

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144465/JO/2025

Date registered valid: 27 November 2025

Proposal: Variation of conditions 2 (specified plans), 23 (Landscaping) and 26 (boundary treatment) attached to planning permission ref: 137912/FO/2023 to enable amendments to the access arrangements from Plant Hill Road.

Address: Former Police Station, Plant Hill Road, Manchester, M9 8LY

Ward(s): Higher Blackley Ward

Applicant: Mr Michael Berrie Tyson Construction

Agent (if any): Mr Tom Kelly JDA Architects

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 18th January 2026

Application details

Type of application: Variation or Removal of Condition

Development type: Major Dwellings

Date of site visit: 19 December 2025

Standard consultations:

Printed: 8 December 2025 Expired: 31 December 2025

Neighbour notifications

Printed: 8 December 2025 Expired: 31 December 2025

Site notice

Posted: 19 December 2025 Expired: 12 January 2026

Press advert

Published: 16 December 2025 Expired: 2 January 2026

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site was occupied by part single, part two storey flat roofed former police station with single storey outbuilding to the northeast of the main building. Vehicular access was taken from Plant Hill Road. The site is located at the junction of Plant Hill Road and Bank House Road. The police station was last in use in 2015.

The site is currently being developed with 12 three storey dwellinghouses in association with planning permission ref: 137912/FO/2023.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Planning History

137912/FO/2023- Erection of 12 x 3 storey dwellinghouses (Class C3) with associated landscaping, parking and boundary treatment following demolition of existing police station. Approved 08.12.2023

133578/TEL/2022 - Prior Approval for the installation of 15-metre-high telecommunication monopole with wraparound Cabinet at base and associated ancillary works. Approved 07.06.2022

131873/TEL/2021 - Prior approval for the installation of a 20 metre monopole and cabinet at base together with associated ancillary works. Approved 02.12.2021.

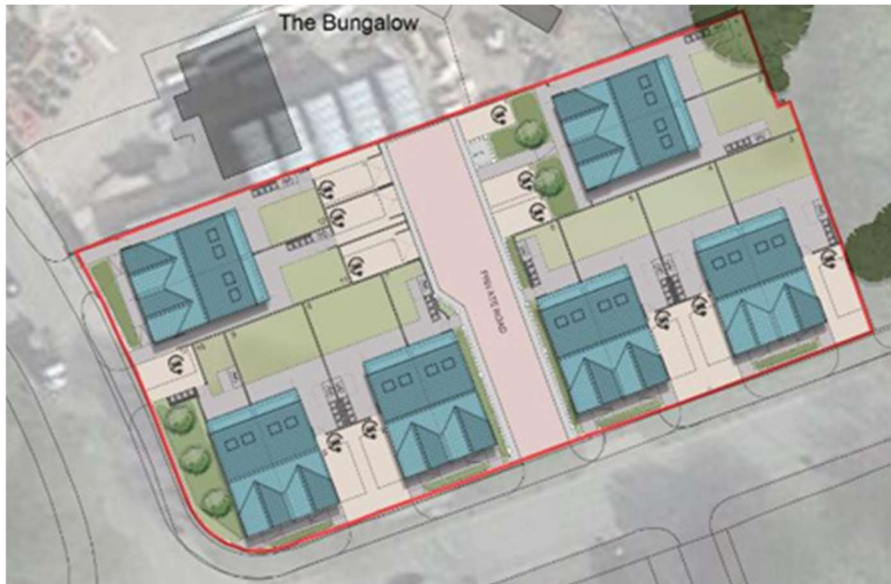
124767/FO/2019- Erection of a new single storey primary school building, together with a multi-use games area (Use Class D1), access, landscaping, boundary treatment and other associated works, following demolition of existing building.
Approved 12.12.2019

Description of area

To the north of the site is a recently built contemporary designed 2 storey SEN primary school, which is set back from Plant Hill Road, and has associated parking arrangements which adjoin the proposed site. The school bungalow which was within the school site has been removed. To the south of Plant Hill Road is Plant Hill Clinic and a day nursery. To the northeast of the site is a treed area with the Coop Academy secondary school beyond. To the east of the site is residential development with varying heights including single, two and three storey properties.

Previously approved development

The proposed development is part of Project 500. This scheme relates to a site of a former police station, which has been demolished in connection with the proposed development for the erection of 12no. 3 storey dwellinghouses (Class C3) with associated landscaping, parking and boundary treatment. The development comprises 3-bedroom 5-person family houses, in the form of three storey semi-detached houses.



The approved layout plan for the site included vehicular access points from Plant Hill Road and Bank House Road to serve driveways associated with the pairs of semidetached town houses, with a separate vehicular access to serve the townhouses within the site and the parking space to the rear of the houses facing onto Bank House Road. The townhouses had 100% off street parking provision. Amenity space was being provided for dwellinghouses through small front gardens and private rear garden areas.

Description of development

Consent is sought to vary of conditions 2 (specified plans), 23 (Landscaping) and 26 (boundary treatment) attached to planning permission ref: 137912/FO/2023 to enable amendments to the access arrangements from Plant Hill Road, and minor changes to the rear boundary treatment to plot nos. 6 and 7.

Consultations & Notification Responses

Publicity

The proposal, by virtue of the number of residential units, the proposed development has been classified as a major development. As such, the proposal has been advertised in the local press (Manchester Evening News), on 16th December 2025 and site notices were displayed at locations around the application site on 19th December 2025. In addition, notification letters have been sent to local residents, and the educational premises and commercial properties in the local area on 8th December 2025.

Local residents and local businesses- No comments received.

Highway Services - Plan 'UG-1827-LAN-GA-DRAW-01 Rev P06 / General Arrangement Plan' details the updated proposals. The Plan indicates that the access will be reconfigured, with the radius and road width increased to approximately 5.5m. A footway of around 1.7m will be provided on the eastern side of the access road, and a 500mm service strip will be installed on the western side.

CONDITION 2 (SPECIFIED PLANS): Highways are satisfied with the proposal for variation of Condition 2 (Specified Plans) and have no objections in principle.

CONDITION 16 (BOUNDARY TREATMENT): Highways are satisfied with the proposal for variation of Condition 16 (Boundary Treatment) and have no objections in principle.

Environmental Health - have no comments regarding the above variation application.

Greater Manchester Police - Have forwarded a copy of correspondence sent from Design and Security officers to the construction team which outlines the boundary treatments required for the SBD Gold Award (which they highly recommend in this location)

- ☐ The rear off-road parking driveways serving Plots 6, 7, 11 & 12 should ideally be incorporated into the rear garden behind 2100mm high steel-framed vehicular gates (either double-gates or bi-folding gates) that are lockable from both sides (see opposite for example). If not, the rear garden boundaries of the dwellings should be formed by 1200mm high walls and 900mm railings above, in order to allow the residents to overlook their own vehicle. Care should be taken to ensure that any boundaries formed by a combination of walls and railings should have railing panels that are fixed flush with the outer skin of the brickwork below, leaving no steps/gaps that would provide a climbing aid.



- ☐ The front gardens/driveways (as well as any exposed gable elevations) of the dwellings should be enclosed and segregated by low-level walls/railings, to an approximate height of 1200mm. Consideration should be given to providing to further definition and protection to the rear driveways of Plots 6, 7, 11 & 12 (if they are not located within the private gardens of the dwellings as described above) and the driveway of Plot 3 directly adjacent to open space in the form low-level lockable vehicular gates. The design of any low walls/railings should be carefully considered to discourage comfortably sitting on or leaning against them – which could potentially cause nuisance and intimidation to residents.
- ☐ Any low boundaries that adjoin high boundaries should have transition panels/sections to prevent the low boundary being used as a climbing aid over the higher.

Vegetation

- ☐ In vulnerable locations such as around dwelling entrances/frontages, around parking areas and along pedestrian routes, low planting should not exceed 1000mm in height and tree canopies should fall no lower than 2000mm from the ground. This is in order to allow people to see their surroundings better and eliminate hiding places. A maintenance agreement should stipulate that these planting dimensions would be adhered to.

Further comments sent to planning agent in respect of the fencing to the rear of plot nos. 6 and 7 on 15.01.2026.

Ideally the rear boundaries of the properties with rear parking (highlighted in red on the attached image) should be as per the SBD checklist – i.e. 2100mm high walls and railings with no steps/gaps. They would be concerned about the robustness of too much trellis, but will accept 1400mm high close-boarded timber fencing and 700mm high trellis (totalling 2100mm), as long as the trellis is of particularly robust construction and is fixed in place (i.e. can't be easily lifted out).

Greater Manchester Ecology Unit - have read the soft landscaping plan provided (Drawing reference - UG 1827 LAN-SL-DRW-02) and are happy for condition 23 (Landscaping) to be discharged.

United Utilities – No comments received.

Flood Risk Management - No comments received.

Policy Legislative and Policy Context

Draft National Planning Policy Framework (December 2025)

The government has published a consultation National Planning Policy Framework which is intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making.

Of relevance to the application proposals the draft NPPF makes it clear that local planning authorities should amongst other things:

- Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.

- Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals.

- Decisions on development proposals should apply a presumption in favour of sustainable development and this means that development within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

- In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal: be located where a genuine choice of sustainable transport modes exists, and improve opportunities for walking, wheeling, cycling and public transport; support good access to facilities to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities; use design approaches which conserve energy and other resources; take advantage of opportunities to re-use existing structures and materials, including by re-using non-contaminated excavated soil and hardcore within the site.

- Substantial weight should be given to the benefits of providing accommodation that will contribute towards meeting the evidenced needs of the local community, taking into account any up-to-date local housing need assessment, and other relevant evidence.
- Give substantial weight to the benefits where a development proposal would make better use of vacant and under-utilised land and buildings.
- To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should: a. Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and b. - so far as possible – facilitate easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services.

Whilst this is a draft NPPF for consultation it is considered that the development proposals are in accordance with the general thrust of policy contained within it

The National Planning Policy Framework (December 2024)

This Framework represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the ‘purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the ‘objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs’ (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. The following sections of the NPPF are considered to be of relevance.

- Section 5 ‘Delivering a sufficient supply of new homes’
- Section 8 ‘Promoting Healthy and Safe Communities’
- Section 9 ‘Promoting Sustainable Transport’
- Section 11 ‘Making effective use of land’
- Section 12 ‘Achieving Well Designed Places’
- Section 14 ‘Meeting the challenge of climate change, flooding and coastal change’
- Section 15 ‘Conserving and Enhancing the natural environment’

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on 21st March 2024.

Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Paragraph 1.43 states that the plan has adopted a 'brownfield preference' through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that 'preference will be given to using previously developed land and vacant buildings to meet development needs'.

Paragraph 1.52 highlight's that the Places for Everyone plan supports Greater Manchester's drive to be carbon neutral by 2038. To meet this carbon commitment, Policy JP-S2 encourages the delivery of nature-based solutions and biodiversity net gain.

Policy JP-S4: Flood Risk and the Water Environment supports an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible and designing suitable sustainable drainage systems.

Policy JP-S6: Resource Efficiency supports measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

Policy JP -C1 seeks to delivering a pattern of development that minimises both the need to travel, and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

Policy JP -H1 relates to the Scale, Distribution and Phasing of New Housing Development, and states that the new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of key assets.

Policy JP -H2 relates to the Affordability of New Housing states that substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:

1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases.
2. Maximising the delivery of additional affordable homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability.
3. Support provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities).
4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing.
5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low-income households.

Policy JP-H 3 Type, Size and Design of New Housing; outlines how residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence. The policy later states that all new dwellings must comply with the nationally described space standards and be built to Part M4(2) of the Building Regulations (unless specific site conditions make this impracticable).

Policy JP-H 4 Density of New Housing; requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycle and public transport, in accordance with the minimum densities.

Policy JP-G7: Trees and Woodland; states at criterion 12 that where development would result in the loss of existing trees, there will be requirement for replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity; outlines how a net enhancement of biodiversity resources will be sought, achieved by a series of measures. This includes how development will be expected to achieve a measurable net gain in biodiversity of no less than 10%.

Policy JP-P1: Sustainable Places; sets out a series of design criteria, including the need to design out crime and incorporate inclusive design.

Policy JP-C2: Digital Connectivity; states that all new development will be required to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting, compliant with telecoms standards.

Policy JP-C5: Streets for All; outlines how streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

Policy JP-C8: Transport Requirements of New Development; notes how planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plans, where appropriate.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows: Noise This section states that Local Planning Authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design

This section states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and Well Being

This section states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in Decision Taking

This section states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Relevant Local Policies

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement.

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. The proposal would contribute towards meeting housing growth in the City and contribute to local housing provision in an existing residential neighbourhood. Consideration has been given to minimising the impact on existing local residents along with promoting a sustainable development.

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to public transport modes, including regular bus services on Plant Hill Road. The scheme includes the provision of cycle storage and electric charging points. These aspects of the scheme were conditioned in connection with the previously approved scheme. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 'Accessible areas of opportunity and needs'. It is considered that the proposed development is in a sustainable location and is close to forms of public transport includes bus services on Bank House Road and on Plant Hill Road with a bus stop adjacent to the site, and would not have a significant impact on the local highway network and encourage the use of other forms of transport.

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. The redevelopment of this site would accord with policy H1. The development forms a medium density residential scheme (66 dwellings per hectare) within an area of North Manchester that is expected to accommodate housing growth. Consideration has been given to the access and the layout of the housing along with prioritising the re-use of the previously developed site. In addition, the proposal will also provide accommodation which will be attractive to families, contributing to a sustainable neighbourhood.

The proposed accommodation would comprise 3 bedroom (5 person) houses. These have been designed to comply with the guidance within the Manchester Residential Quality Guidance in regard to floorspace.

Policy H3 'North Manchester', over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority given to family housing, and other high value, high quality development where this can be sustained. The proposed development would accord with policy H3 by facilitating the delivery of 3 bedroomed family accommodation.

The residential development will provide high-quality homes to support the economic growth of the area and redevelop an underutilised brownfield site in what is a sustainable location. There is a continued demand for Manchester to provide quality homes to support its economic growth and increased population. The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families. As such, the delivery of 12 new homes will contribute to MCC's annual housing delivery target.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The proposed development falls below the threshold for delivering affordable housing in that the site covers an area of 0.18 ha and would involve the erection of 12 no dwelling houses .

Policy EC2 ' Existing Employment Space' seeks to retain and enhance the existing employment spaces and enhance existing employment space. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: The existing use is un-viable in terms of business operations, building age and format; The existing use is incompatible with adjacent uses; The existing use is unsuitable for employment having had regard to the Manchester Salford - Trafford SFRA; or On balance, proposals are able to offer greater benefits

in terms of the Core Strategy's vision and spatial objectives than the existing use. The Council will seek to retain and enhance existing employment space and sites. In this instance the former police station had been vacant since 2015, and on balance the overall proposed development is considered to offer greater benefits in terms of the Core Strategy's spatial objectives.

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

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies. The Energy Statement accompanying the previously approved scheme suggested a fabric first approach, with the use of renewable technologies to enable further carbon reduction within the development to accord with the aspirations of policy EN4. No changes are proposed to this element of the approved scheme.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable. The application is accompanied by an Energy Statement which advises that to meet the demands associated with sustainable development an approach utilising a number of measures including "fabric first" and renewable energy options is considered the most effective and efficient way of delivering an energy saving development. The development, delivery of individual plots will be subject to Part L of the Building Regulations which have exceeded Manchester City Council's Core Strategy Policy EN6 from June 2022. Part L 2021 will result in carbon reductions at least 31% over Part L 2013 along with significantly improved fabric performance. No changes are proposed to this element of the approved scheme.

