Katie Raw

From: [redacted]
Sent: 23 March 2026 11:47
To: Katie Raw; [redacted]
Subject: Re: 144830/FO/2025- Former Levenshulme Cricket Club

Hi Katie,

Thank you for this.

I can confirm that the affordable housing statement matches our records.

Kind regards,

J[redacted]
Affordable Housing Project Officer (North & East)
Mobile: [redacted]
Strategic Housing | Growth and Development Directorate

MANCHESTER
CITY COUNCIL

From: Katie Raw [redacted]
Sent: 23 March 2026 10:01
To: [redacted]
Subject: FW: 144830/FO/2025- Former Levenshulme Cricket Club

Dear [redacted]/ to whom it may concern,

I am the case officer for the application of 144830/FO/2025- Former Levenshulme Cricket Club.

Please see attached affordable housing statement. Please can you review and confirm if it matches what you are expecting to see.

Thank you,

Katie Raw (she/her)
Planning Officer
Area Team
Planning Building Control and Licensing - Growth and Development Directorate.
Manchester City Council

Tel: [redacted]
Email: [redacted]
www.manchester.gov.uk

Location address: Manchester City Council Town Hall Extension Lloyd Street Manchester M2 5DB.

Postal Address: Manchester City Council P.O. Box 532 Town Hall Manchester M60 2LA

From: Rebecca Dennis [redacted]
Sent: 18 March 2026 08:53
To: Katie Raw [redacted]
Subject: RE: 144830/FO/2025- Former Levenshulme Cricket Club

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Dear Katie,

Noted regarding the condition pertaining the solar panels.

Please find attached the Affordable Housing Statement. The statement aligns with the layout, which is being updated to reflect other comments made, for example, in relation to M4(3) which is now proposed at 4% in line with the emerging Draft Local Plan.

The updated layout will be provided in due course; we are currently working through the comments raised.

Kind regards

Rebecca Dennis
Director - Planning
E [redacted]
M [redacted]
Queens House | Queen Street | Manchester | M2 5HT
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From: Katie Raw [redacted]
Sent: 13 March 2026 09:02
To: Rebecca Dennis [redacted]
Subject: RE: 144830/FO/2025- Former Levenshulme Cricket Club

Dear Rebecca,

Thank you for drawing this to our attention- that's great.
We note the location of the solar panels are indicative. As such, we could place a condition on any approval granted for finalised details, location and product of the solar panels be provided after any decision is granted.

We are still awaiting a consultee response from GMEU, which is being chased.

Kind regards,

Katie Raw (she/her)
Planning Officer
Area Team
Planning Building Control and Licensing - Growth and Development Directorate.
Manchester City Council

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From: Rebecca Dennis [redacted]
Sent: 09 March 2026 11:17
To: Katie Raw [redacted]
Subject: RE: 144830/FO/2025- Former Levenshulme Cricket Club

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Dear Katie,

Just to confirm the roof plans for each of the house types have suggested positions of PV panels shown for reference.

Kindest regards

Rebecca Dennis
Director – Planning
E [redacted]
M [redacted]
Queens House | Queen Street | Manchester | M2 5HT
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From: Katie Raw [redacted]
Sent: 09 March 2026 09:05
To: Rebecca Dennis [redacted]
Subject: RE: 144830/FO/2025- Former Levenshulme Cricket Club

Dear Rebecca,

Nice to meet with you all on Friday.

Thank you for providing this information and for confirming the renewable energy type to be used- the revised statement has been uploaded to our system.
If the solar panels are to be installed at the same time as the roof material (we assume they will be as we note within the materials schedule they are listed as roof mounted PV panels), then we require further information

at this stage. Whilst the product of the solar panels can be agreed via condition, we would require the solar panels to be shown on a roof plan across the site.

Kind regards,

Katie Raw (she/her)
Planning Officer
Area Team
Planning Building Control and Licensing - Growth and Development Directorate.
Manchester City Council

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From: Rebecca Dennis [redacted]
Sent: 06 March 2026 16:20
To: Katie Raw [redacted]
Subject: RE: 144830/FO/2025- Former Levenshulme Cricket Club

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Hello Katie,

It was good to discuss the application with you earlier today.

