

Application Number	Date of Appln	Committee Date	Ward
136721/FO/2023	28 Apr 2023	27 Jul 2023	Higher Blackley Ward

Proposal Erection of 14 x 3 storey semi-detached houses and 2 blocks of 2 storey apartments containing 8 flats in total (Class C3) with associated car parking, landscaping, regrading of ground levels and boundary treatment.

Location Site Of Former Day Nursery, Longhurst Road, Manchester, M9 8NS

Applicant Ashley Barnes , Great Places Housing Association

Agent Kaja Sandura, Bowker Sadler Architecture

EXECUTIVE SUMMARY

Part of Project 500, this application relates to a site of a former day nursely which was demolished some years ago. It proposes the development of 22 homes (14 houses and 8 apartments) .

1 objection has been received.

Key Issues

The principle of the proposal and the scheme's contribution to regeneration, as set out in the report, accords not only with national and local planning policies, but would also deliver key outcomes for the city delivering new homes for affordable rent (through a Registered Provider).

Any potential impacts on local residents are fully set out and addressed. These include wider impacts from construction to operational impacts such as traffic, trees and visually from the development itself.

Description

The site is located in Higher Blackley Ward, is broadly rectangular in shape, and covers 0.46 ha. It is vacant, with an area of hardstanding with areas of grass, self seeded vegetation and trees. It is bounded to the east by St. Andrews Community Hall (single storey building), with two storey housing to the north of Longhurst Road, St. Andrews Church and rectory to the south, and Blackley Cemetery to the west.

The site is a former day nursery and associated play space and parking area fronting onto Longhurst Road. It is level at the front, but slopes upwards to south. The boundary treatment to the back of pavement currently comprises high green railings and gates.

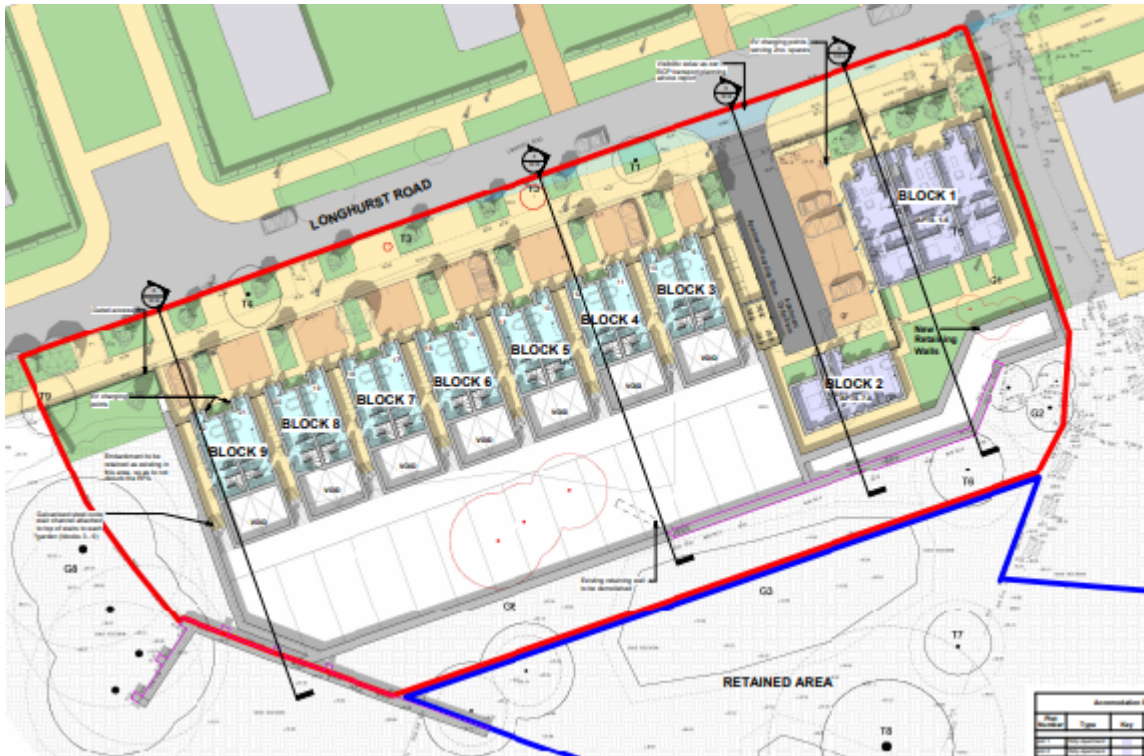


Fig 2: View of the existing site from Longhurst Road looking south-west



Fig. 3: Views of the existing site from Longhurst Road looking south

As noted, the application seeks consent for the erection of 14 x 3 storey semi-detached houses and 2 blocks of 2 storey apartments containing 8 flats in total (Class C3) with associated car parking, landscaping, regrading of ground levels with associated retaining walls, and boundary treatment. The development mix consists of 8 no. 1-bed flats and 14 no. 3-bed houses.



The development comprises three storey townhouses and two, two storey blocks of flats which would be for affordable rent, through a Registered Provider.

The visuals shown below relate to the external design of one of the proposed apartment block and one of the house types.



Front (North) Elevation
1 : 100



Ground Floor Plan
1 : 100

Proposed apartments



Proposed townhouses

The layout plan for the site includes vehicular access points from Longhurst Road to serve driveways associated with the pairs of semidetached town houses, with a separate vehicular access to serve the parking area for the proposed apartments . No kerbside restrictions are present in the vicinity of the site.

The townhouses and apartments would have 100% off street parking provision, with one of the spaces to serve the proposed apartments being allocated for disabled users

Amenity space is being provided for dwellinghouses through small front gardens and private rear garden areas, and with areas of shared amenity space within the curtilage of the proposed apartment blocks. Due to the change in levels across the site, stepped access alongside the gable of the proposed townhouses to rear gardens would be provided together with level access from the rear lounge at first floor level.

Planning history

115904/VO/2017 - CITY COUNCIL DEVELOPMENT Erection of 10 no. two storey residential dwellings with associated car parking, landscaping, regrading of ground levels and boundary treatments.