Policy EN 8 'Adaptation to Climate Change' states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Due to the former use of the site, there was very limited existing green infrastructure located along the Bank House Road and Plant Hill Road frontages. There are, however, opportunities to create improved areas of green infrastructure as part of the development proposals in the form of garden areas for the dwellinghouses. No changes are proposed to this element of the approved scheme.

Policy EN14 'Flood Risk' advises that in line with the risk-based sequential approach, that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Furthermore that a Flood Risk Assessment will be required for development on sites greater than 0.5ha within Critical Drainage Areas. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green

Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required, and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. This site is in Flood Zone 1, and these matters were fully considered as part of the previously approved scheme. No changes are proposed in relation to this matter.

Policy EN15 'Biodiversity and Geological Conservation' states the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City, with particular consideration to sites of biodiversity value including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs). Policy EN15 requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Measures to respond to ecological enhancement and biodiversity are considered in detail elsewhere in this report.

Policy EN16 'Air Quality' states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Policy EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land. The applicant has provided details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine the levels of mitigation required. This matter was fully considered as part of the previously approved scheme. No changes are proposed in relation to this matter.

is considered in detail elsewhere in this report.

Policy EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal).

Policy DM1 'Development Management' all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
 - Design for health;
- Adequacy of internal accommodation and external amenity space;
 - Refuse storage and collection;
- Vehicular access and car parking;

- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

These matters have all been considered and assessed as part of the detailed analysis of the application. In addition to the proposal has been assessed against the Council's space standards. As set out within the issues section of this report below, the application is considered to accord with these policies.

Saved UDP Policies

Saved policy DC7 advises that the Council will negotiate with developers to ensure new housing is available at ground floor level to people with a disability. All new developments containing family homes will be expected to be designed so as to include safe areas within which children can play.

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

Other material policy considerations

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

The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise. These documents reflect and provide guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Manchester Residential Quality Guidance (2016)

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

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

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

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

This document sets out in detail the Council's Affordable Housing Strategy and sets out the rationale for the target proportion of affordable housing and tenure mix. Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015).

Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. There are four objectives in order to achieve this vision which relate to quality and function of green and blue infrastructure; its use as a component of new development; improving access and connectivity and promoting wider understanding and awareness of its benefits.

Residential Growth Strategy (2015-2025)

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

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

In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050. A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The Energy and Environmental Standards Statement which accompanied the previously approved scheme suggested an approach utilising a "fabric first" and the use of air source heat pumps as being the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of each dwelling. There are no changes proposed to this aspect of the approved scheme,

Manchester Draft Local Plan

The Manchester Draft Local Plan went out to Regulation 18 consultation on 22 September 2025. The Plan will set out a framework for how land in Manchester should be developed and will guide decisions on planning applications. However, due to its formative state, under paragraph 49 of the NPPF it has no weight in the determination of this application.

Issues

Principle of Development

This is an important scheme in contributing to the city's need for new affordable housing. The principle of the development accords fully with national and local planning policies but very clearly this key objective for the city. The applicant, a Registered Provider has a track record of delivering and managing homes in the city and are working with the Council on Project 500. There are detailed site-specific matters that have to be considered and addressed, and these are set out in report.

Climate Change

There are no changes proposed to this aspect of the previously approved development.

Proposed Residential Accommodation

There are no changes proposed to this aspect of the previously approved development.

Affordable Housing

There are no changes proposed to this aspect of the previously approved development.

Siting / Layout

The changes to the layout are limited to the radii to the access to the private road within the site from Plant Hill Road and associated pavement widths and boundary treatment alongside the gables (and rear) of plot nos. 6 and 7. The proposed amendments are accepted for the reasons set out in detail in the highways, landscaping , boundary treatment and residential amenity sections of the report.

Scale / Massing

There are no changes proposed to this aspect of the previously approved development.

Appearance of dwellings

There are no changes proposed to this aspect of the previously approved development.

Residential Amenity

The changes to the approved scheme are limited to amendments to the access arrangements , including changes to the footway widths from Plant Hill Road. Whilst these would not give rise to any issues related to impacts to residential amenity to the existing residents or education, health or nursery facilities in proximity to the site, the proposed amendments sought have the potential to impact on the amenity of the future occupiers of plots nos. 6 and 7, due to the omission of the 1.m wall and railing boundary treatment with hedging to the rear alongside the side gable of plots nos. 6 and 7.

Both plots nos. 6 and 7 have secondary windows at ground floor level with serve the kitchen/dining area and the lounge. However, due to the limited separation distance the planning agent indicated with these would be obscurely glazed as part of the earlier approval, and this aspect of the scheme was conditioned. It is therefore recommended that this condition be reattached to any approval.

Concerns were raised with the applicant however, in relation to lack of defensible space to these windows, and the scheme has been designed to incorporate 1.1m railings in front and to the sides of the two windows at ground floor level to the side gables of plots nos.6 and 7, with short sections of defensible native shrub planting behind the railings. The use of conditions in relation to boundary treatments would also enable privacy issues to be appropriately managed.

Ground Conditions

There are no changes proposed to this aspect of the previously approved development.