In reference to the comment which states:

ES Statement
Within the ES statement a number of renewable technologies are discussed. Please confirm which renewable energy type has been chosen for the site.

I can confirm that solar panels have been chosen for this site. I have attached the updated Energy & Sustainability Statement confirming this.

Kind regards

Rebecca Dennis
Director – Planning
E [redacted]
M [redacted] | **T** [redacted]
Queens House | Queen Street | Manchester | M2 5HT
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From: Katie Raw [redacted]
Sent: 05 March 2026 13:00
To: Rebecca Dennis [redacted]
Subject: RE: 144830/FO/2025- Former Levenshulme Cricket Club

Dear Rebecca,

Thank you for your email, we can go through everything tomorrow.

Highways have requested that the condition for the off site highway works be written within any approval granted as follows:

(a) Prior to any above ground works, hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority in accordance with the Consultant's highway note ref. Transport Statement, January 2026, Issue 3 received on the 2nd February 2026. This shall include the following:
- *Vehicular access from Elsa Road.*
- *TROs at Elsa Road / Hallsville Road and Anchor Close / Elsa Road junctions.*
- *Dropped kerbs and tactile paving at new priority arrangement Elsa Road / Hallsville Road / Anchor Close / New Estate Road.*
- *Dropped kerbs and tactile paving will be provided across Hallsville Road and Anchor Close.*
- *TROs at Hallsville Road and Anchor Close*
- *Full depth reconstruction (high spec design) for the footway and carriageway at Elsa Road, Hallsville Road and Anchor Close.*
- *Kerb replacement where necessary.*
- *An additional pedestrian / cycle link from Anchor Close*
- *Pedestrian crossing provision (dropped kerbs and tactile paving) to be installed at Anchor Close, Hallsville Road and Elsa Road.*
- *Installation of give way markings.*
- *Pedestrian crossing facilities located along key desire lines throughout the scheme, ensuring appropriate visibility is provided at each location.*
- *Road-marking refreshment & 20mph TRO at Elsa Road (to extend into the site also).*
- *Double-yellow TRO at Elsa Road / Barlow Road.*
- *Lighting provisions and drainage will need further investigation / review with MCCs Statutory Approvals Team.*
- *Potential relocation of utility covers from Elsa Road carriageway.*

(b) Prior to the first occupation of the development hereby approved, a verification report shall be submitted to and approved in writing by the Local Planning Authority which will include photographic evidence and highway approval/completion notices (where relevant). The approved scheme shall be implemented in full prior to first occupation of the development and thereafter retained and maintained.

(c) In the event of non-conformity, where the highway works have not been carried out and/or to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation of the development.

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

Kind regards,

Katie Raw (she/her)
Planning Officer
Area Team
Planning Building Control and Licensing - Growth and Development Directorate.
Manchester City Council

Tel: [redacted]
Email: [redacted]
www.manchester.gov.uk

Location address: Manchester City Council Town Hall Extension Lloyd Street Manchester M2 5DB.

Postal Address: Manchester City Council P.O. Box 532 Town Hall Manchester M60 2LA

From: Rebecca Dennis [redacted]
Sent: 04 March 2026 13:04
To: Katie Raw [redacted]
Subject: RE: 144830/FO/2025- Former Levenshulme Cricket Club

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Thank you for the comments Katie. I look forward to discussing these, and any others that may come through, on Friday. I think it may be useful to take your email as an agenda to run through on Friday; not to run through each point, just those which may require further consideration / action.

Kind regards

Rebecca Dennis
Director – Planning
E [redacted]
M [redacted] | T [redacted]
Queens House | Queen Street | Manchester | M2 5HT
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Please exercise extreme caution with attachments and website links or instructions to undertake financial transactions.

From: Katie Raw [redacted]
Sent: 27 February 2026 13:11
To: Rebecca Dennis [redacted]
Subject: 144830/FO/2025- Former Levenshulme Cricket Club

Dear Rebecca,

In respect of the application of 144830/FO/2025- Former Levenshulme Cricket Club, the consultee period has now expired.

1)CONSULTEE RESPONSES
Please see responses attached and below for your review. Please respond as necessary:

Work & Skills Team
Request a Local Labour Condition for Construction is attached to this project. Before discharge, we will also need information on the developer's local labour proposals, ideally provided in a KPI reporting format or, at the very least, a formal letter of intent outlining their commitments to local labour. Attached a suggested KPI reporting sheet, along with a copy of the Local Labour Condition for Construction, for your reference.