Approved subject to conditions 19.07.2017

Publicity

The proposal, by virtue of the number of residential units, the proposed development has been classified as a major development. Furthermore, the site lies to the north (but not within) the Crab Lane Conservation Area. As such, the proposal has been advertised in the local press (Manchester Evening News), on 9th May 2023 and site notices were displayed at locations around the application site on 18th May 2023. In addition, notification letters have been sent to local residents and businesses (total of 50) in the local area on 4th May 2023.

Consultations

Local residents - An objection has been received stating this is not a brownfield site under the NPPF, but is a greenfield site with a small hard surfaced area. In addition they have raised the issue of parking locally referencing that nos. 22-50 Longhurst Road (existing houses) only have 2 (and 1 disabled) space provision. They advise that there are significant on street parking issues locally, and bays outside St. Andrews Church Hall are needed, and frequently used. They raised concerns that the numbers of family sized properties will exacerbate this matter, and comments that people park on the grass verges at present.

Environmental Health - Recommend that conditions relating to a construction management plan; acoustically insulating the proposed residential accommodation against noise from Longhurst Road; refuse storage; electric vehicle charging points; and a condition relating to ground conditions are attached to any approval:

They further advise that construction phase dust mitigation measures included in the submitted Air Quality Assessment should be incorporated within a Construction Management Plan; that the proposals included in the submitted AEC Noise Assessment are acceptable with respect to part a of the recommended acoustic insulation condition; and that confirmation should be provided that the external bin store meets the following requirement of British Standard BS 5906, 7.2.2 Multi-occupancy dwellings, 'Waste storage chambers, detached or as part of the building, and should be sited within 30m (excluding any vertical distance) from each dwelling. They also state they have reviewed the submitted Air Quality Assessment, and advise that proposed scheme would not be likely to result in significant adverse impacts to local air quality, and they would therefore recommend that confirmation be provided that the proposed EV charge point specifications would meet MCC's recommendations (including cable routes for all other unallocated parking spaces), and that emission standards for any proposed boilers are in accordance with IAQM Planning guidance recommendations. The construction phase dust mitigation measures should be incorporated within a Construction Management Plan as per the recommended CMP condition.

Highways Services – It is accepted that the development is unlikely to generate any highway safety, traffic or network capacity concerns.

Based on the size of dwellings, the accessible location and car-ownership Census data provided within the Transport Note (TN), the level of parking provision is considered acceptable by Highways.

Submitted plans show EV charging points will be provided for each apartment parking space which is welcomed by Highways, EV provision (minimum 7kW) is also required at each house. The TN demonstrates appropriate levels of visibility along Longhurst Road can be achieved at the apartment access.

The applicant should also demonstrate that adequate levels of visibility can be achieved at each driveway access.

The proposed 600mm wall with 650mm permeable railing located in close proximity to driveways and the apartment car park access would not impact on visibility and is therefore considered acceptable by Highways. It is understood that the apartment car park access would not be gated.

The existing lay-by which previously serviced the site's former Children's Centre will be removed as part of the proposals with footway, full-face kerb and verge reinstatement. This is considered acceptable by Highways.

Submitted plans also indicate that the existing site access will be removed with footway, full-face kerb and verge reinstatement which is welcomed.

It is requested that the apartment car-park access is amended with a dropped-crossing arrangement from Longhurst Road rather than a kerbed access junction in order to better facilitate pedestrian movement, with consideration being given to reducing the width to a suitable level informed by swept-path assessment.

It is recommended that the driveway access points from Longhurst Road are protected by H-bar markings in order to maintain access/egress, and seek the use of standard palette of materials for footway and carriageway construction. They further advise of the need to enter into a Section 278/184 agreement for the alterations to the existing highways including reinstatement of the footway and for the installation of dropped kerbs for driveway access and car-park access if the application is approved, and that any relocation of street lighting will need to be funded by the applicant..

For any projects that require a S278 agreement, a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted.

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision is proposed for the apartments with a shared cycle store at a provision of one-per-unit. Secure and sheltered cycle storage facilities are also provided within the curtilage of each house.

Refuse servicing will be undertaken from Longhurst Road which is considered acceptable by Highways. Eurobins are proposed to serve the apartments. The applicant should therefore demonstrate that refuse collection operatives would not be required to transport the Eurobins for a distance in excess of 10m from the bin store to Longhurst Road.

A Construction Management Plan should be provided by the applicant

Greater Manchester Ecology Unit - Further bat surveys for two trees are recommended and information on how mitigation for loss of trees and scrub should be provided prior to determination. Other potential ecological issues relating to badger, nesting birds, hedgehog, invasive species and wildlife mitigation can be dealt with via condition and or informative.

Bats

A number of trees on the site were assessed as requiring further survey if proposed for removal. Two such trees fall into this category based on the proposed site layout, trees G6.2 and G6.3 as identified in the preliminary ecological appraisal. The other trees with bat roosting potential G2.2 and the poplars in G8 are shown as retained. The ecological consultant recommends emergence survey, which is probably the easiest approach at this time of year, however an alternative approach is for the trees to be climbed and checked more closely.

A further survey of the any trees proposed for removal identified as having bat roosting potential in the Preliminary Ecological Assessment is needed.

Badger

Previously badgers were believed to be present in the locality. The latest survey found a number of disused mammal holes and trail cam survey found no evidence that badger were present on or near the site. They have no reason to doubt the findings of the report. Given the previous permission was never implemented i.e. further delays in developing the site may occur, they recommend as a precaution a badger survey update is submitted prior to development, and that this be conditioned.

Nesting Birds

Trees and scrub will be lost as a result of the development, potential bird nesting habitat. A condition to require no works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA is recommended.

Hedgehog

Hedgehog (UK Biodiversity Priority Species) have been recorded nearby and the bramble and scrub on the site provides suitable habitat for nesting and hibernation. They recommend reasonable avoidance measures covering site clearance and construction (including sensitive clearance of vegetation to displace hedgehog from the site and measures put in place during construction to minimise the risk of accidental harm). They recommend a condition to require that prior to any vegetation clearance or earthworks a reasonable avoidance measures method statement for hedgehog and other wildlife (covering the site clearance and construction phases) be submitted.

