made available for use prior to the building hereby approved being occupied. The car parking spaces shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

12) Notwithstanding the details indicated in the approved plans and documents, prior to any above ground works commencing on site an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures, which shall be implemented in the construction of the approved development. Prior to occupation of the house a post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of Manchester's Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

13) Before the occupation of the development a scheme shall have been submitted to and approved by the City Council as local planning authority demonstrating inclusive access to the main entrance to the house including route widths, levels and gradients, The agreed scheme shall be implemented before the occupation of the development and maintained in situ thereafter.

Reason - To ensure that inclusive access is provided pursuant to policy DM1 of the Core Strategy for the City of Manchester.

14) 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 or outbuildings shall be erected other than those expressly authorised by this permission.

Reason - To allow assessment of any future proposals and in the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

15) 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 openings, including windows and doors, shall be inserted within the elevations of the building, other than those shown on the approved drawing numbered 130.6 rev A, stamped as received by the City Council, as Local Planning Authority on 1 July 2025.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

16) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

17) The proposed upper floor landing and bathroom windows in the rear elevation of the proposed house (i.e. facing the common boundary with no.219 Droylsden Road) shall be fitted with obscure glazing, and fixed shut at least up to a level of 1.7 metres above floor level. The windows shall thereafter be maintained in that condition.

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

18) Prior to above ground works a written 30-year Habitat Management and Maintenance Plan (HMMP) for the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved HMMP shall relate to all 'significant' biodiversity gains on site and shall be strictly adhered to and implemented in full for its duration and shall contain:

- A) Aims, objectives and targets for management, including habitat target conditions matching the associated Biodiversity Metric submitted with the application.
- B) Descriptions of the management operations necessary to achieving aims and objectives.
- C) Preparation of a works schedule, including timescales for habitat clearance and habitat creation and/or enhancement.
- D) Details of monitoring needed to measure the effectiveness of management.
- E) Details of the persons responsible for the implementation and monitoring.
- F) Mechanisms of adaptive management and remedial measures to account for changes in the work schedule to achieve required targets.
- G) Reporting on years 1, 2, 5, 10, 20 and 30'.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

Informatives

1) United Utilities' Property, Assets and Infrastructure

It is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development.

It is recommended that the applicant visits the United Utilities website for further information on how to investigate the existence of water and wastewater pipelines and what to do next if a pipeline crosses or is close to their red line boundary: Working near United Utilities pipes.

United Utilities will not allow building over or in close proximity to a water main.

United Utilities will not allow a new building to be erected over or in close proximity to a public sewer or any other wastewater pipeline.

Any construction activities in the vicinity of United Utilities' pipelines, including pipelines that may be outside the applicant's red line boundary, must comply with national building and construction standards and where applicable, their 'Standard Conditions for Works Adjacent to Pipelines' which can also be found on their website: [standard-conditions-for-works-adjacent-to-pipelines-issued-july-2015.pdf](#) ([unitedutilities.com](#))

The level of cover to United Utilities pipelines and apparatus must not be compromised either during or after construction and there should be no additional load bearing capacity on pipelines without prior agreement from United Utilities. The applicant should not rely solely on the detail contained within asset maps when considering a proposed layout. Unless there is specific provision within the title of the property or an associated easement, any necessary

disconnection or diversion of assets to accommodate development, will be at the applicant/developer's expense.

Where United Utilities' assets exist, it is essential that the applicant, or any subsequent developer, contacts the Developer Services team prior to commencing any works on site, including trial holes, groundworks or demolition.

United Utilities strongly encourage all developments to include sustainable drainage systems to help manage surface water and to offer new opportunities for wildlife to flourish. We request that Local Planning Authorities and applicants do all they can to avoid surface water entering the public sewer. The flows that come from this surface water are very large when compared with the foul water that comes from toilets, showers, baths, washing machines, etc. It is the surface water that uses up a lot of capacity in our sewers and results in the unnecessary pumping and treatment of surface water at our pumping stations and treatment works. If new developments can manage flows through sustainable drainage systems that discharge to an alternative to the public sewer, it will help to minimise the likelihood of sewers spilling into watercourses and the flooding of homes and businesses.

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) advise that surface water from new developments should be investigated and delivered in the following order of priority:

into the ground (infiltration);

to a surface water body;

to a surface water sewer, highway drain, or another drainage system;

to a combined sewer.

The applicant should consider their drainage plans in accordance with the drainage hierarchy outlined above.

In the event that the applicant, or any subsequent developer, approaches United Utilities regarding a connection for surface water to the public sewer, it is likely that they will request evidence that the drainage hierarchy has been fully investigated and why more sustainable options are not achievable. This will be managed through either our 'S106 Sewer Connections' or 'S104 Adoptions' processes.

All new homes are required to meet the mandatory national standard of 125 litres of water used per person per day as set out in Building Regulations Approved Document G.

Contact details

Drainage / wastewater infrastructure: SewerAdoptions@uuplc.co.uk

Water supply / water infrastructure: DeveloperServicesWater@uuplc.co.uk

2) The block paved drive is recommended to be installed with a dropped kerb access from the adopted highway. Such access will need to be built in accordance with MCC construction standards under a Section 184 vehicle crossing agreement, following discussion and agreement with the council's Highways Applications and Network Resilience teams. This can be done online through [Apply | Apply for a dropped kerb, Manchester City Council](#), or via Contact Manchester on 0161 234 5004.

The new pedestrian access will need to be tied into the existing footway levels with all works on the public footway carried out to the satisfaction of the Council.

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk

The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

3) Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. The applicant must seek ecological advice should they find or suspect that the proposals will impact on protected species.

Work that will impact on habitats where nesting birds may be present (for example demolition of a building or works to trees and other vegetation including undergrowth like bramble), should not be undertaken in the main bird nesting season (March - August) unless suitable checks for active bird nests have been undertaken.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
Greater Manchester Ecology Unit
Manchester Cathedral
Manchester Cathedral
Highway Services
Greater Manchester Ecology Unit
Environmental Health

NASFAT Manchester Islamic & Community Centre, 227 Droylsden Road, Manchester, M40 1NY
Flat Above, 223 - 225 Droylsden Road, Manchester, M40 1NY
223 - 225 Droylsden Road, Manchester, M40 1NY
Flat At, 4A Rossington Street, Manchester, M40 1PQ
219 Droylsden Road, Manchester, M40 1NY
8 Rossington Street, Manchester, M40 1PQ
Advertising Right Primesight Number 2523 On Gable, 223 - 225 Droylsden Road, Manchester, M40 1NY
2E Regent Street, Manchester, M40 1PW
2F Regent Street, Manchester, M40 1PW
217 Droylsden Road, Manchester, M40 1NY
6 Rossington Street, Manchester, M40 1PQ
10 Rossington Street, Manchester, M40 1PQ
13 Regent Street, Manchester, M40 1PW
11 Regent Street, Manchester, M40 1PW
4A Rossington Street, Manchester, M40 1PQ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Manchester Cathedral Ownership - Manchester Cathedral Newton Heath Manor
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA