

Application Number	Date of Appln	Committee Date	Ward
130515/MO/2021	21 May 2021	2 Sep 2021	Levenshulme Ward

Proposal Reserved Matters Application for the approval of appearance, layout, scale and landscaping, following the approval of outline permission referenced 122042/OO/2018 (allowed under appeal ref. APP/B4215/W/19/3230640) for the erection 57 two storey dwellings with associated access off Cringle Road, car parking, landscaping, boundary treatment and other associated works

Location Land Off Cringle Road, Manchester

Applicant Towerhouse Systems Ltd, C/o Agent

Agent Mr Julian Austin, Paul Butler Associates, 31 Blackfriars Road, Salford, M3 7AQ

EXECUTIVE SUMMARY

The proposal is for 57 homes of which 29 would be 4 bedroom and 28 3 bedroom. 11 of the new homes (9, 3 bed and 2, 4 bed) would be affordable (equating to 20% of the scheme), available on a shared ownership basis and would be delivered by the applicant alongside Southway Housing.

Threes supports, 4 neutral and 8 objections have been received from a local resident.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and the scheme would bring economic, social and environmental benefits. The principle of the use of the site for residential purposes was established at appeal. This proposal seeks to approved the Reserved Matters. The proposal is in a highly sustainable part of the City and would contribute to the supply of high quality homes.

Economic Jobs would be created during the construction process. The provision of new homes at the site would support the growing population in an area identified for medium to high density development.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The provision of high quality affordable homes is vital to support a growing population.

Environmental This would be a carbon neutral development in a highly sustainable location. The development would balance car parking provision with active travel and encourage public transport use. All homes would be fitted with an electric car charging point. There are no unduly harmful impacts on local air quality. New planting, trees and bird and bat boxes would improve biodiversity. A drainage

scheme includes sustainable principles and minimises any impact on the adjacent canal. The ground conditions are not complex or unusual.

The height, scale and appearance would be innovative and contribute positively. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on local residents The impact on daylight/sunlight and overlooking are considered to be acceptable in this context. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards.

A full report is attached below for Members consideration.

Description

The application site is approximately 1.66 hectares and forms an area of open land which was formerly used for the grazing of animals. The land also forms part of a wider area of semi natural open space 'Highfield Country Park', together with open space which straddles the Manchester and Stockport administrative boundaries.

There are two main plots of land which form part of this planning application:

- Plot 1 to Cringle Road which is approximately 0.3 hectares and consists of a series of low rise buildings and associated structures forming a small enclosure where animals are grazed. There is a public entrance to the site during the summer months as part of an animal farm. The site is secured by a low boundary fence;
- Plot 2 (to the rear of plot 1) is approximately 1.3 hectares and is used for equestrian grazing.

The plots are bounded by Cringle Road to the south, a footpath/access road known as Nelstrop Road North to the east and Highfield Country Park to the north and west.

The topography of the site is relatively flat. There is currently no formal means of vehicular access to the site with minor servicing taking place from Nelstrop Road North. There is a significant and mature tree line which bounds the site to the north of the site together with more limited coverage to the east, south and west boundaries. This tree and vegetation coverage form a mature landscape setting to the application particularly when viewed in the context of the wider Highfield Country Park.

Beyond the Country Park, the surrounding area is characterised by two storey residential properties. The properties located along Cringle Road, Wilsthorpe Close, Red Rose Crescent, and Lingcrest Road are semi-detached in nature. Immediately to the east of the site (beyond the eastern footpath and into Stockport's boundary) there is also an area of open land which forms part of a 'green chain' and strategic open space within the Stockport Development Plan.

The Highfield Country Park, which bounds the site to the north and west, forms part of an area identified as an area of Natural and Semi- natural open space within the Manchester City Wide Open Spaces, sports and recreation study. The entire area (including the application site) is subject to a saved policy LL3 within the Unitary Development Plan for the City of Manchester (1995).

The application site has been the subject of two previous outline planning applications for the redevelopment of the site for 57 new dwellings (116474/OO/2017 and 122042/OO/2018).

An appeal was made against the refusal of planning application 116474/OO/2017 and although this appeal was dismissed, the principle of the need to protect the land from development was not sustained. The reason the appeal was dismissed was that there was no agreement in place between the parties with regards to a financial contribution to mitigate against the additional pressures the development would have on the adjacent Park.

The applicant appealed against the non-determination of planning application 122042/OO/2018. At the Planning and Highway Committee on the 27 June 2019, the committee resolved that had they been able to determine the planning application they would have been minded to approve the planning application.

The appeal was subsequently allowed given the principle of development was in effect established by the previous appeal and an agreement had been reached, to the satisfaction of the Planning Inspector, between the parties relating to a financial contribution towards the adjacent park. This agreement also included the provision of 20% on site affordable housing.

Since the outline planning application was granted, the applicant has subsequently sought retrospective planning permission for the retention of 1.8 metre high fencing to Cringle Road and Nelstrop Road North for a temporary two year period. This was approved by the Planning and Highways Committee on the 18 February 2021 (ref. 128920/FO/2020).

The proposal

Planning permission has been granted for 57 family homes with vehicular access from Cringle Road through the approval of the Outline Approval. This application is for reserved matters which in this case are the details of layout, scale, design and external appearance and landscaping.

This proposal would provide 57 family homes of which 29 would be 4 bedroom and 28 3 bedroom. 11 of the new homes (9, 3 bed and 2, 4 bed) would be affordable (equating to 20% of the scheme) and available on a shared ownership basis and would be delivered by the applicant alongside Southway Housing. The affordable homes would be spread across the site and delivered to the same standard as the open market homes.

Each house would have a car parking space fitted with an electric charging point. The rear garden would contain the refuse area and bike shed.

The proposed dwellings would be arranged around a new circular internal access road with the principle access to the site from Cringle Road. A small cul de sac would be provided in the south eastern corner of the site. In the north eastern corner, four properties would be access off a small shared surface.



Proposed layout

The properties would be two storeys in height and comprise of 4 different house types across the site.

House Type A/B comprises either a semi-detached or detached property with a front gable and pitched roof. The façade would be masonry with dark grey roof tiles. There would be a flat roof section for these property types would be consist of a green roof. Windows would have a vertical emphasis set within deep reveals.

House Type C/D is a smaller than house type A and B with the gable to the side of the property, a lower ridge height and shallower roof pitch. The front elevations include a box bay window.

The facades of the dwellinghouses would be masonry consisting of either buff/cream brick with a contrasting grey brown brick or red/buff brick with contrasting red brick. Window frames would be grey to contrast with the brick types.



Indicative image of the proposed dwellings

Each property would benefit from a front and rear garden area. The front garden would consist of a grass lawn and driveway. A front boundary brick wall would define the front of the property with a hedge behind. Permeable block paving would be laid for the driveways to manage surface water.

Photovoltaic panels would be provided to the roof of each property providing a source of renewable energy.

The rear of the properties would consist of a patio and lawn area along with refuse and cycle store. New trees would be planted in the front and rear gardens. The boundary treatment to the rear would be close boarded to provide privacy and security.

64 new trees would be planted at the site to mitigate against the loss of the 8 trees which were permitted to be removed as part of the outline approval.

The planning submission

This planning application has been supported by the following information:

- Detailed drawings and landscaping proposals;
- Updated Below Ground Drainage Strategy;
- Planning Statement;
- Arboricultural Impact Assessment & Method Statement
- Ecological Statement
- Crime Impact Statement
- Environmental Standards Statement – Supplementary Note

Consultations

Local residents/public opinion

The proposal has been advertised as a major development and as being of public interest. A site notice was displayed. Notification letters have been sent to an extensive area of local residents and businesses.

3 letters of support have been received in respect of this planning application. The comments can be summarised as follows:

- This development should be approved as it will not only provide affordable housing but promote and enhance the living lifestyles and strengthen the neighborhood ties;
- Levenshulme is a safe and upcoming neighbourhood that is can flourishing and one day compete with other known high class place such as Didsbury and the like;
- the houses to be built would be surrounded with the greenery seen and would provide beautiful nature as well as peace and calmness for the home owners;
- This development would add a lot of value to the area and believe this development will be of the highest quality.
- It is welcomed that the developers are going to take a piece of land that is vacant and turn it into residency for the local community.

4 neutral comments have been received which neither object or support the planning application. The comments can be summarised as follows:

- The development would cause environmental damage through flooding and water logging in the area, road congestion and higher pollution levels, strain on local medical and education services and detrimental impact to trees and wildlife;
- It is disconcerting to see this development continue after the initial rejections based on the proposal that the green space should be preserved to retain standards for current residents, and that the appeal was upheld because of what essentially seems like a lack of steam in maintaining this argument from the council.
- There are concerns about increase in traffic on Cringle Road, during construction and for the potential increase in vehicles use afterwards, for an avenue that is already subject to anti-social behaviour;

- This development will bring a lot more traffic and activity to the area. The crossroads at the junction of the A6 and Lloyd Road are already congested and log jammed due to the traffic queuing to go into KFC and McDonalds. It is also very congested in peak times. This whole junction needs to be rethought and it would be much worse with extra traffic from this development.
- The junction of Cringle Road and the A6 is very poor and very congested particularly in peak times. Traffic queues back from the junction with Broom Lane and the access and exit gets log jammed. This will only be compounded.
- There would be further pressure on resources like GP's, schools etc which are already overcrowded.
- There would be increased noise along the Cringle Road corridor.
- The proposal would have a negative effect on Highfield Park as it will detract from the appearance of the area;
- Clarification on the final date for the approval of reserved matters.

8 objections have been received in respect of this planning application. The comments can be summarised as follows:

- The proposal would have an impact on the local area and loss of community resources like Shore Fold Farm, which has a large number of community benefits;
- The site is a valued green space. Brownfield sites in the area should be used for developments such as this;
- The style and materials to be used do not reflect or are in keeping with the surrounding properties. The cream pale coloured bricks suggested do not compliment the surrounding area at all. The modern contemporary style of property whilst supporting eco friendly ideas does not suit the area and would very quickly date and look out of place. This is in conflict with the NPPF;
- The planting proposed for the gardens unless maintained will become overgrown and look untidy. Would there be a maintenance company to oversee and look after these areas?
- The access road would be close to the front of the houses on Wilsthorpe Close and would affect outlook and be subject headlights into existing residential properties;
- There would be traffic noise from the development;
- Houses are now in a different position than previously shown which now has a detrimental impact on existing properties;
- The applicant has removed a well established hedgerow and several trees along the boundary. This was a well established habitat and thriving ecosystem that has been destroyed;
- There is also significant flooding of Nelstrop Road North and the adjoining field on either side of the road. This was a result of the removal of the established hedgerows and trees leading to the water no longer being absorbed from the ground into the established plants, hedgerow and trees. This left the Nelstrop Road North impassable by foot unless you were prepared to wade through water of up to 6 inches deep.
- The hedgerow and wildlife was a lovely addition to the area and has now been replaced by an ugly, metal fence;
- It's not clear how drainage would affect levels and the scale of the development;

- The development does not provide connections to the nearby high-quality cycling infrastructure. There should be an upgrading of the access to the existing footpath on the southern boundary so that it can be used for walking and cycling or an opening up of the access between the development and Nelstrop Road North;
- The cycle storage for the homes should be fit for purpose.

Highway Services advise that the proposed new vehicular access gained from Cringle Road to the south the site is acceptable and this has adequate visibility in the interest of pedestrian and highway safety. The traffic calming to Cringle Road and details to adopted the internal access road were agreed at the outline application stage. 84 car parking spaces are proposed equating to 147% provision which is acceptable given the size of these family homes. Electric vehicle charging and cycle provision should be proposed. Boundary treatment and driveway gates should not impede pedestrian and vehicle movements. Refuse arrangements are acceptable. Travel Planning and Construction Management Planning should form part of the conditions of approval.

Flood Risk Management Team advise that whilst further information has been submitted with regards to the drainage strategy for the site as part of the Reserved Matters application, further details are required to satisfy the condition imposed at the outline stage.

Environmental Health advise that they have no additional comments to those made at the outline stage.

Neighbourhood Services (Trees) advise that there would be minimal impact on off site trees as a result of the layout of the development and there would be no excavation works required within the majority of the root protection zones. The mitigation planting plan and species selection appear to be suitable for the site and there are no objections to the proposals.

Greater Manchester Ecology Unit (GMEU) advise that matters of ecology were resolved and covered by the outline planning permission. The details provided in respect of this application for birds, bats and hedgehogs is acceptable. There is limited information in the submission in relation to landscaping scheme and the benefits for biodiversity. There should also be adequate provision for off site improvements at Highfield Country Park in this regard to mitigate against the loss of the amenity grass associated with the application site.