Invasive Species

Japanese knotweed and Himalayan balsam were recorded on and near to the site. A condition to require that prior to any earthworks a method statement detailing eradication and/or control and/or avoidance measures for Himalayan balsam and Japanese knotweed is submitted to and agreed in writing by the LPA. Furthermore, that the agreed method statement shall be adhered to and implemented.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The site is primarily covered in widespread, but moderate ecological value habitats. This will be replaced primarily with buildings, vegetated gardens and amenity planting. The main wildlife

issue is likely to be loss of bird nesting habitat and potentially hedgehog, badger and bat habitat. It is unlikely that mitigation for the loss of trees and scrub can be achieved on the site given the nature of the development.

They are satisfied that mitigation for loss of wildlife habitat can be achieved on site through provision of bird boxes, maintaining site permeability for hedgehog and provision of bat boxes.

Arboriculturalist – Have commented on the removal of 4 highway assets to facilitate this development. It is suggested that the applicant looks at alternative parking arrangements on this site.

Design for security - Having looked at the drawings and the Crime Impact Statement they have not raised any issues, but recommend a Secured by Design condition is attached by any approval.

LLFA -Have no objection in principle to development at this location. However, the originally submitted FRA had a disparity in flow discharge rates within the report. It is there recommended that conditions relating to the submission of a surface water drainage scheme, and that the measures approved are implemented and maintained throughout the lifetime of the development to ensure groundwater and seepage protection.

United Utilities - Request that the applicant provides a detailed drainage plan, and that they have opportunity to review and comment on this plan prior to the application being determined. If permission is granted without the provision of this information, they request the attachment of a condition relating to the submission of a sustainable surface water drainage scheme and a foul water drainage scheme, together with a further condition requiring a sustainable drainage management and maintenance plan for the lifetime of the development.

They have also provided detailed comments regarding Management and Maintenance of Sustainable Drainage Systems; United Utilities property, assets and infrastructure; water and wastewater services which have been forwarded to the planning agent.

United Utilities have stated they will not allow building over or in close proximity to a water main, nor allow a new building to be erected over or in close proximity to a public sewer or any other wastewater pipeline.

Cadent – Have provided a plan identifying the location of their services in proximity to the site on Longhurst Road, and advise that they have no objections to the scheme. However, they request that an informative relating to gas infrastructure is attached to any approval.

Policy

Legislative and Policy Context

The National Planning Policy Framework

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in July 2021.

It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below.

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

The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can 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).

With regards to affordable housing, paragraph 65 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable home ownership, 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.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 92) which promote social interaction , be safe and accessible and enable and support healthy lifestyles.

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). 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:

- a) 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;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) 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;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) 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 will 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).

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).

Decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) 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;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places. (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).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality 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' (paragraph 130).

Planning decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

(paragraph 134).

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).

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, sites of biodiversity, 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.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest,

local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 194).

In considering the impacts of proposals, paragraph 195 states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

NPPF defines designated heritage assets as: 'A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation'.

The proposal lies to the north of Crab Lane Conservation Area, and is separated from it by tree cover and open land associated with St. Andrews Church and Rectory, which are located to the rear of the site in an elevated position in relation to Longhurst Road. Reference is made to the above as context to the proportionate consideration of the issues concerning consideration of a designated heritage asset.

NPPF adds that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203).

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 Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise

This section states that Local Planning Authorities' should take account of the acoustic environment and in doing so consider:

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

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

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

Design

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

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

Health and Well Being

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

Travel Plans, Transport Assessments in Decision Taking

This section states that applications can positively contribute to:

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

Relevant Local Policies

The Development Plan consists of:

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

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

A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core

Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

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

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposal would contribute towards meeting housing growth in the City and contribute to local housing provision in an existing residential neighbourhood. Consideration has been given to minimising the impact on existing local residents along with promoting a sustainable development.

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

Policy T2 'Accessible areas of opportunity and needs'. It is considered that the proposed development is in a sustainable location and is close to forms of public transport includes bus services within walking distance on Victoria Avenue, and would not have a significant impact on the local highway network and encourage the use of other forms of transport.

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. The redevelopment of this site would accord with policy H1.

The development will form a medium density residential scheme (48 dwellings per hectare) within an area of North Manchester that is expected to accommodate housing growth. Consideration has been given to the access and the layout of the housing along with prioritising the re-use of the previously developed site. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The proposed accommodation would comprise a mix of 3 bedroom (5 person) houses, and 8no. 1 bedroom apartments. These have been designed to comply with the guidance within the Manchester Residential Quality Guidance in regard to floorspace.

Policy H3 'North Manchester', over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority given to family housing, and other high value, high quality development where this can be sustained. The proposed development would accord with policy H3 by facilitating the delivery of a mix of 3 bedroom family accommodation and 1 bedroom apartments.

The residential development will provide high-quality homes to support the economic growth of the area and redevelop an underutilised brownfield site in what is a sustainable location. There is a continued demand for Manchester to provide quality homes to support its economic growth and increased population. The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families. As such, the delivery of 22 new homes will contribute to MCC's annual housing delivery target.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more.

The proposed development would deliver 22 dwellings for affordable rent provided via a Registered Provider. Further details will be provided in the main body of the report in this regard.

Policy EC2 'Existing Employment Space' seeks to retain and enhance the existing employment spaces and enhance existing employment space. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:
The existing use is un-viable in terms of business operations, building age and format;

The existing use is incompatible with adjacent uses;

The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or

On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

The Council will seek to retain and enhance existing employment space and sites. In this instance the former day nursery has been demolished, and on balance the overall proposed development is considered to offer greater benefits in terms of the Core Strategy's spatial objectives.

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

Policy EN3 'Heritage' throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those in the City Centre.

New development must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character , setting and accessibility of areas and buildings of acknowledged importance, including scheduled

monuments, listed buildings registered parks and gardens , conservation area and archaeological remains.

The proposed development site contains no heritage assets and is not located within a Conservation Area. It is, however, in close proximity to Crab Lane Conservation Area , which lies to the south of the site. The closest listed buildings are Grade II and are located on Crab Lane (nos. 113, 162-172 (even nos.) , 136-142 (even nos. Crab Lane and 2-8 (even nos.) Pleasant View . The listed buildings are not clearly visible from the site.

It is not considered that the proposed development would adversely impact on the character of the Conservation Area, due to the changes of levels across the site, with the land rising from Longhurst Road to the boundary of the Conservation Area to the south. As such the height of the proposed buildings would not be significantly intrusive when viewed from the Conservation Area.

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies. The Energy and Environmental Standards Statement suggests a fabric first approach, with the use of renewable technologies to enable further carbon reduction within the development to accord with the aspirations of policy EN4.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The application is accompanied by an Energy and Environmental Standards Statement which advises that to meet the challenging demands associated with sustainable development an approach utilising a number of measures including "fabric first" and renewable energy options is considered the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of each dwelling.

The development, delivery of individual plots will be subject to Part L of the Building Regulations which have exceeded Manchester City Council's Core Strategy Policy EN6 from June 2022. Part L 2021 will result in carbon reductions at least 31% over Part L 2013 along with significantly improved fabric performance.

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

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

its functions and create and improve linkages to and between areas of green infrastructure.

This is a vacant site that has the potential to be subject to contamination due to past use. Due to the former use of the site, there is existing green infrastructure located to the south and west of the hardstanding area where the former nursery building was sited, which forms part of the development under consideration.

There are, however, opportunities to create improved areas of green infrastructure as part of the development proposals in the form of well sized amenity spaces for the proposed apartments and garden areas for the dwellinghouses.

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

All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide

Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. This site is in Flood Zone 1 and the issue is dealt with in greater detail elsewhere in this report. Furthermore, while the site area is below the referenced threshold and a Flood Risk Assessment accompanies this application.

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

Policy EN16 'Air Quality' states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the remediation and construction processes to be undertaken.

The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases in the form of Electric Vehicle Charging points. Measures to manage air quality impacts during construction process would be fully addressed as part of the construction management plan for the site.

Policy EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land. The applicant has provided details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine the levels of mitigation required. This matter is considered in detail elsewhere in this report.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

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

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

These matters have all been considered and assessed as part of the detailed analysis of the application. In addition to the proposal has been assessed against the Council's space standards.

As set out within the issues section of this report below, the application is considered to accord with these policies.

Saved UDP Policies

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

Saved UDP policy DC18.1 relates to development in Conservation Areas states that the Council will give particular careful consideration to development proposals within Conservation Areas, and advises that development proposals adjacent to Conservation Areas will only be granted where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

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

Other material policy considerations

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

The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.

These documents reflect and provide guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Manchester Residential Quality Guidance (2016)

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

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

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

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

This document sets out in detail the Council's Affordable Housing Strategy and sets out the rationale for the target proportion of affordable housing and tenure mix.

Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)

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

Residential Growth Strategy (2015-2025)

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

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

In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050.

A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.

On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

The Energy and Environmental Standards Statement suggests an approach utilising a “fabric first” and the use of air source heat pumps as being the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of each dwelling.

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.

For the reasons that are set out in this report the specific statutory duties concerning planning proposals affecting Listed Buildings or their settings are not engaged.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle of Development

This is an important scheme in contributing to the city’s need for new affordable housing. The principle of the development accords fully with national and local planning policies but very clearly this key objective for the city.

The applicant, a Registered Provider has a track record of delivering and managing homes in the city and are working with the Council on Project 500.

There are detailed site-specific matters that have to be considered and addressed and these are set out in report.

Climate Change

How climate change is addressed is a key factor in the consideration of planning applications. The proposal and key issues, including air quality, flooding and environment standards are considered in detail in the following sections.

Proposed Residential Accommodation

There is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF and local policy,, the mix of housing has been designed to take into consideration existing and future housing needs in this area of City.

The homes have been designed to meet the Council’s clear design aspirations and requirements as set out in the Residential Quality Guide. This includes the provision of front and rear garden spaces to support place making. The units have been designed with consideration to the space standards outlined in the Manchester

Residential Quality Guide. The apartments the sizes vary from 50.3 sqm to 52sqm (ground floor apartments) , to 57 sqm (the higher figure includes the front entrance at ground floor level in the first floor apartment) for a 2 person 1 bedroom apartment (space standard 50sqm), and from 101.4 sq.m to 103.9sqm for a 5 person , 3 bedroom house. The space standard guidance for 2 storey dwellings is 96 sqm and for 3 storey dwellings is 102sqm.

The mix of accommodation would be in form of two types of 3 bedroom townhouses and two types of 1 bed bedroom apartments.

The proposed gardens, and amenity spaces for the apartments would provide an opportunity for residents to benefit from outdoor living and to meet and socialise, helping to create a new community within the development.

The site is within easy walking distance of local amenities, as well as public transport links to larger district centres and the main retail facilities opposite Heaton Park on Middleton Road, Cheetham Hill district centre and the city centre.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

The application has been accompanied by an Affordable Housing Statement which confirms that all the proposed dwellings would be for affordable rent . Furthermore, that rent levels for the Affordable Rented Housing Units would be set at up to 80% of market rent. The disposal of the Affordable Rented Housing Units to a Registered Provider will ensure that those units remain affordable in perpetuity, unless disposed of under a Registered Provider's obligation in respect of Right to Buy, or Right to Acquire, or Right to Shared Ownership legislation, or to any tenants who exercise the right to buy under any voluntary right to buy scheme approved by their landlord.

Lettings would be through Manchester's choice-based lettings system and allocated as per the agreed common allocations framework; as amended by a Local Letting Policy agreed between the Council and the Housing Association. This is likely to focus on achieving a mix of residents in the scheme to create a balanced and sustainable community. Tenancy sustainment actions will be undertaken by the Registered Provider. It has been advised that the Council would have 100% Nominations on first let.

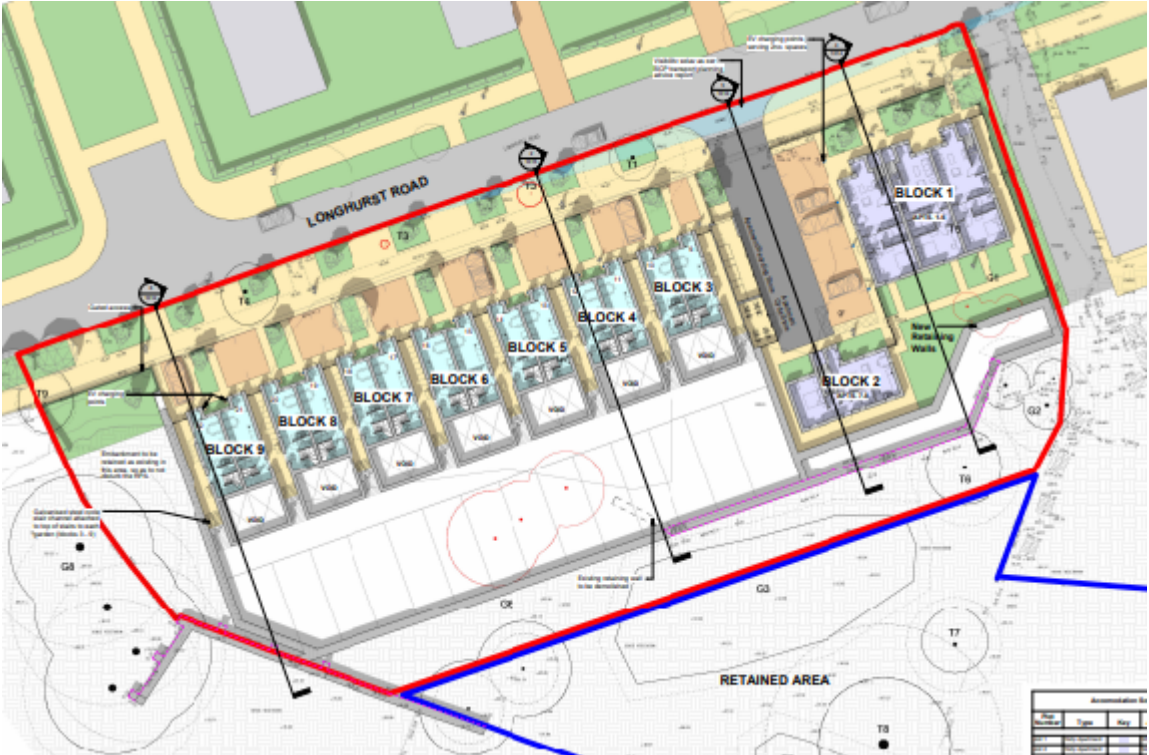
Siting / Layout

The development has been designed with the apartment block located to the eastern end of the site with the block of 6no. apartments fronting onto Longhurst Road, following the building line of the existing St. Andrews Community Hall, and the proposed town houses to the west. The block of 2no. apartments would be located to

the rear of the parking provision to serve both blocks. The green spaces around the blocks would provide amenity space for the future occupants.

Vehicle parking for the apartments has been located between the proposed apartment block fronting Longhurst Road and the proposed dwellinghouses, which would provide a further separation distance between the proposed 3 storey houses and the 2 storey apartment blocks to reduce any potential impacts.

The houses have a street frontage to Longhurst Road with small front gardens, with hedging and tree planting to soften the appearance on the street scene. This would maintain active frontages and surveillance along the routes within the development.



The proposed development comprises semi detached town houses, and cottage style flats which are appropriate and in character within the wider area. Bin storage is shown in the rear gardens of the dwellings with gated routes between properties to enable bins to be brought to collection points on the street. The bin storage to serve the apartments lie to the west of the access to the parking area.

In line with the Residential Quality Guidance and the Guide to Development in Manchester, the new buildings and their key architectural features along with the proposed tree planting and landscaping to front garden areas, would contribute positively to the street scene. Off street parking in the form of driveways are proposed to the dwellinghouses.

The closest location to existing residential properties is to the north of Longhurst Road, and to the St. Andrews Rectory to the south of the site.

The potential impacts on residential amenity are discussed in more detail below, however in relation to the siting and layout of these properties, the positioning and orientation of the new properties are considered to be acceptable.

The siting and layout of the development maximises the relationship with the adjacent road network. The siting and layout, provides a logical arrangement and is considered to be in accordance with the development plan.

Scale / Massing

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. The scale of existing buildings in the immediate surroundings consists of predominantly 2 storey housing.

Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the proposed family houses would be 3 storeys to the Longhurst Road frontage in height to compliment the scale of the existing houses around the site and the apartment blocks would be 2 storeys in height and located in proximity to the single storey community hall to the east of the site.

The alignment of the properties would also reduce the impact from massing.



North Street Elevation - Longhurst Road

Furthermore, Longhurst Road has traditional properties which are two storeys, with front garden areas which forms the character of the area in the vicinity of the site.

The proposed buildings within the development have been sited throughout the site taking account of matters including privacy, overlooking and daylight and sunlight. The height of the scheme is considered appropriate given the location within the area.

The matter of the scale of the building and the potential impact on residential amenity will be considered in more detail later in this report.

The scale of the development responds appropriately to the scale of the existing developments in the area and is considered to be acceptable in this location.

Appearance

Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. It is considered that the design of the proposed development has incorporated many of the key characteristics of the surrounding area.

The properties have clearly been designed to complement and enhance the existing environment.

The new homes would be contemporary in design; the semi-detached houses would be linked together through a porch structure and gate/fence at the ground floor, thus creating visual continuation to the elevation, akin to the existing terrace houses in the vicinity. This design approach would also improve security of the properties by limiting the access between properties and reducing the need for surveillance. Blocks 1, and 3-9 have been designed with strong visual corners (including bookend elements) in order to articulate the linear massing.

Traditional materials would be used, including a red brick type with detailing in dark grey brick, and grey roofs tiles with grey aluminium window frames, which reference themselves to the local vernacular without being a pastiche.

It is recommended that a materials condition be attached to any approval to ensure the type and colouration of the proposed materials.



View from Longhurst Road South - towards Apartments



View from Longhurst Road East - towards Housing

Residential Amenity

Residential properties are located to the north on the opposite side of Longhurst Road. The minimum distance between the proposed houses and apartment block facing onto Longhurst Road and the existing residential frontages to the north would be 25m, this would ensure there is no overlooking or loss of privacy .

As noted earlier the scheme would introduce a 2 storey apartment block adjacent to the drive way which serves the existing single storey community hall . Window openings to the gable of the proposed apartments adjoining the community hall facility would be obscurely glazed, and it is therefore proposed to condition this aspect of the scheme to safeguard both the privacy of the adjoining occupiers and the future tenants of the apartments.

As the site has not been in use for some time, it is inevitable that the development would have some impacts. This includes noise from site remediation, construction

and once operational. It is not considered the levels of noise would be to such an extent to cause unacceptable harm, and that conditions set out in the report would enable those aspects likely to give rise to residential disamenity, to be effectively managed for the temporary period of for example, the construction works. It must also be noted that the former day nursery use on the site would have led tocomings and goings which would have been concentrated at peak times .The proposed development would spread arrivals and departures to the site , and any noise and disturbance would not be unduly harmful in this context.