Highway Related Matters and Car Parking

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

A Transport Statement accompanied the previously approved scheme. The site is accessible by sustainable modes of transport, and the surrounding area exhibits good levels of public transport opportunities within acceptable walking distance on Plant Hill Road, and Bank House Road. Accident data was provided for consideration, and it was not envisaged that the proposed development of 12 dwellings would give rise to highway safety issues, and would have a negligible impact to the local highway network.

12 car parking spaces were proposed for the dwellinghouses (100%) provision, and all were to have electric vehicle charging points. There was also 100% cycle storage for the dwellings in the form of secure storage in cycle sheds the rear gardens of the proposed semi-detached townhouses. This level of car parking, cycle parking and electric vehicle charging points were considered to be acceptable for the proposed development in this location being appropriate to the scale, location and nature of the development. It was recommended that this aspect of the scheme is conditioned. There are no changes to these aspects of the approved scheme.

Primary access to the proposed development was to be provided via driveways from Bank House Road, and Plant Hill Road, and an access point on Plant Hill Road to serve the proposed parking arrangements for the proposed dwellings facing onto Bank House Road, together with plot nos. 1 and 2. The provision of driveways on Plant Hill Road would reduce availability of on street parking. The provision of off-street parking proposed, in conjunction with the lack of traffic regulation orders on one side the Plant Hill Road and on the western side of Bank House Road is not considered to give rise to significant parking issues locally. The TRO on the eastern side of Bank House Road relates to keep clear requirements for the school. The only changes to this element of the approved scheme are changes to the radii at the access from Plant Hill Road to the proposed private road to facilitate safe manoeuvring.

There were some limited off-site highways work required as a result of the previously approved scheme. This condition has since been discharged.

Due to the scale of the development and the proximity to existing properties, a Construction Management Plan (CMP) was requested to be submitted for the previously approved scheme. This condition has been subsequently discharged.

As part of the previous consent, a condition was attached to require the submission of a detailed Travel Plan following first occupation. As this condition has yet to be discharged it is proposed that this condition is reattached to any approval.

It is understood that as part of the Highway Section 278 technical review process that the vehicular tracking shown the plan submitted in association with the section 278 application was not acceptable and that in order to satisfy the requirements for vehicle tracking and associated radii to the entrance to the private road serving plot nos. 1 and 2 and the parking for the plots fronting onto Bank House Road, that the boundary wall at the sides of plot nos. 6 and 7 would need to be omitted and the private footways modified. The changes now being sought take account of the highway tracking requirements.

The previously approved scheme has narrow footways of the same width to each side of the proposed private road to serving plot nos. 1 and 2 and the parking for the plots fronting onto Bank House Road. To facilitate the required kerb radii, the route alongside the side gable of plot no. 7 would be reduced to c.0.41m, and the route alongside plot no.6 which connects with plots nos. 1 and 2 would be increased to c.1.74m.

Landscaping

As part of the previously approved scheme, all of the proposed dwellinghouses had grassed rear gardens. The approved soft landscaping scheme also included the planting of both native

and ornamental trees, and native hedging. 5 of the dwellings were to have small front garden areas with a low growing shrub mix., and some incorporate tree planting. The depth of the front amenity space to the houses facing Plant Hill Road precluded deep areas of soft landscaping, due to the need to provide a ramped access to the main entrance, however all properties, including these units were to have native hedging set behind the front boundary treatment.

A condition was recommended in regard to the requirement for the implementation of the proposed planting scheme, together with a requirement for any soft planting which dies or is removed within 5 years of planting to be replaced, to be attached to any approval.

The previously approved landscaping scheme is set out below.



The proposed change to the landscaping arrangements is limited to the loss of some hedging. Consent is now sought to omit the 1.1m brick wall with railings and piers with native hedging behind the proposed wall where it goes around the junction of Plant Hill Road and the short section of access road serving plots nos.1 and 2 to the north. It is however, proposed to erect 1.1m railings in front and to the sides of the two windows at ground floor level to the side gables of plots nos.6 and 7, with short sections of defensible native shrub planting behind the railings.

Hedging was incorporated to the front garden dwellinghouses, together with Wild cherry and Callery Pear trees included in the planting scheme, and it was recommended that this aspect of the scheme was conditioned.

The PEA report also recommended the incorporation of enhancement measures including the installation of bird and bat boxes, and it was recommended that this aspect of the scheme is conditioned. This condition has subsequently been discharged.

The proposed change to the landscaping arrangements is limited to the loss of some hedging as referenced in the landscape section above. In view of the comments made by GMEU and the conditions referred to above (which are recommended to be reattached to any approval), it is not considered that the change which is proposed would lead to any significantly adverse impacts to ecology.

Noise/ Overheating

There are no changes proposed to this aspect of the previously approved development.

Flood Risk / Surface Water Drainage

There are no changes proposed to this aspect of the previously approved development.

Sustainability and Energy Efficiency

There are no changes proposed to this aspect of the previously approved development.

Designing out Crime

A Crime Impact Statement (CIS) by GMP Design for Security officers accompanying the previously approved scheme stated that 'the layout of the proposed scheme was acceptable but recommended that measures in regards to boundary treatment including the secure enclosure of private gardens and defensible space to separate front gardens/driveways from the street and each other, and robust protect of the rear boundaries of plots 1 and 2 and the side garden to plot 3. Furthermore, that the parking spaces to the rear of plots nos.6,10,11 &12 should be defined and protected. In view of the comments received a condition to was attached to the consent to require that the proposed development reflects the physical security specification listed in sections 3.3 and 4 of the Crime Impact Statement, with a requirement of the development to achieve secure by design accreditation.