Design for Security at Greater Manchester Police recommend the security measures within the Crime Impact Statement are implemented.

Policy

The Development Plan

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

Strategy is the key document in Manchester's Local Development Framework and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – The proposal would deliver high quality homes in a highly sustainable location with 20% of the homes being affordable together with a commuted sum for off site improvement works at Highfield Country Park.

SO2. Economy – High quality homes in this sustainable location would support economic growth. The construction would create local job opportunities with 20% of the homes being affordable and available on a shared ownership basis.

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. There would be a travel plan and 100% cycle provision. Trees and planting are proposed.

Policy SP1 'Spatial Principles – The proposal would contribute positively to the visual amenity and the character of the area. The buildings would be a high quality addition to the street scene.

Policy T1 'Sustainable Transport' – There is access to all public transport modes.

Policy T2 'Accessible areas of opportunity and needs' - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable transport.

Policy H1 'Overall Housing Provision' – This development provides a suitable density for this low rise residential area. Family housing would be provided in a highly sustainable area available both to the open market and on a shared ownership basis (20%). Amenity spaces and cycle and waste management arrangements would ensure this is a sustainable and high quality development.

Policy H4 'East Manchester' – The proposal would provide 57 new homes in a range of tenures and sizes. All the homes would be suitable for families.

Policy H8 ‘Affordable Housing’ – The proposal would provide 57 new homes available to families of which 20% would be affordable available on a shared ownership basis. The affordable housing provision was agreed at the outline planning stage and secured by way of Unliteral Undertaking.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would complement the character of this local neighbourhood.

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’ – The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed with electric car charging points. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure The development has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 ‘Target framework for CO₂ reductions from low or zero carbon energy supplies’ - The buildings functions would reduce overall energy demands. The building fabric is considered to be high quality and energy costs should remain low. Renewable energy would be used on site.

Policy EN9 ‘Green Infrastructure’ –The development would provide tree planting and landscaping. Green infrastructure would improve biodiversity. There would also be an off site contribution for improvements at Highfield Country Park which was secured by way of Unliteral Undertaking at the outline stage.

Policy EN14 ‘Flood Risk’- A scheme to minimise surface water runoff would be agreed. The design would not exacerbate existing flood risk and the risk to residents has been minimised.

Policy EN15, ‘Biodiversity and Geological Conservation’ - Trees and planting would enhance biodiversity. No clearance of the limited vegetation at the site should take place during bird nesting season.

Policy EN16 ‘Air Quality’ The impact on air quality would be minimised through careful control of construction activities. Other measures to minimise the impact of the operations of the development include a travel plan, 100% cycle provision and use of electric car charging points.

Policy EN17 ‘Water Quality’ - Water saving measures would minimise surface water runoff. The sites historic means that below ground contamination could impact on ground water. Remediation measures are required to minimise any risk to below ground water quality. There would be no worsening of water quality conditions subject to mitigation.

Policy EN18, ‘Contaminated Land’ – The ground conditions can be addressed. The former use of the site require extensive remediation and conditions would protect ground water and ensure the site is appropriately remediated.

EN19 'Waste' – The waste management strategy incorporates recycling principles.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the buildings along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

Saved Policy DC7 'New Housing Developments' – The proposal represents a high-quality accessible development.

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

Saved Policy LL3 'Environmental Improvements and Protection' states that the Council will protect from development and improve the major existing areas of open land on the boundary of the area with Stockport. Priority will be given to upgrading Highfield Country Park'. The principle of using the application site for residential purposes has been established in outline under appeal ref APP/B4215/W/19/3230640.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council’s Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

- Make it Manchester;

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

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

National Planning Policy Framework (2021)

The revised NPPF re-issued in February 2021. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development*'. The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs*' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 '*Delivering a sufficient supply of new homes*' states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay*' (paragraph 60).

Para 65 states that at least 10% of housing should be for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would provide a mixture of new family homes (2 and 3 bedrooms). 20% affordable housing, on a shared ownership basis, would be provided having previously been agreed at the outline stage.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 92).

The proposal would be safe and secure. Cycle parking is provided along with car parking. Green infrastructure would be provided with monies secured by the outline planning permission for improvements to the adjacent Highfield Country Park.