The use of conditions in relation to boundary treatments would also enable privacy issues to be appropriately managed.

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. A Phase I Preliminary Risk Assessment is submitted in support of the planning application.

The scheme would lead to the redevelopment of a formerly developed site. The submitted report indicates that the risk from Made Ground posed to the site's end-users is considered to be moderate due to the proposed end use sensitivity and presence of Made Ground on-site. The risk posed to surface water and groundwater is considered to be very low and low respectively due to the distance to the nearest surface water feature and limited potential for mobile and gross phase contamination on-site. The risk posed to site end-users from ground generating gases arising from organic / putrescible soils near the site is considered to be moderate.

A scheme for the investigation of the site and the identification of remediation measures will be required before commencement of development on the site , together with the submission of a verification report following completion of below ground works

An appropriately worded condition has been recommended to ensure the submission of these reports and the submission of final verification assessments in order to comply with policy EN18 of the Manchester Core Strategy.

Highway Related Matters and Car Parking

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

A Transport Note has been submitted in support of the application. It is noted that the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of public transport opportunities within acceptable walking distance on Victoria Avenue. Victoria Avenue also has cycle lanes on both sides of the road, which enable connections to National Cycle Route 60 , which provides a local connection to Manchester City Centre and Failsworth via National Cycle Route 66.

Vehicular access to the former nursery was from Longhurst Road, with an adjacent layby to enable pick up and drop off to serve the former facility. Part of this area would be used to provide access to the car park facility for the apartments with the remainder of the area having a grass verge arrangement interspersed by driveways.

There would be 22 car parking spaces for the dwellinghouses and apartments (100%) provision. The spaces for the apartments would be located in proximity to the west of one of the proposed blocks and to the north of the other block. 1 parking space would be dedicated for disabled users to serve the apartments (12% of total parking provision). The town houses would all have electric vehicle charging points, and all the spaces to serve the apartments would have access to an electric vehicle charging point. The level of parking provision is considered to be appropriate to the scale, location and nature of the development.

Primary access to the proposed development is to be provided via driveways from Longhurst Road, and an access point on Longhurst Road to serve the proposed parking arrangements for the proposed apartments. The provision of driveways and the loss of the existing layby arrangement on the south side of Longhurst Road would reduce availability of on street parking on Longhurst Road. The provision of off-street parking proposed, in conjunction with the lack of traffic regulation orders on the remainder of Longhurst Street should not give rise to significant parking issues locally.

There would also be 100% cycle storage for the dwellings in the form of secure storage in cycle sheds the rear gardens of the proposed semi-detached townhouses (accessed via, a 'bike channel' alongside the gable of the townhouses to enable transportation of bikes to the rear), and in the form of a secure cycle store to serve the apartments. This level of car parking, cycle parking and electric vehicle charging points is considered to be acceptable for the proposed development in this location. It is recommended that this aspect of the scheme is conditioned.

There is some limited off-site highways work required as a result of the development. Some are necessary to achieve the new vehicular access point. It is therefore proposed to attach a condition relating to all highways works, including any off site works.

Due to the scale of the development and the proximity to existing properties, a Construction Management Plan (CMP) is requested to be submitted for this development. It has been agreed that this should be requested through the inclusion of an appropriately worded condition.

The level of impact on the highway network is considered to be minimal. Travel planning would help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Travel Plan

It is recommended that a condition is attached to any approval to require the submission of a detailed Travel Plan following first occupation.

Heritage Impacts

The proposed development site contains no heritage assets and is not located within a Conservation Area; although close to the Crab Lane Conservation Area, which lies to the south of the site. It is not, however, considered that the proposed development would adversely impact on the character of the Conservation Area.

Landscaping

45 trees would be planted within the proposed development. Trees would be located in the front gardens of the proposed houses, with trees also planted to land to the south of the rear gardens above the proposed retaining wall and to the retained embankment to the west of the proposed town houses

The soft landscaping scheme also include the planting of both native and ornamental hedging, with a wildflower grass mix to the retained western embankment.

Together with a requirement for the implementation of the proposed planting scheme, a requirement for any soft planting which dies or is removed within 5 years of planting to be replaced, together with an on-going maintenance strategy with an identified and confirmed management company for the planting associated with the apartment element of the proposed development would be subject to condition.

Trees

None of the trees on the site are covered by a Tree Preservation Order and the site is not located within a Conservation Area.

Trees on the site were surveyed as part of an Arboriculturist Assessment and it was found that 1 tree was of high value (Category A), 2 trees and two tree groups of moderate value (Category B), 5 trees and six groups of trees of low value (Category C) and 1 tree of removal value (Category U).

4 trees, 4 groups of trees and a part of a further group of trees would be retained, the proposed development would necessitate the removal of 4 trees, two groups of trees and part of a tree group (15 trees in total).

A scheme of new tree planting has been incorporated into the Landscaping Plan in mitigation. This encompasses a mixture of native trees with those planted in front garden to Longhurst Road planted at heavy standard size. The species have been chosen to suit the location and allow them to develop into mature trees. These will provide structure and height to the development. Wild cherry and Callery Pear trees have also been included in the planting scheme, which would also contribute to the biodiversity of the site by providing foraging opportunities.

Comments about the loss of the street trees has been noted. Consideration has been given to relocating driveways to the town houses to reduce the loss of the existing four trees which are located within the grass verge to the south of Longhurst Road. This is not feasible and it is noted 3 of the street trees are Category C and one is a category U. In mitigation, it is, proposed that 12 extra heavy standard trees would be planted in the front gardens of the dwellings fronting onto Longhurst Road, with a further 4 no trees to be planted close to back of pavement within the retained embankment area to the west of the houses.

It is recommended that the measures set out in the Arboricultural Method Statement (in particular the protection of the retained trees during the construction period) are implemented, and that all tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Ecology/Biodiversity

No evidence of roosting bats has been identified. The preliminary roost assessment concluded that G2.2 birch, G6.3 willow and G8 poplars have low suitability to support roosting bats, however further emergence surveys have been undertaken in relation to the G6.2 willow (to be removed) and no bats were present. The birch and the poplars are to be retained. Further confirmation has been received that no bats were identified as roosting in the trees which are proposed to be removed.