Highway Services
Trip Generation:
A TRICs assessment was undertaken in the TS. The methodology is acceptable to Highways. No concerns raised.

Impact on Wider Highway Network:
Highways requested that the TS include an assessment of the impact of the development on Barlow Road / Mount Road junction.
Traffic surveys were undertaken at Barlow Road / Elsa Road priority junction Thursday 13th November 2025 and found the following distribution of traffic:
o To and from west of junction = 80%.
o To and from east of junction = 20%.
Applying the proportions to the development traffic indicates that 80% of traffic would travel through Barlow Road / Mount Road junction. The TS states that this equates to an
increase of 13 two-way vehicle movements in the weekday AM peak and 17 two-way vehicle movements in the weekday PM peak. This results in 1 additional vehicle at the
junction every 3-4 minutes. Overall results are not considered to be significant and therefore development not considered to have a detrimental impact on the highway network.

Highways safety:
Crashmap reviewed for the available 5-year period (2020 - 2024).Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

Site Accessibility: No concerns raised.

Parking and Access:
Vehicular Access:
Vehicular access is proposed from Elsa Road.
It is requested that the new priority junction access have TROs in place to protect the visibility splay and reduce inconsiderate parking.

The new priority junction access should have dropped kerbs and tactile paving.

Plan '5025-F01 Rev B / Proposed Site Access Plan' demonstrates the new access arrangements at Elsa Road / Hallsville Road / Anchor Close / New Estate Road. The plan
confirms that dropped kerbs and tactile paving will be provided across Hallsville Road and Anchor Close. These measures are acceptable in principle, subject to detailed design. It is also requested that TROs be introduced at both priority junctions to protect the visibility splays.

Full depth reconstruction (high spec design) for the footway and carriageway at Elsa Road, Hallsville Road and Anchor Close as they are in poor condition. The works should also include kerb replacement where necessary. This should form part of the S278 agreement and be at cost to the applicant.

Plan '5025-F01 Rev B / Proposed Site Access Plan' demonstrates that a 2.4 x 25m visibility splay can be achieved from the new junction of Hallsville Road / Elsa Road and
Anchor Close / Elsa Road. This is acceptable in principle, subject to detailed design.

Plan '5025-F01 Rev B / Proposed Site Access Plan' demonstrates how the new estate road will link to the existing Elsa Road, Hallsville Road and Anchor Close. The proposed
arrangement will be subject to further detailed design. The TS confirms that the new estate road will have 5.5m wide carriageways and 2m footways. This meets MCCs adoptable standards and is acceptable in principle, subject to detailed design.

As per Highways pre-application comments, swept path analysis is required for Plot 26 to demonstrate that a vehicle can both access and exit the plot safely. Although the
additional turning space is shown on drawing '23118 (PL) 010 H - Proposed Site Layout', Highways still require the swept path analysis to confirm manoeuvrability. Additionally,
swept path analysis is requested for Plots 12, 14, 30 and 31.

Pedestrian and Cycle Access:
Pedestrian and cycle access will be via the new vehicular access from Elsa Road. An additional pedestrian/cycle access will be provided onto Anchor Close in the north-west
corner of the site, this will link with the existing provision located along Anchor Close. An additional pedestrian / cycle link will be provided from Anchor Close. Plan '23118 (PL)
010 H / Proposed Site Plan' confirms the potential location of this link and suggests how it will link to the existing footway on Anchor Close. This is acceptable in principle and will be subject to detailed design.

The new estate road should provide dropped kerbs and tactile paving at potential crossing points / desire lines.

Adoption:
If adoption is required the highway will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are
constructed to acceptable and adoptable standards. This includes; layout, drainage, streetlighting, surfacing, stats etc.

Driveways:
Driveways should be 6m x 3m. Please confirm and annotate/ show on the plans.

EV charging
Plan '23118 (PL) 010 H / Proposed Site Layout' confirms that EV Charging is in place on each driveway. This meets MCCs Electric Vehicle Charging Strategy of 1 EV ChargePoint
for each dwelling.

Cycle parking
Plan '23118 (PL) 260 / Proposed Bin Store' confirms that each dwelling will have access to a cycle store within the red line boundary of the site. The store will accommodate 2 cycles. This is acceptable to Highways.

Boundary treatments
It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. It is requested that vegetation at the site access and driveways are not placed to impinge on visibility.

Refuse and servicing
Plan '23118 (PL) 260 / Proposed Bin Store' details the proposed bin store locations. This is acceptable in principle.

Plan '23118 (PL) 260 / Proposed Bin Store' demonstrates that's bins will be taken to the footway in front of each property to be collected. This is within MCCs GD04 standards and is therefore acceptable in principle.

Swept path analysis has been undertaken (Plan '23118 (PL) 260 / Proposed Bin Store') and demonstrates that the waste vehicle can enter and egress the estate road in forward
gear. It is noted that there are areas of overhang on the southern extent of the estate road.

Plan '23118 (PL) 260 / Proposed Bin Store' does indicate that the refuse vehicle will overrun onto the footway at the southernmost turning head. Highways would have
concerns regarding the potential impact this may have on pedestrian and cyclist safety. In addition, Highways are concerned that repeated vehicle overrun could damage the
footway structure, leading to increased maintenance requirements and the potential creation of trip hazards in this area. A Waste and Service Management Plan should be included in the conditions of any planning consent.

Stage 1 road safety audit:
An independent S1 RSA 'Proposed Access Arrangements - Elsa Road, Levenshulme. Stage 1 - Road Safety Audit, January 2026' has been undertaken.
The Road Safety Audit confirms that the audit team had access to the Proposed Site Access Plan, Proposed Site Layout and accident data.
A site visit was undertaken on 22 January between 12:55 - 13:15.
o The weather was overcast and carriageway surface damp.
o Traffic was light and no pedestrians or cyclists were observed.
The Road Safety Audit identified 4 'problems'.
o Problem 1: lack of pedestrian crossing facilities on desire lines.
o Recommendation: suitable pedestrian crossing provision to be installed at Anchor Close, Hallsville Road and Elsa Road.
o Noted Designers Response. Agree. Should be picked up as part of the detailed design and S278 works and paid by the applicant.
o Problem 2: Defects within the carriageway could pose a collision hazard or a trip hazard.
o Recommendation: resurface.
o Noted Designers Response. MCC request that the carriageway is resurfaced in this location. Scope to be agreed as part of the S278 agreement but suggest as a minimum
this include Elsa Road to the junction with Barlow Road and Hallsville Road and Anchor Close along the extent of the site boundary.
o Problem 3: Lack of give-way markings at the junctions.
o Recommendation: Give way markings to be provided at junctions in site.
o Noted Designers Response. Agree. Should be picked up as part of the S278 / S38 works and paid by the applicant.
o Problem 4: Lack of pedestrian crossing facilities on likely pedestrian desire lines.
o Recommendation: suitable pedestrian crossing provision be provided on desire lines throughout the scheme and suitable intervisibility be achievable to/from the
crossings.
o Noted Designers Response. Agree. Should be picked up as part of the S278 / S38 works and paid by the applicant.
To summarise, and in addition to the works outlined above, the following works should also be incorporated in response to the findings of the RSA:
o Pedestrian crossing provision (dropped kerbs and tactile paving) to be installed at Anchor Close, Hallsville Road and Elsa Road.
o Installation of give way markings.
o Pedestrian crossing facilities located along key desire lines throughout the scheme,
ensuring appropriate visibility is provided at each location.

Off site highway works:
In addition to the highways works requested above the following off-site highways works should be included:
o Road-marking refreshment & 20mph TRO at Elsa Road (to extend into the site also).
o Double-yellow TRO to maintain safe levels of visibility at Elsa Road / Barlow Road.
o Lighting provisions and drainage will need further investigation / review with MCCs Statutory Approvals Team.

o Potential relocation of utility covers from Elsa Road carriageway.