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public

transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 *'Making effective use of land'* states that *'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions'* (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure

and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposal would use land which has been deemed suitable for residential purposes and provide 57 new family dwellinghouses in a popular part of the City. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Onsite parking would be provided but the overall objective would be to reduce car journeys. Electric car charging would support a shift away from petrol/diesel cars.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process' (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promotes high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

The design would be high quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting. Efficient drainage systems would manage water at the site.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriately remediated.

Paragraph 185 outlines that decisions should ensure that no development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development along with 20% of the car parking spaces being fitted with electric vehicle charging points.

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

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

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

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

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

Design states that where appropriate the following should be considered:

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

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

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

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

Other legislative requirements

S149 (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. 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.

Issues

Principle of the redevelopment of the site

The principle of residential development at the application was established by appeal decision APP/B4215/W/19/3230640 (ref. 122042/OO/2018) which granted planning permission for the use of the site for up to 57 new homes. This planning permission also established the means of access to the application site from Cringle Road. All other matters (layout, scale, design and external appearance and landscaping) were reserved for approval at a later stage. This application now seeks approval of those reserved matters.

The proposal seeks to provide 57 dwellings within 4 house types. 29 new homes would be 4 bedroom (117.5 sqm) and 28, 3 bedroom (93 sqm). This is within the

broad parameters set at the outline stage. This is considered to be a suitable mix and would meet the City Council's space standards.

The outline planning permission was subject to a Unlateral Undertaking which secured 20% of the homes at the site for affordable housing on a shared ownership basis. This equates to 11 of the new homes at the site and would comprise 9, 3 bedroom homes and 2, 4 bedroom homes. Southway Housing are partnering with the applicant to deliver the affordable homes at the site. These homes would be spread across the application site and delivered to the same standard as the open market homes.

Mitigation for the loss of the amenity grass land at the application site was secured by way of financial contribution towards enhancing and improving access to Highfield Country Park.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon development in a highly sustainable location with excellent access to public transport. The site is close to amenities and transport links along Stockport Road which provides direct bus links into the city centre.

Sustainability principles would be incorporated into the construction process and minimise and recycle waste, efficiency in terms of vehicle movements and sourcing and use of materials.

Each house would have a parking space fitted with a 7kw fast charging electric car charging point. There would be a site wide travel plan which would encourage residents to use public transport and reduce vehicle trips from the site. Each property would have a secure cycle store within the rear garden to encourage cycling due to the excellent cycle ways near to the site.

The development would be low carbon with a highly efficient thermal envelop and low carbon sources for heating and hot water. A fabric first approach provides a whole house extract system. Each home would also be fitted with photovoltaic panels which would provide a source of renewable energy for each home.

These measures would achieve a site wide reduction in CO2 over Part L (2013) of the Building Regulations of 12.2%. This reduction exceeds the requirements of policy EN6 which seeks to achieve a 9% reduction in CO2 on Part L (2013) Building Regulations. This would decrease further as the grid decarbonises. A post construction review would form part of the planning conditions to verify that this reduction has been achieved.

The development has also been adapted for climate change by incorporating sustainable drainage measures, permeable pavements and drains and enhancing biodiversity at the site through landscaping and tree planting along with bat and bird boxes and provision for hedgehogs.

Layout, scale, design and external appearance

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester SPD and the Residential Quality Guide, requires consideration be given to the layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites in order to create neighbourhoods of choice and a sense of place.

Access to the site would be from Cringle Road via a new vehicular access. The indicative layout shows that natural surveillance is provided to Cringle Road through the siting of a double fronted dwellinghouse.



Indicative image from the new access road

From Cringle Road, the new access road will create a loop road and all of the proposed new homes would front this road which is acceptable. A short area of shared surface would be created in the northern part of the site which would be fronted by 3 dwellings

In curtilage parking would be provided for each new homes. Whilst in most cases this is provided to the front of the dwelling, the size of the plot frontage together with boundary treatment and soft landscaping provides an appropriate frontage to the access road.

A rear garden would be provided to each plot which would be appropriately sized for a family dwellinghouse.