The Preliminary Ecological Appraisal indicates that trees and grassland habitats both within the site and the adjacent church, cemetery and crematorium grounds , however, provides ideal foraging and commuting habitat for local bats and is highly likely to be utilised as such.

The additional emergence survey has been referred to the Greater Manchester Ecology Unit and any further comments will be reported to committee.

A number of excavations by mammals were present in the site, however, all entrance holes appeared disused, and trail cameras did not record any badger activity. Due to the mobile nature of badgers, it is recommended that if there is a delay in the development being implemented that a further survey of the site and locality for badger setts shall be undertaken and the findings submitted, and that this aspect of the scheme is conditioned.

Due to the open nature of the site with scattered trees and scrub , and further trees on the southern and western boundaries there is the potential for nesting birds to be present. It is therefore recommended that a condition to require any removal of trees and vegetation outside of the bird nesting season , and if the removal of trees and vegetation needs to occur from March to August (inclusive), then any areas to be impacted should be checked for active bird nests before the works begin (by an ecologist).

In term of Hedgehogs, the site appears to provide foraging, shelter, breeding and hibernation habitat. However, more favourable habitat for this species is available within the wider areas to the south and west. Comments from Greater Manchester Ecology Unit have been noted and a condition to require the submission of a reasonable avoidance measures method statement for hedgehog and other wildlife covering the site clearance and construction phases of the development prior to the commencement of development (including ground works and vegetation clearance), is recommended to be attached to any approval.

The biodiversity enhancement measures recommended in the ecology assessment, including the provision of bat and bird boxes , and maximising native tree and vegetation planting provide recognizable fruit and nectar sources for local birds and invertebrates, that would enhance the biodiversity of the development have been incorporated into the Landscape Plan, and relate to the incorporation of bat and bird boxes within the development . 5no bird boxes are proposed to the side gables of the proposed buildings , together with 8 bat boxes on the rear elevations of the proposed properties . Three hedgehog gaps are proposed along the western boundary to

enable movement to and from the adjacent cemetery site. Hedging has also been incorporated to divide the front garden dwellinghouses, together with Wild cherry and Callery Pear trees included in the planting scheme. It is recommended that this aspect of the scheme is conditioned.

Non-native invasive plant species (Japanese Knotweed and Himalayan Balsam) have identified on the site. It is therefore recommended that any approval has a condition attach to require the submission of a method statement detailing eradication and/or control and/or avoidance measures for Himalayan Balsam and Japanese Knotweed.

Noise/ Overheating

The application is accompanied by a noise assessment , which identifies that the main source of existing noise being from road traffic on Longhurst Road and other roads in the local area. The Noise Assessment demonstrates that appropriate target internal noise levels are achievable using conventional mitigation measures. Mitigation advice, including the use of suitably specified glazing and the potential use of trickle vents to windows on the Longhurst Road Street frontage, have been recommended to reduce to a minimum any adverse impact.

In relation to summertime overheating, the report indicates that windows can be opened to aid the control of overheating in all habitable room in the development during both daytime and night-time periods and that complaint noise levels should be achieved.

Due to the residential nature of the development and its scale, it is not believed there would be any undue impact on existing residents.

It is therefore recommended that a condition relating to the implementation of measures in Noise Assessment is attached to any approval, with the requirement for a verification report to be submitted upon completion of the development and before first occupation of the residential units, to validate that the work undertaken conforms to the recommendations and requirements in the approved report.

Flood Risk / Surface Water Drainage

The site is located in Flood Zone 1 (area at low risk of flooding) , i.e., land defined as having an annual probability of flooding less than 0.1% (1 in 1000 years). The development would be classed as 'More Vulnerable' under the NPPF vulnerability classification due to the residential nature of the proposed development. The NPPF does not require that the Sequential Test be applied to development proposals in Flood Zone 1.

The submitted Flood Risk Assessment (FRA) indicates that surface water runoff from the site would be at green field runoff rates. Adequate surface water drainage and attenuation would therefore be required to ensure that the proposed surface water drainage system does not exacerbate flood risk outside of the extent of the proposed development. A drainage plan accompanies the application, which shows the provision of a geocellular storage tank for storm water attenuation under the proposed parking area to serve the apartments to enable flow rates to be reduced.

Furthermore, the assessment recommends that the minimum finished floor levels for the development should be set at a nominal height above the proposed ground levels

to allow for overland flow during exceedance flows from an extreme event or a drainage failure.

In view of the mitigation measures indicated as being required in the assessment, and the comments from Flood Risk Management officers and United Utilities, it is recommended that conditions relating to the details of surface water drainage, and that the system that is put in place is managed and maintained thereafter, are attached to any approval.

Sustainability and Energy Efficiency

An Energy and Environmental Standards Statement has been submitted which advises that to meet the challenging demands associated with sustainable development a fabric first approach is considered the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of each dwelling.

The materials specified for construction include a mixture of heavyweight elements and lightweight components that offer greater stability in maintaining internal temperatures at comfortable levels for the residents during occupation. The choice of materials selected for the development ensures the fabric is slower to react to changing thermal conditions by acting as a heat sink during warmer periods and resisting high levels of heat loss during cooler periods.

Furthermore, each of the proposed dwellings would have an air source heat pump installed to improve energy efficiency.

The development would be subject to Part L of the Building Regulations requirements which have exceeded Manchester City Council's Core Strategy Policy EN6 from June 2022.

Designing out Crime

A Crime Impact Statement (CIS) by GMP Design for Security officers suggests that the proposed scheme has positive features in terms of defensible space, in curtilage parking, cycle storage and boundary treatment and recommends measures which it is considered would enhance the security of the development.

In view of the comments received it is proposed to attach a condition to any approval to required that the proposed development reflects the physical security specification listed in sections 3.3 and 4 of the Crime Impact Statement, with a requirement of the development to achieve secure by design accreditation.

Refuse Storage

The waste strategy includes the provision of bins stored in the curtilage of each dwellinghouse in the rear gardens of the townhouses, for general waste, pulpable recycling, mixed recycling and for green waste. Container storage is located within 10m of an external door and maximum 30m from collection point.