Travel Plan:
An Interim Travel Plan has been provided as part of the application.
In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage users of
the site to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.
The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

Construction management
An Outline Construction Environmental Management Plan has been submitted.
The outline CEMP confirms that the site will be secured by a mixture of weldmesh type fencing, hears fencing and hoarding. Hoarding should be discussed with MCCs Highways Licensing Team - see below.
Site parking will be provided. This is acceptable to Highways. The Site Manager should also be responsible for ensuring contractors / staff do not park inconsiderately in the
surrounding area.
The CEMP confirms that a dilapidation survey will be undertaken. This is welcomed by Highways.
The CEMP confirms that site access will be via Elsa Road. Temporary access points
(Section 50) should be discussed with MCCs Highways Licensing Team - see below. Site
deliveries will be limited to between 09:30 - 15:00 Monday - Friday.
Traffic Management will be in place and developed with contractors. It is requested that the contractor engage directly with the Event and Network Management Team (via highwaynetworkmanagement@manchester.gov.uk) to arrange a site meeting, following which an agreed Traffic Management Plan can be developed.
Dust Management is noted.
Noise and Vibration Management is noted.
Waste Management is noted.

Whilst the above is noted it is requested that a full Construction Environmental Management Plan is developed and should include:
o The duration/phasing of construction works and associated vehicle trips;
o Confirmation of display of an emergency contact number;
o Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;
o Requirements for any tower crane, including arrangements for delivery, assembly and removal
o Routing of construction traffic and associated swept-path assessment;
o Details of the location and arrangements for contractor parking;
o The identification of the vehicular access points into the site;
o Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
o Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.
o Traffic Management measures for vehicles, pedestrians and cyclists;
o Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.
o Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
o The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
o Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

SUGGESTED CONDITIONS:
EVC
Cycling
Off-Site Highways Works:
o Vehicular access from Elsa Road.

o TROs at Elsa Road / Hallsville Road and Anchor Close / Elsa Road junctions.
o Dropped kerbs and tactile paving at new priority arrangement Elsa Road / Hallsville Road / Anchor Close / New Estate Road.
o Dropped kerbs and tactile paving will be provided across Hallsville Road and Anchor Close.
o TROs at Hallsville Road and Anchor Close
o Full depth reconstruction (high spec design) for the footway and carriageway at Elsa Road, Hallsville Road and Anchor Close.
o Kerb replacement where necessary.
o An additional pedestrian / cycle link from Anchor Close
o Pedestrian crossing provision (dropped kerbs and tactile paving) to be installed at Anchor Close, Hallsville Road and Elsa Road.
o Installation of give way markings.
o Pedestrian crossing facilities located along key desire lines throughout the scheme, ensuring appropriate visibility is provided at each location.
o Road-marking refreshment & 20mph TRO at Elsa Road (to extend into the site also).
o Double-yellow TRO at Elsa Road / Barlow Road.
o Lighting provisions and drainage will need further investigation / review with MCCs Statutory Approvals Team.
o Potential relocation of utility covers from Elsa Road carriageway.
Waste Management Strategy
Service Management Strategy
Travel Plan
Full CMP

SUGGESTED INFORMATIVES:
A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with
S278 Statutory Approvals team. Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the
initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included, can take 12 months so please programme this into your timetable. Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense.

Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated
highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link:
https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary access points (Section 50) 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 pedestrian and traffic management with MCC's Event and Traffic Management Team via
Email to highwaynetworkmanagement@manchester.gov.uk.

The applicant is requested to engage directly with the Event and Network Management Team (via highwaynetworkmanagement@manchester.gov.uk) to arrange a site meeting to discuss the potential traffic

management, temporary lane/road closures and construction arrangements. Following which an agreed Traffic Management Plan can be developed.

Environmental Health
Request the following conditions:
Construction Management Plan (see wording above) *The proposed mitigation measures contained within the submitted Seddon CEMP (December 2025) and Enzygo Air Quality Assessment (Ref. MAN.721.015.AQ.R.001.P02, 19 December 2025) are acceptable and should be implemented if the application is approved, however the start time for Saturday working hours proposed within the CEMP (08:00) is not in accordance with MCC's recommended hours (08:30).

