MANCHESTER CITY COUNCIL

Planning

Delegated Officer Report

Summary of application details

Application reference:	144626/FO/2025
Application type:	Full planning permission
Proposal:	Erection of two new-build semi-detached 3-storey dwelling houses.
Site address:	Land Adjacent To No. 4 Sandy Lane Chorlton Manchester M21 8TN
Ward(s):	Chorlton Park
Date application valid:	12 December 2025
Applicant name:	James De Santis and Hilary Philipson
Agent (if any):	James De Santis
Case officer:	Katie Raw
Recommendation:	Approve
Date of recommendation:	29 June 2026

Description of site, building and/or area

The application site relates to the Land Adjacent To No. 4 Sandy Lane, Chorlton, Manchester, M21 8TN within the south Manchester ward of Chorlton Park. The site relates to vacant land directly to the west of 2-4 Sandy Lane and is irregular in shape. The site is currently enclosed by high boarded fencing to Sandy Lane and a high corrugated metal sheet fence to the alley. The fence to Sandy Lane is set back from the footpath. It is understood the site has been unoccupied since 2000 when it was bought by the applicant. There are no trees or hedges within the site but Manchester City Council planted a small tree in the pavement outside the site. The Tree is a PYRUS CALLERYANA “CHANTICLEER” (commonly known as an “ornamental pear”), planted in the 2003/2004 growing season, which is approximately 5m tall.

The site is bounded by Sandy Lane to the north, the garden of no.2 Fairhaven Avenue to the east, an alleyway to the south, which sits to the north of a row of terraced properties along Barlow Moor Road, and no.4 Sandy Lane to the west.

The surrounding area is mixed. The applicant site sits within the Chorlton District Centre, against the eastern boundary of the allocated Centre boundary.

The two storey dwellings immediately adjacent to the applicant site date from the 1920s. Others, including those to the north and to the east date mainly from the Victorian era with a few dating from the 1930s-1950s. The properties in the immediate context relate to semi-detached, terraced and in some cases detached properties. Properties to the north on the corner of Zetland Road relate to three storey dwellinghouses characterised by rear roof dormers, some of which appear to be sub-divided into flats.

To the south west of the applicant site relates to Barlow Moor Road. Barlow Moor Road is characterised by three storey terraces with commercial premises at ground floor with residential above. Barlow Moor Road acts as the central point for the District Centre.

The site is a 9 minute walk from the nearest tram stop, Chorlton.

Description of development

The current application seeks planning permission for erection of two new-build semi-detached 3-storey dwelling houses.

The property closest to no.4 Sandy Lane (plot 1 for the purpose of this report) would consist of living spaces and garage on the ground floor, a sitting room and bedroom 1 on the first floor and bedroom 2 and bedroom 3 on the second floor. This property would have an internal floor space (exc. garage) of 113.1 square metres. The property would be for 5 people.

The other property closest to the eastern boundary of the site (plot 2 for the purpose of this report) would consist of living spaces and garage on the ground floor, a sitting room and bedroom 1 on the first floor and bedroom 2 and bedroom 3 on the second floor. This property would have an internal floor space (exc. garage) of 111.3 square metres. The property would be for 5 people.

Both dwellinghouses would be set back from the footpath which would be bounded by a 0.45 metre high brick wall with integral garages. Areas of grass and soft landscaping would be sited to the front and rear of the site.

Cycle storage and bin storage would be sited in curtilage to the rear of the site and bins would be taken to Barlow Moor Road for collection. An EV charging point would be available to the residents, to be sited inside the integral garages.

The two properties would be sited extremely close to no.4 Sandy Lane. The dwellinghouses themselves would be attached and the roof ridge would sit at a slightly higher position than the

neighbouring property. A pitched canopy would be sited along sections of the primary elevation, rooflights would be inserted in the roof of the primary elevation, plot 1 would benefit from a rear roof dormer, and plot 2 would benefit from a window and roof light at second floor level.

Materials to be used have been listed as:

Building Pitched roofs - natural grey slate

Dormer cladding - colour coated aluminium or steel coloured to match slate

Dormer roof - dark grey single ply membrane

Fascia/soffit/trim - dark grey PVCu or timber Rainwater goods - black PVCu .

Brick walls - red multi common brick to resemble adjacent property with soldier course details Rendered walls - white lightly textured render above brick plinth.

Windows - dark grey PVCu or aluminium with matching solid infill panels

External doors - dark grey PVCu or aluminium

Planning History

083587/FO/2007/S1- Erection of 2 three storey houses on vacant land.

Refused 20 July 2007.

Appeal Dismissed 24 June 2008.

*The current application seeks to overcome those reasons for refusal which were upheld by the Inspectorate at the hearing for the above appeal.

Reason for refusal upheld- character and appearance. The Inspector concluded:

"I consider that the proposed development would harm the character and appearance of the area. I find that the proposal would conflict with the aims of Policy H2.2 of The Unitary Development Plan for the City of Manchester 1995 (UDP) because it would have an unacceptable impact on the area by reason of its scale and appearance".

078798/FO/2006/S1- Erection of 3 three storey town houses with associated car parking.

Refused 16 June 2006.

F03376- Use of land at rear of existing hoardings for the parking of motor vehicles.

Approved 30 June 1976.

There is evidence that the site was originally occupied by buildings forming a terrace of dwellings with nos. 2 and 4 Sandy Lane.

Relevant planning history

Consultation, notification and publicity responses

Consultations

Local Residents

5no. responses were received from local representatives from the initial consultation.

2no. objections raised the following concerns:

-The proposed three storey scale would appear at odds with its two storey surrounding.

-The scale, massing and contemporary design approach do not respond positively to the established character of the street or its surroundings.

-The scheme represents overdevelopment of a relatively small plot.

-The development is overly dominant and visually oppressive.

-The close proximity of Property “B” to surrounding properties, combined with its height and bulk, creates an unbalanced and overbearing relationship that is not consistent with the modest scale of surrounding homes.