As this condition has yet to be discharged it is recommended that the condition be reattached to any approval.

Minor changes to the rear boundary treatment to plot nos. 6 and 7. In regard to plot no.7 the garden gate has been relocated to the rear boundary opening directly onto the parking space and provided a 1.4m close boarded fence with 700mm trellis over (overall height 2.1m) so enable the occupiers to have views over their parked vehicle.

Similarly, in regard to plot no.6 the gate has been relocated to the back of the garden onto the side fence, with the rear boundary comprising a 1.4m close boarded fence with 700mm trellis over (overall height 2.1m) so enable the occupiers to have views over their parked vehicle. A drop down bollard is also proposed to the parking space for plot no.6 to prevent unauthorised use by others. GMP have accepted the combination of close boarded fencing and trellis being proposed. It is understood that the proposed changes would not adversely impact on the proposed development achieving secure by design accreditation.

Refuse Storage

There are no changes proposed to this aspect of the previously approved development.

Air Quality

There are no changes proposed to this aspect of the previously approved development.

Broadband

There are no changes proposed to this aspect of the previously approved development.

Permitted Development

There are no changes proposed to this aspect of the previously approved development.

Inclusive Access

There are no changes proposed to this aspect of the previously approved development.

Boundary treatment

As part of the previous approval a 1.1m brick wall with railings and piers with native hedging behind the wall was proposed to the back of pavement to the front of the proposed dwellinghouses fronting on Bank House Road and Plant Hill Road, and returning down the side gable elevations of the houses adjoining the proposed road serving the proposed pair of semi-detached houses within the north east of the site. The existing high brick wall forming the boundary to the school to the north was to be retained, with a 2.1m high close boarded fencing to the eastern boundary. Other boundary treatment to rear gardens comprised 1.8m close boarded fencing. 1.1m high metal railings were to be used to enclose the parking spaces to serve plot nos. 7, 11 and 12. A condition was recommended in relation to the implementation of these details.



Previously approved scheme

Consent is now sought to omit the 1.1m brick wall with railings and piers with native hedging behind the proposed wall where it goes around the junction of Plant Hill Road and the short section of access road serving plots nos.1 and 2 to the north. It is however, proposed to erect 1.1m black railings in front and to the sides of the two windows at ground floor level to the side gables of plots nos.6 and 7 (with defensible native shrub planting behind the railings) to maintain defensible space.



The loss of the 1.1m brick wall with railings and piers with native hedging behind the proposed wall where it goes around the junction of Plant Hill Road and the short section of access road has been necessitated by a required change to the kerb radii as part of a section 278 agreement.

Minor changes to the rear boundary treatment to plot nos. 6 and 7. In regard to plot no.7 the garden gate has been relocated to the rear boundary opening directly onto the parking space and provided a 1.4m close boarded fence with 700mm trellis over (overall height 2.1m) so enable the occupiers to have views over their parked vehicle.

Similarly, in regard to plot no.6 the gate has been relocated to the back of the garden onto the side fence, with the rear boundary comprising a 1.4m close boarded fence with 700mm trellis over (overall height 2.1m) so enable the occupiers to have views over their parked vehicle. A drop down bollard is also proposed to the parking space for plot no.6 to prevent unauthorised use by others. GMP have accepted the combination of close boarded fencing and trellis being proposed.

Conclusion

This development would deliver a further phase of project 500 and contribute to the Councils' objective for affordable homes adding to the mix of tenures in the city. It represents a welcome investment, and its delivery would clearly meet an identified need. All material issues have been set out and addressed, and this includes where any necessary mitigation to ensure the schemes delivery.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original revisions raised initial concerns regarding the width of pavements and amenity and security issues in relation to the ground floor gable windows to plots nos. 6 and 7. These matters have been satisfactorily resolved and appropriate conditions have been attached

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

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

Location plan ref: 1227_A_DR_000

Existing Site plan ref: 1227_A_DR_003

Proposed street scenes plan ref: 1227_A_DR_006 rev. C

Boundary Treatment plan ref: 1227_A_DR_008

Waste Management Plan ref: 1227_A_DR_009

Demolition Plan ref: 1227_A_DR_011

Section 278 Access plan ref: C-0004

Hard landscaping plan ref: UG1827_LAN-HL_DRW_03 rev.P01

Design and Access Statement dated 30.11.2022

Phase 1 Preliminary Risk Assessment ref: 077873-CUR-00-XX-RP-GE-014 rev.01 dated 7th May 2021

Planning Statement dated January 2023

Transport Statement Issue 1 dated December 2022

Drainage Strategy and Maintenance Document rev.P03 dated 08.12. 2022

Arboricultural Impact Assessment ref: UG 1827 dated December 2022

Environmental Noise Assessment ref: ENA-22522A-23-34 dated January 2023

Air Quality Assessment ref: AQA-22522B-22-494 dated January 2023

Storm Sewer design data

Received 24th August 2023

Crime Impact Statement ref: 2007/0171/CIS/01 Version a 26/01/2023 and

Waste Strategy Proforma received 5th September 2023

Preliminary Ecological Appraisal issue no.01 dated December 2022 ref: UG1827 received 13th September 2023

Soft landscaping plan ref: UG1827_GA-SL_DRW_02 rev.P03 received 29th September 2023.