Acoustic insulation scheme
a) Prior to any above ground works, a noise insulation and ventilation scheme for acoustically insulating the residential accommodation against and external and internal noise sources, together with details of the performance of any glazing, shall be submitted to and approved in writing by the Local Planning Authority. The noise insulation and ventilation scheme shall take the potential for overheating into account. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):
- Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)
- Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
- Gardens and terraces (daytime) 55 dB LAeq
The development shall then be carried out in accordance with the approved noise insulation and ventilation scheme.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved noise insulation and ventilation scheme.

c) In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

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

*****The submitted Enzygo Noise Impact Assessment (Ref: MAN.721.015.NO.R.001.P02, Date: July 25) is acceptable only as a general indication of the feasibility of the proposed development and of any noise impacts being controlled by condition. However, the shortened survey carried out is inadequate in order to form the basis of a comprehensive acoustic mitigation scheme, particularly as it identifies that some plots require attenuation measures. A longer survey would be required in accordance with MCC's guidance.

REF*
Prior to the first use/occupation of the development hereby approved, a detailed scheme showing the design, location and size of a facility to store refuse and waste materials shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to first use/occupation of the development and retained thereafter.
Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy.
*The waste proforma should be fully completed with details of internal stores / segregation of waste and recycling (i.e. within kitchens).

AIR QUALITY 2*
a) Prior to commencement of the development, a scheme for electric vehicle charging, 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: 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 Core Strategy.

*The conclusions of the submitted Enzygo Air Quality Assessment (Ref. MAN.721.015.AQ.R.001.P02, 19 December 2025), that predicted development impacts and on-site pollutant exposure are deemed not significant, are accepted. It is understood from the submitted Planning Statement that all homes would be provided with an EVC point. This is acceptable however we request a charging output minimum of 7kW as per MCC's AQ Guidance Note.

Contaminated Land
a) Prior to commencement of the development hereby approved, 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 Local Planning Authority. The Preliminary Risk Assessment shall conform to the 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 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 Local Planning Authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

*The submitted AJP Phase I Site Appraisal, Ref: Ref. M225-362 ERL-AJP-00-XX-RP-G-0001 Rev00, dated October 2025, is acceptable. The comprehensive Site Investigation Proposal should be provided for our review in due course.

Information for Developers guidance documents can be downloaded using the following link: http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

MCC Neighbourhood Team Leader (Arboriculture)
T59) Eucalyptus – removal
Having reviewed and conducted a VTA, the Team noted that this is a high value specimen located outside the boundary of the development site. The tree offers a positive contribution to the wider landscape and upon completion of this proposed development, the tree will provide much needed, established green infrastructure to this site.
Given that the tree is off site, we would request that the proposed encroachment is minimised via the used of modern building techniques.
To fully assess the justification for the proposed removal and ensure all viable design alternatives have been exhausted, please could the applicant provide an explanation as to:
-The percentage of the encroachment into the RPAs.
-Why the layout cannot be amended (e.g. minor re-alignment of the property's) to accommodate the tree and avoid conflict with the RPA.
-Why alternative solutions, such as pile and beam foundation, have not been considered to ensure retention of the tree.
T8) Sycamore – removal
The tree, although bifurcated, provides visual amenity value and contributes to the existing established boundary tree line.
Please can the applicant clarify what specific impact T8 has on the proposed design that prevents its retention, given that other similar boundary trees have been successfully incorporated into the layout?

The Team can confirm that we would have no objections to the rest of the site proposals subject to the AIA being strictly adhered to.

MCC Flood Risk Management
The north-western area of the site is shown to be affected by surface water flooding in the 1 in 30-year and 1 in 100-year events. The Flood Risk Assessment and Drainage Strategy (EFM-AJP-XX-00-RP-C-3000) provides FFLs for the proposed development; however, the FRA does not confirm the estimated surface water flood level on site for comparison.

The following matters as a minimum should be resolved pre-determination. Until these are resolved, we are unable to recommend conditions.
-The FRA must confirm that the FFLs will be a minimum of 150mm above the estimated flood level.

Informative:
The current surface water drainage strategy includes oversized surface water pipes beneath the highway within the proposed development. The applicant should be aware that for eventual condition discharge, evidence will be required either that the oversized pipes are to be adopted by United Utilities or, if they are not to be adopted by UU, evidence of approval from the Local Highways Authority for the oversized pipes to be located beneath adopted highway. The applicant may wish to consider alternative additional attenuation volume on site instead of oversized pipes if the above is deemed prohibitive.

Greater Manchester Police
Recommend a Secured By Design condition be attached to any approval granted.

United Utilities Water PLC
Please see United Utilities response for your review.