-Loss of privacy from the proposed development.

-Potential loss in sunlight to surrounding properties due to the height and siting of the properties.

-The proposed site plan does not fully show the relationship with the surrounding properties.

-The introduction of additional dwellings will increase vehicle movements and exacerbate existing issues. The application does not adequately address the impact of additional traffic or demonstrate that safe access can be maintained.

-The addition of two car exit points at this location on Sandy Lane would present significant traffic hazards. The proximity of traffic lights causes a traffic jam when the lights are red.

2no. neutral responses were received. The following points were raised:

-No objection to the principle of the development.

-The style is not in keeping with the surrounding area.

-Style is not really in keeping with the area which is predominantly 19th/early 20th century brick properties. Proposed buildings are very blocky and do not have any design elements in common with existing housing. The front of the properties are very 'dead' with only small windows and dominated by garage door and wall. The way they are designed is in some ways the opposite of existing buildings in the area which tend to have large front windows (often with bays) and smaller back windows. Living spaces and primary bedrooms are also reversed from most properties in area with all at back of properties.

-Large windows at the back combined with the increased height (3 stories) could lead to onlooking of gardens and rear windows of houses on adjacent streets both during the day from living spaces and evening from bedrooms. Could maybe be mitigated by specifying obscure glass should be used on some windows.

-One representative requested a swift brick condition be attached to any approval granted.

1no. comment of support was received which raised issues with the current state of disrepair of the existing site and so welcomed the opportunity for development to be brought forwards on the site.

Re-notification process:

1no. neighbour objection was received during the re-notification period.

The neighbour raised concerns that despite slight amendments, the issues previously raised have not been addressed- in particular privacy and light.

The new submission does not consider harm to neighbouring properties. The main living rooms proposed would overlook surrounding bedrooms.

No light assessment has been provided, and so loss of light remains a significant concern.

Highway Services

The following comments were received from colleagues in Highway Services.

Trip Generation:

Given that the proposed development is resultant in 2no. residential dwellings, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway capacity concerns.

Site Accessibility:

The site is well accessed by sustainable modes. Regular bus services are routed along Barlow Moor Road.

Parking and Access:

Application form notes that 2no. car parking spaces are proposed for the site. *A garage space is shown within the boundary of each dwelling. It is assumed that these garages are intended for vehicle parking - Confirmation is required on this. *Dimensions of the garage are not specified and should be provided on an updated dimensioned plan. It should be noted that dimension of garages should be a minimum of 3.0m x 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway. Proposed plans demonstrate that dropped kerbs will be installed from Sandy Lane. A pedestrian visibility splay assessment should be carried out at the vehicular entrance.

Off-site highway works:

Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Sandy Lane. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense. Maximum of double dropped kerbs for vehicular access on the adopted highway.

EV charging:

Provision of an Electrical Vehicle charging point (minimum 7kW) should be made available.

Cycle Parking:

A cycle store is proposed within the rear garden of each dwelling. Understood that 2no. cycle parking spaces can be accommodated within each cycle store. The cycle store should be secure and covered.

Boundary Treatment:

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. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Refuse and servicing:

Refuse bins are to be stored within the rear garden.

*Clarification is sought on the waste collection point and should be shown on an updated dimensioned plan.

Construction Management:

A detailed CMP will need to be conditioned with any planning approval.

o The Construction Management Plan should detail:

- The duration/phasing of construction works and associated vehicle trips;

- Routing of construction traffic and associated swept-path assessment;

- Details of the location and arrangements for contractor parking;

- Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas.

- Traffic Management measures for vehicles, pedestrians and cyclists;

- Manage and coordinate construction activities with reference to ongoing/imminent construction works in the locality; and

- Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

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

o 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.

Further comments received 17 February 2026:

Location of the tree looks to be accurate.

Further comments received 1 June 2026 (following re-notification):

Highway Services request a condition to be in place to restrict conversion of the garages to liveable space/accommodation.

Trip Generation:

The number of vehicular trips associated with the site is anticipated to be minimal. Therefore, no highway capacity concerns are expected.

Site Accessibility:

The site is well accessed by sustainable modes. Regular bus services are routed along Barlow Moor Road.

Parking and Access:

It is understood that 2no. car parking spaces are proposed within the site curtilage, one space per dwelling. This is to be provided in the form of garage parking spaces.

Proposed plans demonstrate that new dropped kerbs will be installed from Sandy Lane for access to the garage spaces – This is subject to a S278/184 agreement.

A pedestrian visibility assessment has been undertaken at the vehicle access points.

The dimensions of the proposed garages is understood to be 2.8m × 4.9m and 2.8m × 5.9m.

*MCC requires minimum dimensions of 3.0m x 6.0m for a residential driveway and garage.

Off-site highway works:

Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for any alterations to the adopted highway. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This is to be funded at the applicant's expense. Maximum of double dropped kerbs for vehicular access on the adopted highway.

EV charging:

EV charging provision is to be provided for each dwelling.

It should be ensured that EV charging point is a minimum 7kW.

Cycle Parking:

A cycle store is proposed within the site curtilage of each dwelling – Acceptable from a highways perspective.

All cycle stores should be secure and covered.

Boundary Treatment:

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. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Refuse and Servicing:

Refuse bins are to be stored within the rear yard of each dwelling.

*Clarification is sought on the waste collection point. This should be shown on an updated dimensioned plan.

A waste management strategy should be conditioned.

Construction Management:

A Construction Management Plan is required prior to the start of works and conditioned.

The following informatives should also be included in any subsequent permission: - The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary points of access (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.

SUGGESTED CONDITIONS:

Off-Site Highways Work

EVC

Cycling

Waste Management Strategy.

CMP

Further comments received 2 June 2026:

Highways still require the proposed garage dimensions to be in line with MCC's minimum dimension of 3.0m × 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway

Waste collection is considered acceptable in principle on this occasion.