Elevations plan 3B5P house type 1227_A_DR_013 rev. A received 2nd October 2023

Floor plan 3B5P house type 1227_A_DR_012 rev. B received 2nd October 2023

Proposed Site Plan option 2 1227_A_DR_07 rev. E received 2nd October 2023

General Arrangement Plan ref: UG_1827_LAN_GA_DRW_01 rev.P03 received 11th October 2023

Bike Store design within email from planning agent dated 11th October 2023

Bat Survey report Issue no.01 dated October 2023 received 12th October 2023

Biodiversity Enhancement Management Plan rev.02 dated October 2023, and

Biodiversity Net Gain Design Stage Assessment rev.02 dated October 2023 received 31st October 2023

Energy Statement dated November 2023 ref: 9352 received 1st December 2023

Window Reveal Detail plan ref: 1227_A_DR_014 received 1st December 2023

AS AMENDED BY:

General Arrangement plan ref: UG_1827_LAN_GA_DRW_01 rev.P06 (notwithstanding boundary treatment to plot nos 6 and 7).

Soft landscaping plan ref: UG_1827_LAN_SL_DRW_02 rev.P06
Received 7th November 2025

Sited edged red with updated layout plan ref: 1227-JDA-XX-XX-DR-A-0100 rev.P010
Boundary treatment plan ref: 1227-JDA-XX-XX-DR-A-0104 rev. P07
Boundary treatment plan ref: 1227-JDA-XX-XX-DR-A-0450 rev. P03
Received 15th January 2026

Agent email dated 18th January 2026 confirming the colouration of railings.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

2) The development shall be implemented in accordance with the Plant Hill Road - Site Layout plan ref: 1227 -A-DR-007 with access, compounds, canteen, store. etc annotated received 28th August 2024 and the Construction Management Plan by Tyson dated 20th August 2024 received 10th October 2024 for the full duration of the construction period (ref: CDN/24/0817).

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

3) The development shall be carried out in accordance with the materials specified in the Project Schedule of Materials ref: 1227.

- Ibstock - Mercia Orange Multi Brick
- Roof Tile FP McCann Thin Flat Anthracite
- Windows - Spectus Elite 70 Bevelled - Anthracite Grey (RAL 7016)
- Doors- - Spectus Elite 70 Bevelled - Anthracite Grey (RAL 7016)
- Canopy - Anthracite
- Rainwater goods , fascias and soffits RAL 9005

(ref: CDN/24/1125)

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

4) The development shall be implemented in accordance with the specified details on the S278 Application. Plan and Construction Details (Section 278) ref: 2109-SCE-00-00-DR-C-0004 rev. P05. (ref: CDN/24/1125)

Reason - In the interests of pedestrian and highway safety, pursuant to policy T1, and DM1 of the Manchester Core Strategy (2012).

5) The car parking indicated on the approved plans development be surfaced, demarcated and made available for use prior to the new dwellings hereby approved being occupied. The car parking shall then be available at all times whilst the dwellings are occupied.

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

6) The cycle storage arrangements shall be implemented in accordance with the locations on the Proposed Site Plan option 2 1227_A_DR_07 rev. E received 2nd October 2023 and Bike Store design within email from planning agent dated 11th October 2023 , and all the agreed

works shall be completed prior to the proposed accommodation being brought into use, and be retained thereafter .

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN8 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

7) Prior to the occupation of the development, finalised details of the location and specifications of the provision of electric vehicle charging points on plan ref: Proposed Site Plan option 2 1227_A_DR_07 rev. E received 2nd October 2023 shall be submitted to and approved by the local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation being occupied, and thereafter managed and maintained in accordance with the approved details.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

8) Prior to first occupation of the development, a repaving strategy for the public footpaths and redundant vehicular crossings on Bank House Road and Plant Hill Road, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with an implementation programme to be approved by the City Council as Local Planning Authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant policy DM1 of the Manchester Core Strategy (2012).

9) a) Before the development hereby approved is first occupied a full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

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

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

10) a) The development shall be implemented in accordance with the measures in the Phase 2 Investigation Report, Ref: GSI 1941 MP PII Report V3 dated January 2025, and Remediation Strategy, Ref: GSI 2209 GB RS Report V2 dated January 2025.

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 in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policy EN18 of the Manchester Core Strategy (2012).

11) The waste management strategy for the storage and disposal of refuse shall be implemented in accordance with the details on the Waste Management Proforma and Waste Management Plan ref: 1227_A_DR_009, prior to first occupancy of the development and shall remain operational thereafter.

Reason - To protect the amenity of the occupants of the residential accommodation once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

12) Prior to the installation of the bin stores and bin collection area shown on site plan layout ref: Site layout 1227_A_DR_07 rev. E received 10th October 2023, finalised elevational details shall be submitted to and approved in writing by the City Council as local planning authority. The approved measures shall be implemented prior to first occupancy of the development and shall remain in situ thereafter.