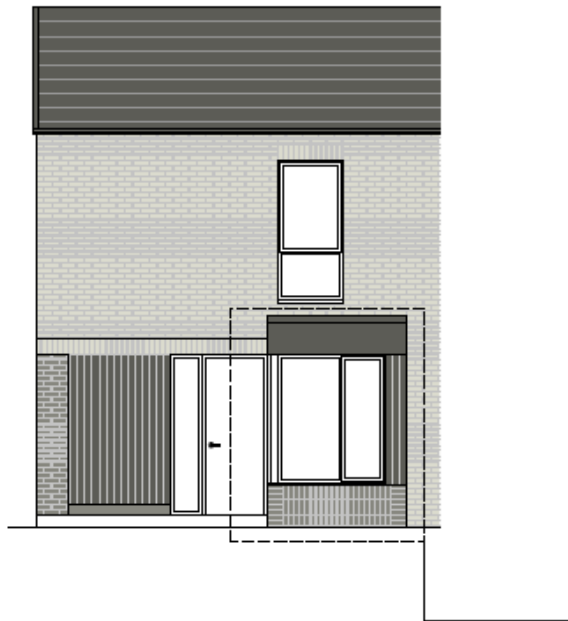
The proposed dwellings would be two storeys in height which complements the character of the local area which is dominated by two storey properties. The layout contains 4 different house types and are either detached or semi-detached. The properties are form with either a strong main gable feature or traditional pitched roof.