Further comments received 5 June 2026:

The adjustment to the dropped kerb seems acceptable in principle from a highways perspective.

Garage spaces should be of an appropriate size, in accordance with MCC requirements, to enable the efficient use/operation of a parked vehicle.

Environmental Health

Colleagues in Environmental health requested the following conditions be attached to any approval granted:

-Construction Management Plan condition

-Construction hours condition

-Noise (Residential sound insulation) condition

-Noise (External plant/equipment/servicing) condition *This will only be needed if the applicant uses ASHP's

-Waste condition

-Air quality 2- EV charger condition

-Contaminated Land (New applications, no previous contaminated land conditions)

Further comments received 20 May 2026 (following re-notification):

Environmental Health note changes have been made to the application, however comments from Environmental Health remain the same.

MCC Neighbourhood Team Leader (Arboriculture)

The site has been cleared of any vegetation prior to the visit, however, there is a tree on the public highway that would need to be adequately protected during any proposed construction works, including the delivery of materials/ machinery or skips.

The proposed dropped kerbs for the new driveways, do not appear to be within influencing distance of highway tree, however, the Team would need confirmation from highways that the proposed layout above, is an accurate interpretation of the clearances from the tree.

The Team requested sight of any specific planting plans. There are several ornamental trees and shrubs that take up minimal space but would have a positive impact on the street scene.

Further comments received 3 June 2026 (following re-notification):

As per the proposed layout below, the Team believe the dropped kerb is too close to the street tree. They suggest changing the angle of the driveway entry point or altering the layout of the building by moving the garage door entry to the left.

Further comments received 4 June 2026:

MCC Neighbourhood Team Leader (Arboriculture) confirmed they were happy with the alterations.

MCC Flood Risk Management

The Team requested a surface water drainage pre-commencement condition be attached to any approval granted.

Further comments received 24 May 2026 (following re-notification):

The Team requested the same surface water drainage pre-commencement condition be attached to any approval granted.

Greater Manchester Police

GMP made contact to recommend that the houses are built to Secured by Design standards.

United Utilities Water PLC

United Utilities had no objection to make on the site but requested sight of a detailed drainage plan prior to determination.

Further comments received 5 June 2026:

Following our review of the submitted Drainage Strategy, UU can confirm the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted, UU request a condition is attached to any subsequent Decision Notice.

Greater Manchester Ecology Unit

The application is accompanied by a Biodiversity Net Gain Statement and accompanying Small Sites Metric. This shows that a loss of 0.029 habitat units will be incurred on site, requiring the purchase of 0.033 units from an off-site habitat provider to achieve a net 10% gain. GMEU have no reason to doubt the assessment of the baseline or post-development value of the site and given the very small number of units required to achieve a 10% gain, the LPA can be reasonably confident that these could be acquired and the BNG condition could be discharged. GMEU would have no objection to this, providing habitat banks close to the site are prioritised.

The statutory Biodiversity Gain Plan condition will apply should this planning application receive permission. At condition stage sufficient information will be required to demonstrate how a 10% net gain will be achieved, including a Biodiversity Gain Plan, final version of the BNG metric showing a 10% net gain in habitat units, and evidence that the correct number and type of units have been successfully purchased and allocated to the development.

Notwithstanding the above, GMEU would make the following recommendations:

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

-Vegetation removal should not be undertaken in the main bird nesting season (March – August) unless suitable checks for active bird nests have been undertaken.

-Planning policy encourages enhancements and net gains for biodiversity to be delivered through the planning system. Wherever possible measures to enhance the site for biodiversity should be secured as part of this planning application and could include integration of bat or bird boxes into the proposed buildings.

Further comments received 28 May 2026 (following re-notification):

The proposed plans will change how the habitats are measured for Biodiversity Net Gain and would therefore recommend that the assessment is reviewed to ensure that the measurements used within the metric are accurate to the most recent plans. The impact is likely to be minimal and would have no objection to this being undertaken at condition stage. However, given that off-site units will need to be purchased to discharge the Biodiversity Gain Condition, it would be advisable to re-run the metric at this stage, to allow the applicant to ensure that the correct number are sought.

Further comments received 3 June 2026:

GMEU have no concerns with the revised BNG metric.

Chorlton Civic Society

No comments were received from Chorlton Civic Society.

Notifications and publicity

Negotiations

The LPA worked with the agent to find an acceptable design solution for the proposed development. Such amendments also sought the reasons for refusal which were upheld at the hearing of the previous scheme (see planning history section for further details).

Issues/ points of clarification and concern raised by consultees were addressed during the course of the application.

Relevant policies

The National Planning Policy Framework (NPPF) (December 2024)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11). Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective

b) a social objective

c) an environmental objective

The following specific policies are considered to be particularly relevant to the proposed development:

Chapter 5. Delivering a sufficient supply of homes

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 11. Making effective use of land

Chapter 12. Achieving well-designed places

Chapter 14. Meeting the challenge of climate change, flooding and coastal change

Draft National Planning Policy Framework (16th 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 for 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.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. Updated March 2024 following the adoption of the Places for Everyone Joint Development Plan.

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

Of relevance are:

Policy SP1 (Spatial Principles) (last bullet point of the policy removed following the adoption of the Places for Everyone Joint Development Plan)

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) (part of policy replaced by PfE policy JP-S2)

Policy EN 6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) (part of policy replaced by PfE Policy JP-S 2)

Policy EN 8 (Adaptation to Climate Change) (part of policy replaced by PfE policies JP-S2, JP-S4 and JP-G8)

Policy EN9 (Green Infrastructure)

Policy EN14 (Flood Risk) (part of policy replaced by PfE policy JP-S4)

Policy EN15 (Biodiversity and Geological Conservation) (part of policy replaced by PfE policy JP-G8)

Policy EN 16 (Air Quality) (part of policy replaced by PfE policy JP-S5)

Policy EN18 (Contaminated Land and Ground Stability)

Policy EN19 (Waste)

Policy H1 (Overall Housing Provision) (part of policy replaced by PfE policy JP-H1)

Policy H6 (South Manchester)

Policy H 8 (Affordable Housing) (part of policy replaced by PfE policy JP-H2)

Policy T1 (Sustainable Transport) (part of policy replaced by PfE policy JP-C1)

Policy T2 (Accessible Areas of Opportunity and Need)

Policy DM1 (Development Management)

Policy C2 (District Centres)

Policy C6 (South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington).