Reason - To protect the amenity of the occupants of the residential accommodation once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

13) The mitigation and best practice measures set out in the Air Quality Assessment ref. AQA22522b-22-494 dated January 2023, to safeguard local air quality, shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

14) a) The development shall be implemented in accordance with the mitigation measures in the Environmental Noise Assessment, ref. ENA-22522a-23-34 dated January 2023. The

approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

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 policies SP1 and DM1 of the Manchester Core Strategy (2012).

15) 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 report shall be detailed along with any measures required 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, in order to protect future residents from noise disturbance, pursuant to policy DM1 of the Manchester Core Strategy (2012).

16) The development shall be carried out in accordance with sections 3.3 and 4 Crime Impact Statement ref: 2007/0171/CIS/01 Version a 26/01/2023 received 5th September 2023, and the agreed measures shall be retained and maintained thereafter.

The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation for that the development.

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

17) The development shall be implemented in accordance with the measures in the Drainage Strategy & Maintenance Document rev.P03 dated 08.12.2022, Drainage Strategy plan ref: C-0001 rev.P05 , and details in the SW design hydraulic data dated 21.10.2024, prior to occupation of the dwellings hereby approved, in accordance with those details that have been approved in writing by the Local Planning Authority.

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

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

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

Reason- To manage flooding and pollution and 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 EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

19) No site clearance works, including works to trees or shrubs, shall commence between 1 March and 31 August in any year, unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to policy EN15 of the Manchester Core Strategy (2012).

20) If no development commences within 12 months of the date of consent, a further survey of the site and locality for bats shall be undertaken and the findings shall be submitted to and approved by the local planning authority. The development shall be undertaken with any measures identified as being necessary following the outcome of the survey.

Reason - to minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994) , pursuant to policy EN15 of the Manchester Core Strategy (2012).

21) The development shall be implemented in accordance with measures referenced in the Biodiversity Enhancement Management Plan ref: UG_1827_ECO_BEMP_01(1.0) dated December 2022, prior to the occupation of the buildings, and retained at all times thereafter.

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

22) a)The landscaping scheme for the development shall be implemented in accordance with the General Arrangement plan ref: UG_1827_LAN_GA_DRW_01 rev.P06 (notwithstanding boundary treatment to plot nos. 6 and7) and Soft landscaping plan ref: UG_1827_LAN_SL_DRW_02 rev.P06 received 7th November 2025.

b) The approved landscaping scheme and arrangements for management and maintenance shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

23) In this condition "retained tree" means an existing tree, outside the eastern site boundary but with a root zone shown which is referenced Arboricultural Impact Assessment ref: UG 1827 dated December 2022 specified in condition no.2 and particulars; and paragraphs (c) and (d) below shall have effect until the expiration of 5 years from the date of the first occupation of the development for its permitted use.

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

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

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

24) a) The development shall be implemented in full accordance with the measures set out in Energy Statement date November 2023 received 1st December 2023.

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

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

25) a) The boundary treatment (including the drop down bollard to the parking space for plot no.6) shall be implemented in accordance with the Boundary treatment plan ref: 1227-JDA-XX-XX-DR-A-0104 rev. P07 received 15th January 2026 and Boundary treatment plan ref: 1227-JDA-XX-XX-DR-A-0450 rev. P04 received 16th January 2026 , and email from planning agent dated 18th January 2026 confirming the colouration of railings.

The approved scheme shall be implemented in full before the dwellings are first occupied and retained as such thereafter.

Reason - To reduce impacts to residential amenity from traffic noise, and ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

26) The windows in the northern side gable elevation of plot nos. 1 and 12 , and in the side gables of plot nos. 6 and 7 at on plan ref: Elevations plan 3B5P house type 1227_A_DR_013 rev. A received 2nd October 2023 Floor plan 3B5P house type 1227_A_DR_012 rev. B received 2nd October 2023, shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, and maintained in perpetuity.

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy (2012).

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

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

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

29) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of

the dwellinghouses hereby approved other than those shown on the approved drawings specified in condition 2.

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

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

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

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2) MCC records highlight that the underground culvert (unnamed ordinary watercourse) is located within close proximity to the site (approximately 80m to the east of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, they would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately. They provide an LLFA MCC data screen service via the following link should this be of interest:

<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=llfa>

3) This approval does not grant consent for any works to trees beyond the site boundary referenced within the Arboriculturist Impact Assessment, which can only be undertaken with the approval of the landowner.

Appendix 1 – List of consultees & neighbours notified

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

Prospect House School, 56 Bank House Road, Manchester, M9 8LT
Day Nursery, Chapel Lane, Manchester, M9 8LX
126 Plant Hill Road, Manchester, M9 8LU
124 Plant Hill Road, Manchester, M9 8LU
122 Plant Hill Road, Manchester, M9 8LU
120 Plant Hill Road, Manchester, M9 8LU
Health Centre, Plant Hill Road, Manchester, M9 8LX
37 Bank House Road, Manchester, M9 8LY
35 Bank House Road, Manchester, M9 8LY
31 Bank House Road, Manchester, M9 8LY
29 Bank House Road, Manchester, M9 8LY
33 Bank House Road, Manchester, M9 8LY
The Cooperative Academy Of Manchester, Plant Hill Road, Manchester, M9 0WQ

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
Historic Landfill Site 50m Buffer -
Historic Landfill Site 50m Buffer -
Susceptible to Surf Water Flood (Less) -
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 (Middle) -
Area Team Boundary - Name: NORTH AREA