Greater Manchester Ecology Unit
Comments remain outstanding.

MCR Active
Thank you for consulting Manchester Active on the above application.

There will be a loss of playing field associated with the proposal and there is a requirement to mitigate the loss by virtue of paragraph 104(b) of the NPPF and Manchester's Sport Strategy objectives. Manchester Active make no comment as to the need for housing or compliance with planning policy; that is a matter for the Local Planning Authority and statutory consultees to assess. Comments are made in relation to deficiencies/spare capacity of pitch provision across all pitch types and sizes within the locality as informed by the Playing Pitch and Open Space Strategy (PPOSS), and the mitigation proposals synergy with Sports Development Objectives.

The PPOSS has been used to help inform these comments and appropriate mitigation for the loss of playing field. The current position is that there is a shortfall of playing field citywide and within the locality of the proposal site to meet current and forecasted unmet demand to 2031. For that reason the Sport Strategy requires all playing field whether, in use or disused to be protected from development or replaced in accordance with the NPPF.

An options appraisal was undertaken to identify a suitable mitigation site within Levenshulme to accommodate a new cricket pitch and/or football pitch. The appraisal criteria required the site to be within a 20 minute active travel catchment, include an area of green space that is not currently classed as a functional playing field, and be supported by existing ancillary sports provision to ensure sustainability. The site also needed to comply with planning policy and align with Manchester's Sport Strategy objectives. There were no sites that fit that criteria within Levenshulme, but Annie Lees Park located within Longsight was the only site identified that met all of these requirements.

Negotiations are currently underway to finalise the mitigation plan and financial contribution. Manchester Active **is supportive of the proposal**, provided that the financial contribution for pitch improvement works at Annie Lees Park is secured via a s106 agreement. Furthermore, Manchester Active requests to be consulted on the wording of the s106 agreement to ensure that the triggers, contributions, and site details are appropriately specified.

The financial contribution and site specifics will be submitted to after 10th March.

2.LPA COMMENTS
We have had an opportunity to review the proposal and make the following comments for your review:

Affordable housing statement:
An affordable housing statement does not appear to be submitted as part of the application, please supply at your earliest convenience.

Internal space standards:
We note an Accommodation Schedule & Mix document has been supplied for our review. Please can you confirm/ provide documentation showing the internal space standards of each house type so we can compare against Manchester's Emerging Space Standards.

Residential amenity:
We have concerns with the proximity of plots 27-30 to the closest existing residential accommodation. Consideration should be given to moving such plots closer to the highway, as such a large walkway to the front is not considered necessary.

We also have concerns with plot 33 and its proximity to no.1 Anchor Close. No.1 Anchor Close would be impacted by the built form of the dwellinghouse when utilising their front amenity space and could give rise to loss of light given the orientation of such properties. Consideration should be given to pushing the house of plot 33 further back from the highway.

Accessibility:
Please confirm the number of dwellinghouses that would be M4(3) compliant. In line with Places for Everyone, we would be wanting to see at least 4% of the homes to be M4(3) compliant.

Window reveals:

Please confirm the depth of the window reveals that each window would achieve.

Boundary treatment:
As previously discussed, there is a lack of boundary treatment to the front of the properties. The use of soft landscaping is not considered to sufficiently define the private space allocated to each home.
We still have concerns with the lack of visibility between plot 15 and the car parking to the rear.

Concern is raised as to the provision of boundary treatment for plots 12-14. There is space to the front of the properties and the ownership of such areas of land are unclear and should be brought back in curtilage. This is also the case for the strip of open land to the north of plot 12.

Substation:
Please supply further elevational details of the substation for our review.

ES Statement
Within the ES statement a number of renewable technologies are discussed. Please confirm which renewable energy type has been chosen for the site.

Car Parking
As previously stated, we are unable to support the provision of 2no. parking spaces where such parking spaces are allocated to the front of properties, and do not run along the sides of properties. This includes plots 12-14, plot 7, plot 5, plot 44 and plot 45- and any other instances.

We look forward to hearing from you in due course.

Best wishes,

Katie Raw (she/her)
Planning Officer
Area Team
Planning Building Control and Licensing - Growth and Development Directorate.
Manchester City Council

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Location address: Manchester City Council Town Hall Extension Lloyd Street Manchester M2 5DB.

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