Unitary Development Plan

Saved Policies Large elements of the UDP have been superseded by the Core Strategy.

The following saved policies are of relevance in the consideration of this application:

DC7- New housing development

DC26- Development and noise.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABE as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Manchester Residential Quality Guidance (2017)

This guidance provides clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

This guidance includes Manchester's Emerging Space Standards which combine Nationally Described Space Standards and the London Housing Design Guide space standards.

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 March 21, 2024.

The Plan and its policies are 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.

The policies of relevance are:

JP- S1- Sustainable development

JP- S2 – Carbon and energy

JP- S5 – Flood risk and the water environment

JP- H1 – Scale, distribution and phasing of new housing.

JP-H3- Type, Size and Design of New Housing (all new dwellings must be built to ‘accessible and adaptable’ standard in Part M(2) of the Building Regulations, unless specific site conditions make this impracticable).

JP-C1- An integrated network

JP- H2- Affordability of new housing

JP- G8- A net enhancement of biodiversity and geodiversity

JP- S6- Clean Air

Assessment

Principle of Development

The current application seeks planning consent for the erection of two new-build semi-detached 3-storey dwelling houses. The proposal would provide 2no. 3 bedroom dwellinghouses with private amenity space and off street parking facilities. It is understood the site was originally occupied by buildings forming a terrace of dwellings with nos. 2 and 4 Sandy Lane. These dwellings appear to have been demolished in around 1954. Given the historic use, the Council notes the site has potential for future new housing development subject to assessment via the planning process. This is also evident from the previous refusal on the site whereby the LPA did not object to the principle of residential accommodation in this location (see planning ref: 083587/FO/2007/S1). The site sits within the Chorlton District Centre and sits in close proximity to 2 and 3 storey dwellinghouses. As such, the proposed use would be in keeping with the wider area. As such, the location is considered appropriate to develop the land for housing and would be pursuant with Core Strategy policies H1 and H6.

The development of the site would contribute positively towards the supply of housing to meet national and city wide targets and increase the provision of family houses, in accordance with Chapter 5 of the NPPF and Manchester Core Strategy policies H6 and H1.

It is therefore considered that the principle of development on the site is acceptable subject to the consideration of the following material considerations as impacts of the proposed development: Affordable Housing, Space Standards, Residential Amenity, Accessibility, Siting, Scale, Height and Massing, Design, Boundary Treatment, Crime and Security, Carbon Reduction, Climate Change Mitigation and Sustainability, Permitted Development, Highways and Car Parking, Construction Management, Waste, Cycle Storage, Noise and Disturbance, Air Quality, Ground Conditions, Flood Risk and Drainage, Landscaping, Ecology and Local Labour Agreement. Consideration will now be undertaken on the listed impacts.

Affordable Housing

Policy H8 of the Manchester Core Strategy establishes that new development (above 10 units) should contribute to the City-wide target for 20% of new housing provision to be affordable and that developers are expected to use the 20% target as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

The current scheme provides 2no. dwellinghouses which are recorded as being for market housing. Given the limited number of units proposed, no provision of or towards affordable housing is required.

Space Standards

The proposed development has been assessed against the criteria set out in Manchester's emerging space standards as adopted within the Manchester Residential Quality Guidance.

Both properties would have 3 bedrooms and accommodate 5 people. The schedule of accommodation would be as follows:

Property closest to no.4 Sandy Lane (plot 1): internal floor space (exc. garage) of 113.1 square metres.

Property closest to the eastern boundary of the site (plot 2): internal floor space (exc. garage) of 111.3 square metres.

Manchester's Emerging Space Standards states that for accommodation for 3B5P over three storeys, units would need to have a minimum internal floor space of 102 square metres. Both properties exceed such requirement. The scheme is therefore considered to provide a good standard of accommodation and is considered acceptable in this regard, pursuant to Policy DM1 of the Core Strategy.

Residential Amenity

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents as well as creating places that make a positive contribution to neighbourhoods of choice. Policy DM1 goes further by stating that the effect on amenity is a key consideration particularly effects on privacy and noise. It is considered that there are three potential impacts associated with this development which require consideration:

- a loss of privacy from overlooking;

- any overbearing or overshadowing impacts; and

- any unacceptable noise and disturbance from comings and goings.

Overlooking:

Overlooking was raised as a concern with neighbour notification responses. The scheme has been amended from 3 storeys to 2.5/3 storeys and the orientation of the properties have also been amended.

The properties would sit on the same plane/ orientation as no.2 and no.4 Sandy Lane. No.2 and 4 benefit from a tight relationship to the Lux Lounge on Barlow Moor Road. The private rear amenity space for these properties are limited.

Plot 1 would be more likely to overlook 2&4 Sandy Lane. 2 windows would be inserted in the rear elevation of plot 1 relating to a sitting room and a dormer window of bedroom 2. Given the built form of plot 1 would not come any further forwards than the neighbouring outrigger and the obscure angle that would be required, it is not considered the level of overlooking would be significant.

No.2 Fairhaven Avenue sits to the east of the applicant site. The properties would be angled on a slight south westerly orientation and the windows would be sited away from no.2 Fairhaven Avenue. No windows would be inserted in the gable elevation of the proposal and only a door at ground floor level which would not give rise to any overlooking implications. Given the orientation and layout of the plots, plus given the proposal would be sited 30 metres to the rear building line of no.2 Fairhaven Avenue, the resultant level of overlooking to this property would be minimal.