House type A

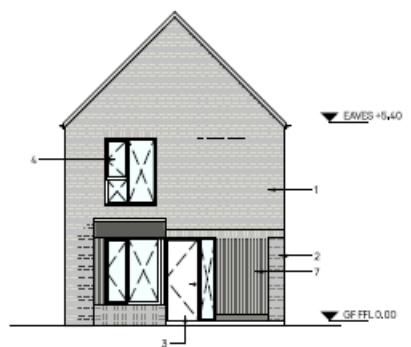


House type B



House type C

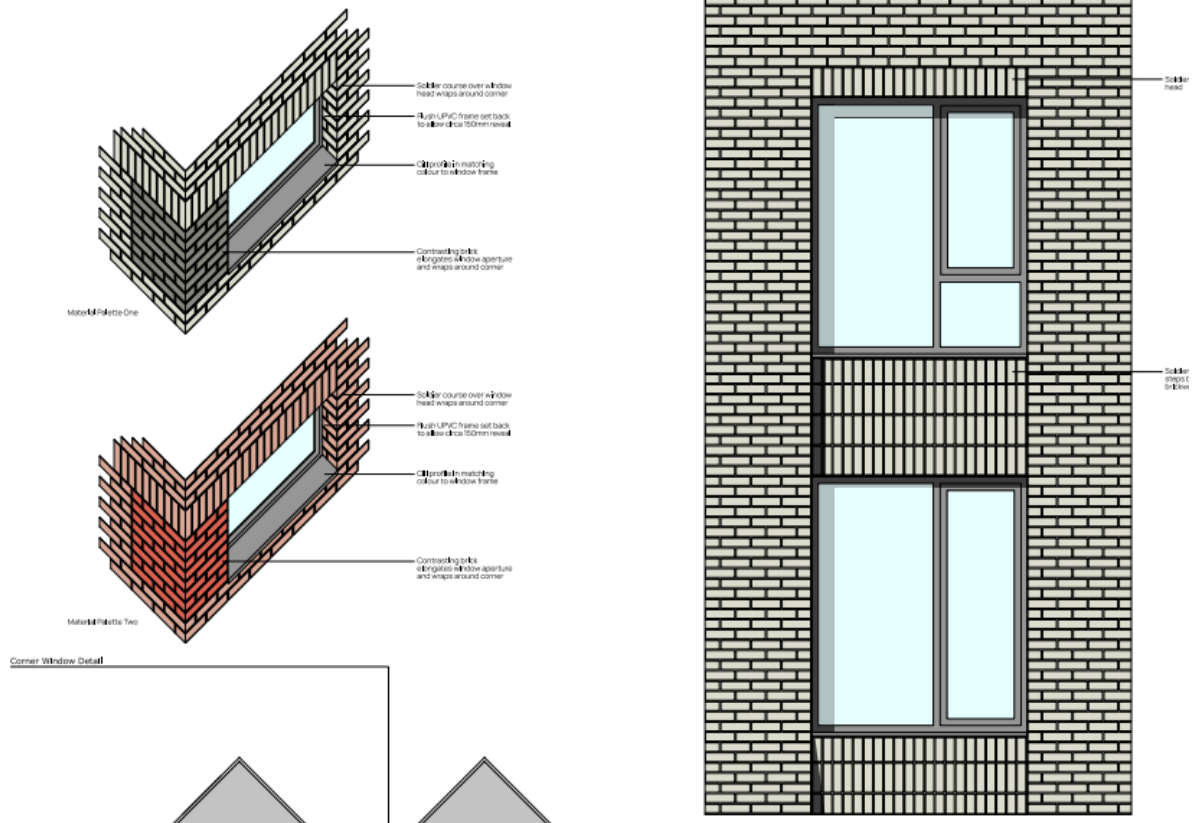
FRONT ELEVATION



House type D

Architectural detailing is provided by deep window reveals, solidier coursing and projecting bays (to house type C and D).

The facades of the new homes would be masonry consisting of either buff/cream brick with a contrasting grey brown brick or red/buff brick with contrasting red brick. Window frames would be grey to contrast with the brick types.



The layout and scale would complement the character, scale and order of development in the surrounding area and be an appropriate response to the adjacent Highfield Country Park. The scale, mass and density would form an appropriate architectural response along in this context.

The design is considered to be high quality providing a contemporary residential development in this popular part of Levenshulme. The materials deliver a simple and effective façade treatment. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.



Indicative image showing house types A, B and C

Landscaping and boundary treatment

Policy DM1 of the Core Strategy requires that green infrastructure including open space (both public and private) is a key consideration in the determination of planning applications. Further detail in this regard is provided by the Guide to Development in Manchester SPD which outlines the need for high quality public realm and together with creating a sense of place and spaces having purpose.

Private rear gardens would be created for the new dwelling houses. These vary in size depending on their position within the application site. A patio and lawn area is proposed together areas for planting. There would also be trees planted in the front and rear gardens. The rear garden area would also contain the bin and cycle store area.

In line with paragraph 10.9 of the Guide to Development in Manchester, it is considered that the amenity spaces provided would allow the residents to enjoy useable private amenity space and the size of the spaces appear to be consistent with the character of the area. In addition, it is considered that the gardens would be functional allowing for children to play, outside storage, drying of the clothes and a place to relax.

This assessment concluded that there would not be an unduly harmful impacts on the local highway network as a result of the development. The means of access was agreed at the outline stage from Cringle. There was no objection to the principle of with the applicant be able to demonstrated that any access would be safe for pedestrians and vehicles.

Residents of Wilsthorpe Close have raised concerns about the position of the access. Similar comments were raised at the outline stage. Highway Services have assessed the access and do not considered there would be any conflict with highway and pedestrian safety. The location of the point of access was approved as part of the Outline Approval.

Traffic calming measures were agreed along Cringle Road at the outline stage to slow the traffic along the road. Details at this stage include the provision of 2 sets of speed cushions, either side of central flat top hump in an appropriate location respective of pedestrian desire lines. Given the width of the road, 3 cushions are included per set to fully deter vehicle speeds.

The new homes are arranged around a new internal looped access road. The carriageway and footway has been designed to adoptable standards in order to create a safe pedestrian environment. Each property would have a driveway to the front which in some instance can accommodate up to two cars. Electric car charging points would be fitted to each property along with a secure cycle store.

Highway Services are satisfied that the proposed layout would be acceptable maintaining adequate visibility at junctions, suitable driveways lengths and carriageway widths.

Accessibility

All main entrances to the dwellings would have level access and even surfaces around the dwellinghouses for ease of movement. The homes have been designed to be space standard compliant which provides sufficient room for manoeuvring internally and allow the homes to be adapted where necessary in the future.

Effects on the Local Environment/ Amenity

The proposed development is sufficiently separated from existing residential properties to prevent any loss of privacy from overlooking or any overbearing or overshadowing impacts.

There are also sufficient distances between each of the proposed dwelling which are either separated from each other by the new internal access road or have adequate distances between rear elevations.

Designing out crime

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The outline planning application was supported by a

Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police. This assessed the proposal in terms of crime prevention and safety.