The two properties would face in the direction of the terraced properties along Barlow Moor Road. An approximate 24 metre distance would be retained between the closest window at first floor level and a rear window at no.378 Barlow Moor Road. Given such distance and given the tight relationships that already exist between properties on Sandy Lane and Barlow Moor Road, the level of overlooking for this relationship would not be considered to be out of keeping with existing levels.

As the two properties would align with the primary elevation of no.2&4 Sandy Lane, the same level of privacy distances would be experienced to properties on the northern side of Sandy Lane and so levels of overlooking are considered to be acceptable.

Overbearing or overshadowing impacts:

Whilst it is acknowledged the surrounding neighbours would lose the outlook of the open space of the applicant site, given the distances from the proposed properties to the existing houses, opportunities for overbearing impacts are considered minimal. The building line proposed would

not project beyond no.2&4 Sandy Lane's existing outrigger and so is considered to relate sympathetic to the built form in the surrounding context.

No adverse overshadowing implications would give rise due to the location of the proposed dwellings. This includes to no.2 Fairhaven Avenue. Any loss of light to no.2's windows nor overshadowing to the property's rear amenity space would be minimal due to the path of the sun throughout the day, and given no.2 sits due south of the applicant site.

Unacceptable noise and disturbance:

The introduction of the 2no. new homes at the site, would create some additional comings and goings in the local area as a result of traffic and pedestrian activity. However, it is not considered that this level of activity would be harmful given the largely residential context surrounding the application site and given the proposed use would match the surrounding context. It is also noted that the site historically had been used for residential purposes.

Accessibility

The properties would have level access and as confirmed within the submitted Revised Design, Access and Energy Statement, the properties would achieve Building Regulations Approved Document M Volume 1 (dwellings), M4(1) Category 1 (visitable) and M4(2) Category 2 (accessible and adaptable). M4(2) is a higher standard that designs new dwellings so that they are more easily accessed and adapted should the need arise in the future. The floor plans submitted have been annotated to show turning circles are possible across all the bathrooms across the properties (except for the smaller shower rooms). As such, this provision is in accordance with Places for Everyone Policy JP-H3- Type, Size and Design of New Housing. This policy states that all new dwellings must be built to 'accessible and adaptable' standard in Part M(2) of the Building Regulations, unless specific site conditions make this impracticable.

Neither of the proposed homes would be M4(3) compliant, however, such require is not stated within Places for Everyone, and given the limited number of units (2no.) and the constrained nature of the site, on the basis the homes are compliant with Manchester's Emerging Space Standards and on the basis they achieve M4(2), the scheme can be supported in respect of accessibility, with consideration to the stipulations Policy JP-H3- Type, Size and Design of New Housing with Places for Everyone, in this instance, such arrangements can be considered acceptable.

Siting, Scale, Height and Massing

The two properties would face onto Sandy Lane and given the orientation of no.2&4 Sandy Lane and properties to the north, such orientation is appropriate. As such, the proposal is considered to create a strong and cohesive relationship to the street scene, and by largely looking out onto the streetscene it is considered to increase surveillance. The overall

configuration is considered to be appropriately related to the existing neighbouring housing, and the street scene.

Concerns were raised during the course of the application, in relation to the proposed three storey development and the scale and massing did not respond positively to the established character of the street.

The scheme was amended to omit the flat roof element to the rear, and the three storey is now achieved via the use of rooflights and a rear roof dormer which would be in keeping with others seen in the vicinity, including those properties on the corner of Zetland Road. Whilst the ridge height of the properties would be slightly higher than those of the adjacent properties, the amendments seen are considered by the LPA to result in a sympathetic relationship in respect of scale and massing. The revised scheme is considered to overcome the reason for refusal upheld at a hearing for the refused scheme of 083587/FO/2007/S1.

Both properties would benefit from external amenity space to the front and rear. Whilst the amount of rear private amenity space is constrained, especially for plot 1, such would be in keeping with the amount of amenity space at the adjacent neighbours 2&4 Sandy Lane and given the local context, and availability to local green spaces is considered acceptable in this instance.

Furthermore, the same types of boundary treatments would be used throughout when appropriate. As such, the proposal would look uniform and would give the scheme a sense of identity. The application is therefore considered to be in accordance with Core Strategy Policies EN1 and DM1, along with the Guide to Development in Manchester SPD and the Residential Quality Guide.

Design

The design of the proposed houses would incorporate active frontages using front doors, pitched roof canopy, projecting feature windows and roof lights. The pitched gable would create presence and scale. Fenestration is generally arranged with a vertical emphasis to give order, rhythm and a 'domestic' feel to the street elevations. Within the overall order and consistency of form and materials, the character and identity of each individual home is legible through 'own front doors', canopies, fenestration patterns and distinct brickwork detailing.

The following details were provided in relation to the proposed materials:

Pitched roofs - natural grey slate

Dormer cladding - colour coated aluminium or steel coloured to match slate

Dormer roof - dark grey single ply membrane

Fascia/soffit/trim - dark grey PVCu or timber

Rainwater goods - black PVCu .

Brick walls - red multi common brick to resemble adjacent property with soldier course details
Rendered walls - white lightly textured render above brick plinth.

Windows - dark grey PVCu or aluminium with matching solid infill panels

External doors - dark grey PVCu or aluminium

The use of the white render for the primary elevation is considered appropriate to match no.2&4 Sandy Lane. The cladding finish to the dormer requires further consideration and could be agreed via a materials condition. The LPA are comfortable with the render which wraps round to the gable elevation to tie in the brickwork and render at the site, and the use of bricks to the rear elevation would tie in with no.2&4 Sandy Lane. Whilst the LPA accept the general principles of the materials, a condition requesting sight of full and final details would be attached to any approval granted.

Projecting window features are proposed to the primary elevation. All windows and external doors (except projecting feature windows and roof windows) to be set back from face of building with 100mm deep reveals. Given the character of the surrounding area, in this instance it is considered such set back would be considered to give rise to a high quality design feature, ensuring interest throughout the development.

Concerns were raised during the course of the application that the style would be out of keeping with the surrounding area. The amendments to the scheme are considered to result in a scheme more in keeping with the surrounding- including pitched roofs, rooflights and 1no. rear roof dormer, and adding interest to the primary and rear elevations.

The overall proposed design is considered to be acceptable and in accordance with Core Strategy Policies DM1 and SP1.

Boundary Treatment

There are a mix of proposed boundary treatments across the site:

-To the front of the properties: new brick wall 0.45 metres high- smooth red brick with matching brick on edge copings. *Such boundary treatment would reflect the boundary treatment seen in front of no.2 and no.4 Sandy Lane. This would introduce a sympathetic feature and help define the private and public space.*

-To the rear of the properties: new brick boundary wall 2.2 metres high (to tie in with existing to the rear). *Such walls would be sympathetic to the high brick walls along the alleyway.*

-New gate for rear gardens 1- vertical timber boarded black. *Such gates would be sympathetic to similar fences and gates in the surrounding area.*

-To delineate the front amenity spaces of the two properties: new brick dividing wall 0.45 metres. *This would introduce a sympathetic feature and help define the amenity space allocated to each property.*

No issues in terms of crime in relation to the boundary treatments proposed were raised from Greater Manchester Police during the course of the application. No concerns were raised by colleagues in Highway Services.

Given no elevational details have been provided during the course of the application, a condition requesting sight of such details would be attached to any approval granted.

It is also considered the proposed boundary treatments would enhance the appearance of the development site, define public and private spaces, suitably enhance the security of the development, whilst offering a sense of cohesion across the site, pursuant to Policy SP1 of the Core Strategy.

Crime and Security

No CIS was provided with the submission of the application. However, colleagues in GMP reviewed the application and requested the development be built in accordance with Secure By Design principles. A condition to this effect would be attached to any approval granted.

Carbon Reduction, Climate Change Mitigation and Sustainability

Policy EN6 of the Core Strategy requests that major applications (over 10 units) must submit an Environmental Standards statement. As the proposal relates to 2no. units, no statement was submitted.

The construction uses a “fabric first” approach, to help mitigate the risk from extreme weather events and reduce energy use. External paving is minimised and has open/dry joints to permit rainwater penetration. Rainwater run-off could be tempered by the use of a water butt with

regulated release to reduce overloading of the public systems and allow harvested water to be used for gardening and vehicle cleaning.

EV chargers would be made available which would be sited inside the integral garages. Given no further details have been supplied in respect of EV chargers, a condition to such effect would be attached to any approval granted.

Further, cycle storage would be made available in the rear gardens to ensure the residents could use alternative transportation options. Limited details have been provided within the course of the application, and so a condition to this effect would be attached to any approval granted.

Furthermore, a landscaping scheme would be conditioned within any approval granted. This is to ensure the insertion of soft and hard landscaping, to the benefit of environmental improvement.

A BNG condition would also be attached to any approval granted which would ensure environmental improvements, although BNG would need to be sought through the use of credits.

Given the magnitude of the proposal, the measures outlined above are considered appropriate and the fabric first approach detailed are considered acceptable in this instance. The development is therefore considered to be in accordance with Core Strategy Policies DM1.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is considered that it would be appropriate and reasonable to attach conditions to prevent the new homes becoming HMOs to ensure they remain in family use. In addition to ensure visual amenity is protected a condition is required to avoid additional extensions or outbuildings being erected without an assessment of their impact. A further condition is placed on any approval granted restricting the properties use as serviced apartments.

Highway Services requested a condition be attached to any approval granted to ensure the garages are only proposed in the manner presented and a condition to this effect would be attached to any approval granted.

Highways and Car Parking

Highways were consulted during the consideration of the application and did not raise any concern in relation to the generation of any highway safety, traffic or network capacity concerns. Highways were happy the site is well accessed by sustainable modes.

Highways requested the garage spaces have internal dimensions of 6x3 metres. The dimensions of the proposed garages is understood to be 2.8m × 4.9m and 2.8m × 5.9m. Although Highways requested 6x3 metre dimensions, it is noted that the car parking spaces will accommodate 2.8 x 4.8 metres which is a smaller standard the LPA use in constrained cases. Due to the limited space around the site, the proposed parking via integral parking is considered acceptable, as there would not be adequate space for cars to park in front of the properties, nor inadequate space for parking along the side of the proposed properties. Highway Services requested a condition be placed on any approval granted for the garage to be restricted to car parking only and not amended to living accommodation. The LPA are happy to impose such condition on any approval granted. Given the above, and the benefit of introducing two new family dwellinghouses within the highly sustainable location along Sandy Lane, on this basis, the LPA would be willing to support the smaller garages in this instance.

During the course of the application, Highways requested pedestrian visibility splays at the access points. Such splays were reviewed by Highways and no further comments/ concerns were raised.

Colleagues confirmed the applicant will be required to enter into a Section 278/184 agreements for any alterations to the adopted highway. A condition to this effect would be attached to any approval granted.

Colleagues requested EV chargers be made available, and cycle store facilities. Limited details have been provided within the course of the application, and so conditions to this effect would be attached to any approval granted.

The proposed boundary treatment would ensure visual permeability from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians at points against the

highway. The proposed boundary treatment conforms with such requirements, although further details would be required by condition.

Highways reviewed the bin storage which would be positioned in the rear yard of each dwelling. Highways reviewed the proposed waste collection point along Barlow Moor Road. A 27 metre drag distance to the western house, and 36m to the eastern house. Highways reviewed such provision and is considered acceptable in principle on this occasion.