The detailed layout proposal would bring natural surveillance to the area. All the dwellings front the new section of road and are secured by boundary treatment to provide defensible spaces.

Public opinion

A wide variety of opinion has been received in respect of this matter much of which raises comments similar to those received at the outline planning stage.

Matters relating to the removal of the hedge and vegetation was considered and mitigated by planning permission 128920/FO/2020. Additional green infrastructure would be secured by this planning permission as part of the landscaping scheme. A drainage scheme would be agreed for this development which would ensure that the scheme does not pose any unacceptable risk to flood from surface water.

The development would not result in any unacceptable impacts on surrounding residential properties from loss of privacy as a result of overlooking or any overbearing or overshadowing impacts.

Matters relating to traffic generation and means of access together with suitable mitigation, was agreed at the outline planning stage. There would be suitable cycle storage as part of the development and cyclist would be easily be able to access the cycle network in the area.

Other Matters

Matters relating to the loss of trees and green infrastructure, affordable housing, impact on air quality, noise, surface water and drainage, waste management, ground conditions, impact on ecology, construction management and removal of permitted development rights were considered at the outline stage. Conditions are contained in the outline planning permission which deal with these issues.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The proposal would provide a high quality development, consisting of 57 new homes (of which 20% would be affordable), in an established residential area. The layout, scale and appearance would be acceptable and a landscaping would offer a mature setting to the development with a significant net gain of new trees. The homes would be designed to be low carbon.

There would be minimal impact on the surrounding buildings in terms of daylight and overlooking distances are reasonable and would not result in a loss of privacy.

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 the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development. Further work and discussion have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

1) The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

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:

L(-2)110 Rev 02, L(-2)210 Rev 01, L(-4)100 Rev 01, L(-4)101 Rev 01, L(-4)102 Rev 02 and L(-4)200 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 13 August 2021

L(-)010 Rev 01, L(-2)310 Rev 01 and L(-4)003 stamped as received by the City Council, as Local Planning Authority, on the 6 August 2021

L(--)000, L(--)011, L(--)012, L(--)013, L(--)014, 101 Rev F, 202 Rev B, 203 Rev B, 204 Rev B, L(-2)410, L(-3)100, L(-3)200, L(-4)001, L(-4)002, L(-4)301, L(-4)400 and WECE-258-E-01 REV P2 stamped as received by the City Council, as Local Planning Authority, on the 21 May 2021

2714 201C, 2714 203C and 2714 204C stamped as received by the City Council, as Local Planning Authority, on the 18 June 2021

Response note from Paul Butler Associates dated 6 August 2021

Ecology Statement, Drainage strategy, refuse swept path (SCP_200217_ATR04), Design and Access Statement, ESS supplementary Statement, Planning Statement and Crime Impact Statement Rev B stamped as received by the City Council, as Local Planning Authority, on the 21 May 2021

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

3) The window reveals and soffits for the development shall be carried out in accordance with drawing L(-4)102 Rev 02 stamped as received by the City Council, as Local Planning Authority, on the 13 August 2021

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

- Minimum window reveal 150 mm and brick soffit

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

4) The development shall be carried out in accordance with the , ESS supplementary Statement stamped as received by the City Council, as Local Planning Authority, on the 21 May 2021. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

5) The development shall be carried out in accordance with the Crime Impact Statement Rev B prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 21 May 2021. The development shall only be carried out in accordance with these approved details.

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

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

6) The landscaping scheme shall be carried out in accordance with drawings 201C, 203C and 204C stamped as received by the City Council, as Local Planning Authority, on the 18 June 2021 and drawings 101 F and 202 B stamped as received by the City Council, as Local Planning Authority, on the 21 May 2021

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

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

7) Notwithstanding drawing L(--)012 stamped as received by the City Council, as Local Planning Authority, on the 21 May 2021, prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the apartments (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

8) The boundary treatment shall be carried out in accordance with drawing L (--) 014 stamped as received by the City Council, as Local Planning Authority, on the 21 May 2021 and drawing L(-4)003 stamped as received by the City Council, as Local Planning Authority, on the 6 August 2021.

The approved scheme shall then be implemented 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).

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 130515/MO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit
Stockport Metropolitan Borough Council**

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer :	Jennifer Atkinson
Telephone number :	0161 234 4517
Email :	jennifer.atkinson@manchester.gov.uk