Colleagues in MCC Arboriculture reviewed the revised scheme and had concerns one of the dropped kerb would be too close to the street tree. The scheme was further amended and Highways reviewed such revision and were comfortable with the arrangement of dropped kerbs.

Given issues raised by Highways have been largely addressed or justified during the course of the application an given the appropriate use of conditions, the proposed development is therefore considered to be in accordance with Core Strategy policies T1 and DM1.

Construction Management

The work would take place close to existing dwellings and comings and goings from the site are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition is recommended which would require the submission of highways management plan and details of use of machinery, site management and waste management. Providing the inclusion of the construction management condition, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. Further, an informative relating to construction hours would be attached to any approval granted to ensure construction is done in a considerable manner.

Waste

No waste management proforma was provided with the submission. A condition would be attached to any approval requesting sight of such details to ensure adequate bin provision.

Highways reviewed the bin storage which would be positioned in the rear yard of each dwelling. Highways reviewed the proposed waste collection point along Barlow Moor Road. A 27 metre drag distance to the western house, and 36m to the eastern house. Highways reviewed such provision and is considered acceptable in principle on this occasion.

Space is provided within the rear amenity space for bin provision and so on the basis of conditions to secure further details is considered acceptable, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

Cycle Storage

Cycle storage would be made available in the rear gardens to ensure the residents could use alternative transportation options. Limited details have been provided within the course of the application, and so a condition to this effect would be attached to any approval granted.

With such condition, the proposal is considered to contribute to the provision of sustainable transportation options in accordance with Manchester Core Strategy policies T1, EN4 and EN8.

Noise and Disturbance

Colleagues in Environmental Health reviewed the application and requested a noise (Residential sound insulation) condition be attached to any approval granted. This would ensure the rooms are adequately insulated to secure a reduction in noise from external sources and in order to protect future residents from noise disturbance.

Colleagues requested an external plant condition if the proposal would include the use of ASHPs. No ASHPs are brought forwards as part of this scheme and so the condition would be omitted from any approval granted.

The proposal is therefore considered to be in accordance with saved UDP Policy DC26 subject to the residential insulation condition.

Air Quality

Both Highway Services and Environmental Health requested EV charging points are made available to each property. A condition to this effect was suggested to provide details on electric vehicle charging and any other considerations, for example boiler emissions. Limited detail is provided with the application, and so the standard condition requesting further details would be attached to any approval granted.

In addition, the implementation of development in accordance with a construction management plan, as required by condition, is considered to be satisfactory with regards to air quality control during the construction period reducing potential harmful impacts to surrounding existing residents.

With the above conditions and measures in place, the proposed development is therefore considered to be in accordance with policies EN16, SP1 and DM1 of the Core Strategy.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments.

Colleagues in Environmental Health requested a standard condition which would be attached to any approval granted.

Further, a watching brief condition would be attached to any approval granted to ensure that 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 after development commences, 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 is submitted.

The inclusion of such conditions would ensure compliance with Policy EN18 of the Core Strategy.

Flood Risk and Drainage

During the course of the application, MCC Flood Risk Management Team requested a pre-commencement condition in relation to surface water drainage be attached to any approval granted.

United Utilities also reviewed the proposal. United Utilities had no objection to make on the site but requested sight of a detailed drainage plan prior to determination. The agent provided an updated drainage plan 32B which shows the foul water and surface water connections and calculates the surface water run off calculation. United Utilities would give the opportunity to provide further comments to the revised scheme and supply of drainage plan. UU confirmed the proposals were acceptable in principle, but still required a condition be attached to any approval granted.

Such pre-commencement condition would ensure the provision of a scheme to be implemented in accordance with measures to secure sustainable drainage for the site and manage the risk of flooding and water pollution in accordance with Manchester Core Strategy policies EN8 and EN14.

Landscaping

The MCC Arboricultural Team reviewed the site and requested the tree on the public highway would need to be given adequate protection during any proposed construction works, including the delivery of materials/ machinery or skips.

Colleagues in Highway Services confirmed the location of the tree on the public footpath is reflected accurately on the plans.

The Team had concerns with the revised scheme and the proximity of the street tree to the dropped kerb. The position of the dropped kerb was amended slightly and the Team confirmed they were comfortable with the proximity of the tree to the dropped kerb.

The Team requested sight of any specific planting plans. Within the revised scheme, the following landscaping details were provided:

Paving - natural/buff textured concrete paving flags (approx. 450x450mm), dry jointed for drainage

Brick edging - red brick pavers (approx. 105x210mm)

Landscape areas - min. 150mm topsoil to grassed areas with min 450mm topsoil to planted areas.

The LPA require further information in relation to the grassed and landscaped areas, and a condition requesting further information would be attached to any approval granted.

It is considered the proposed landscaping scheme would improve the quality of the development and the visual amenity of the area in accordance with Manchester Core Strategy policies SP1, EN9 and DM1.

Ecology and BNG contributions

GMEU reviewed the application.

The following Ecological constraints were noted:

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

-Vegetation removal should not be undertaken in the main bird nesting season (March – August) unless suitable checks for active bird nests have been undertaken. *A condition to this effect would be attached to any approval granted.*

-Planning policy encourages enhancements and net gains for biodiversity to be delivered through the planning system. Wherever possible measures to enhance the site for biodiversity should be secured as part of this planning application and could include integration of bat or bird boxes into the proposed buildings. *An informative to this effect would be attached to any approval granted.*

BNG contributions:

Section 180 of the NPPF 2023 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021).

The application is accompanied by a Biodiversity Net Gain Statement and accompanying Small Sites Metric. This shows that a loss of 0.029 habitat units will be incurred on site, requiring the purchase of 0.033 units from an off-site habitat provider to achieve a net 10% gain. GMEU have no reason to doubt the assessment of the baseline or post-development value of the site and given the very small number of units required to achieve a 10% gain, the LPA can be reasonably confident that these could be acquired and the BNG condition could be discharged.

The BNG metric was re-run with the changes to the scheme. The revised scheme requires fewer off site credits (0.0315 of local off-site units) than the initial scheme (0.0329 of local off site units).

In line with the BNG hierarchy, as the 10% uplift cannot be achieved on site, the developer would need to provide off site provision. At the time of this application, there are no established off site provision within the Manchester Authority boundary. As such, the developer would need to buy habitat credits. GMEU have no issues with the purchase of off-site credits.

The standard condition requesting a Bio Diversity Net Gain Plan and offsetting provider certificates was sent to the developer and agreed. Such condition would ensure the 10% BNG contributions are provided and adhered to for a period of 30 years.

It is therefore considered that the development presents opportunities for bio-diversity enhancement subject to the relevant conditions in accordance with Core Strategy Policy EN15.

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 polices 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.

Conclusion

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.

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Article 35 Declaration

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. On balance, it is considered that the development is of a scale and magnitude that would relate positively to the surrounding area and would be capable of achieving a high quality development in accordance with Core Strategy Policies DM1 and SP1.

Recommendation: **Approve**

Conditions attached to this decision

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

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

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

Documents:

-Application Form, received by the City Council as Local Planning Authority on 27 November 2025.

-Revised Design & Access Statement (revised May 2026), received by the City Council as Local Planning Authority on 9 May 2026.

Drawings:

-Location Plan, received by the City Council as Local Planning Authority on 27 November 2025.

-Block and Roof Plan, numbered 24E, received by the City Council as Local Planning Authority on 11 May 2026.

-Proposed General Arrangements- Floor Plans, Site Plan, Elevations, Section Drawings, numbered 31F, received by the City Council as Local Planning Authority on 11 June 2026.

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

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

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

Reason: 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.

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

should include:

i.Display of an emergency contact number;

ii. Details of wheel washing;

iii. Compound locations where relevant;

iv.Location, removal and recycling of waste;

v. Routing strategy and swept path analysis;

vi. Parking of construction vehicles and staff;

vii. Sheeting over of construction vehicles.

vii. Parking of construction vehicles and staff;

viii. Dust suppression measures.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

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

5) Notwithstanding the details submitted with the application, prior to the commencement of the development hereby approved, a surface water drainage layout for the development site shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

oEvidence of drainage hierarchy adherence.

oFinalised surface water drainage layout including all components, levels and connectivity.

oEvidence of connection approval in principle.

oMaintenance and management plan including responsible party and a schedule of tasks/frequencies for the components.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN14 & EN17 of the Core Strategy.

6) 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.

7) 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 after development commences, 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 is submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

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

8) Notwithstanding the details submitted with the application, no above ground construction works shall take place until details/samples of the materials to be used in the construction of the external surfaces of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details/samples.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

9) The development hereby approved shall be implemented in accordance with ‘Proposed General Arrangements- Floor Plans, Site Plan, Elevations, Section Drawings, numbered 31F’, received by the City Council as Local Planning Authority on 11 June 2026, in relation to window reveals for every window across the development.

For the avoidance of doubt the window reveal should be minimum 100mm deep (except projecting feature windows and roof windows).

Reason - In the interest of visual amenity pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

10) (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. 17989/FO/2025 received on the 24 December 2025:

This shall include the following:

-alterations to the existing highways

-construction of the proposed vehicular access and dropped kerbs on Sandy Lane.

(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).

11) Notwithstanding the details submitted with the application, no above ground works shall take place until details of the siting, scale, appearance and material for the proposed boundary treatment has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

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

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

12) a) Prior to any above ground works associated with development 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).

13) a) Notwithstanding the details submitted with the application, no above ground works shall take place until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard

surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason - To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with policies SP1, EN9 and DM1 of the Core Strategy and the National Planning Policy Framework.

14) Notwithstanding the details submitted with the application, prior to first use, details of the specifications, elevations, siting and appearance of the secured cycle storage shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

15) Notwithstanding the details submitted with the application, 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.

16) 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 referenced:

-Block and Roof Plan, numbered 24E, received by the City Council as Local Planning Authority on 11 May 2026.

-Proposed General Arrangements- Floor Plans, Site Plan, Elevations, Section Drawings, numbered 31F, received by the City Council as Local Planning Authority on 11 June 2026.

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

17) 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, roof alterations, porches or outbuildings shall be erected other than those expressly authorised by this permission.

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

18) 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 part of the residential units shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes)

Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

19) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the dwelling houses hereby approved shall be used only as

private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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

20) 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 garage shall be used for any purpose which would preclude its use for the parking of a motor vehicle and no development shall be undertaken that would preclude vehicular access to the garage.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

21) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

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

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

23) The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be laid out and made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason - In the interest of highway safety and the free flow of traffic and in accordance with policy DM1 and T1 of the Core Strategy and the National Planning Policy Framework.

24) Prior to occupation, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details at all times 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.

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

Informatives

1) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;

- the pre-development biodiversity value of the onsite habitat;

- the post-development biodiversity value of the onsite habitat;

- any registered off-site biodiversity gain allocated to the development and the biodiversity; and

- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;

- a description of the development and planning permission reference number (to which the plan relates);

- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;

- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;

- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);

- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;

- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;

- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and

- if habitat degradation has taken place:

a statement to this effect,

the date immediately before the degradation activity,

the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and

any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 (as amended), which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

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

Planning policy encourages enhancements and net gains for biodiversity to be delivered through the planning system. Wherever possible measures to enhance the site for biodiversity should be secured as part of this planning application, and could include integration of bat or bird boxes into the proposed buildings.

3) If the development can accommodate it, it is requested that consideration is given to the installation of Swift Bricks. Swift bricks must be fitted in accordance to the specifications of BS 42021:2022 - Integral nest boxes.

4) 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.

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_hig

hways_-_section_278_agreements/category/355/highways_and_pavements

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

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

5) Construction works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work