In regard to the proposed blocks of apartments a bin store is proposed to the west and north of the buildings respectively, 10m from collection point on Longhurst Road. Bin storage for apartments is accommodated within an appropriately sized structure to comply with guidance.

A condition is proposed to be attached to any approval in regard to refuse storage arrangements within the scheme.

Air Quality

This site is not located in a City Council designated Air Quality Management area (AQMA).

An Air Quality Assessment has been submitted which considers the potential impacts of the development in this regard. The assessment identifies mitigation measures in relation to dust during the construction phase of the development, and that the implementation of these measures would ensure that residual dust impacts during the construction phase are not significant.

Such measures would form part of an agreed construction management plan that would be subject to a condition of the planning approval. It is considered that the impacts on air quality during construction would be temporary and predictable and could be appropriately mitigated through the measures identified above.

The assessment states that the operational phase of the proposed development was assessed in regard to potential impacts which could occur due to development generated road traffic. The report considers that potential for air quality changes arising from trip generation associated with the proposed development, to give rise to adverse effects, would not be significant.

Furthermore, the proposed development would include the provision of electric vehicle charging infrastructure and cycle parking at the proposed dwellings. Finalised details of the type of charger have not been provided for consideration. It is therefore recommended that this aspect of the scheme is conditioned to ensure there are no detrimental impacts to existing air quality conditions as a result of the development.

A condition is proposed in relation to the implementation of the cycle storage arrangements before the occupation of the proposed dwellings. On this basis the scheme is considered to accord with the aspiration of policy EN16.

Broadband

There is existing Openreach and Virgin Media infrastructure on the southern side of Longhurst Road in the vicinity of the site.

It is therefore anticipated that the application properties would have access to good download speeds.

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. In order to protect the nature of the accommodation being proposed it is considered there is a case for ensuring the dwellings are not converted into multiple occupation without proper consideration. It is recommended that a condition should therefore clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) without the requirement for formal planning permission.

Furthermore, it is considered that there is a case for ensuring that apartments hereby approved shall be used only as private dwellings and not as serviced properties 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).An appropriate condition is therefore proposed.

Inclusive Access

All dwellings will be accessible in line with Approved Document M and the principles of Building for a Healthy Life requirements. Level access to both front and rear doors would be provided. Plans are being produced which include the design of part of the first floor construction of the town houses to enable a through floor lift to be easily installed if required in the future.

Boundary treatment

The proposed boundary treatment to Longhurst Road would be a low wall with railings above. 1.8m close boarded fencing with a 300mm trellis above is proposed to the majority of the western and eastern boundaries of the site, but reducing in height to a 1.5m close boarded fencing with a 300mm trellis, and low wall with railing above treatment where the western and eastern boundary treatment meets the back of pavement respectively. Rear garden areas to the proposed houses would be subdivided by a 1.5m close boarded fencing with a 300mm trellis above to ensure security and privacy of the private usable amenity space.

New retaining walls are proposed to the west of the pair of semi-detached houses referenced as Block 9, and running alongside the southern boundary of the site which would be topped with 1.1m fencing. A further retaining wall would be inset from the rear of the rear boundary in the vicinity of the block of 2no. flats running in an east west direction.

A condition is recommended in relation to the implementation of these details.

Community Consultation

A consultation pack was distributed to residents/ stakeholders in February 2023 and subsequent comments collected. The feedback mainly focused on concerns regarding car parking. As noted, the development incorporates 100% off street parking provision, which is in accordance with guidance on parking provision.

Feedback also raised concerns regarding the presence of crime within the area. This has been addressed through the application of Secured by Design guidance and principles. A Crime Impact Statement accompanies with this application, and the delivery of the measures set out in the document would be the subject of a planning condition as set out earlier.

In order to address a comment about the loss of green space an Ecological Appraisal has been undertaken. New trees would be planted within the site and the development would be carried out with the necessary measures to respect the presence of existing wildlife as far as practicably possible. The existing vegetation on site includes invasive non-native species, such as Japanese Knotweed, which would be safely removed, thus improving the condition of the site.

Local residents/ stakeholders feedback also included; comments regarding limited space to conduct the construction of the development, a request for a guarantee that any damage to the private driveway of the neighbouring property (no. 16 Longhurst Road) would be reinstated and that constant access to the property is maintained during the construction. A commitment has been given that these issues would be addressed in the Construction Management Plan.

Conclusion

This development would deliver a further phase of project 500 and contribute to the Councils objective for affordable homes adding to the mix of tenures in the city. It represents a welcome investment and its delivery would clearly meet an identified need.

All material issues have been set out and addressed and this includes where any necessary mitigation to ensure the schemes delivery.

Other Legislative Requirements Equality Act 2010

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

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have 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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns about removal of some street trees , and first floor access to rear garden areas, these matters has been satisfactorily resolved and the appropriate conditions have been attached.

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

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

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

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

Location Plan ref: 20 -043 -BSA- 1000 rev. C

Topographical Survey plan ref: 20 -043 -BSA- 1001 rev. A

Proposed Site Plan - Ground Floor plan ref: 20 -043 -BSA- 1002 rev. L

Proposed Site Plan – First Floor plan ref: 20 -043 -BSA- 1003 rev. K

Proposed boundary treatment ref: 20 -043 -BSA- 1004 rev. E

Proposed site plan -Waste Management Strategy plan ref: 20 -043 -BSA- 1005 rev. E

Proposed roof plan ref: : 20 -043 -BSA- 1006 rev. B

North Elevations plan ref: 20 -043 -BSA- 1010 rev. E

Proposed sections Blocks 1,2, 7 plan ref: 20 -043 -BSA- 1014 rev. C

Proposed sections Block 4 plan ref: 20 -043 -BSA- 1015 rev. H

3D Massing Model Images plan ref: 20 -043 -BSA- 1016 rev. G

Apartment plans – 1b2p-Type A plan ref: 20 -043 -BSA- 1020 rev. G

Apartment plans – 1b2p-Type B plan ref: 20 -043 -BSA- 1021 rev. F

Town Houses – 3p5p- Type -C plan ref: 20 -043 -BSA- 1022 rev. H

Town Houses – 3p5p- Type -D plan ref: 20 -043 -BSA- 1023 rev. H

Design and Access Statement rev.B 24.04.2023

Affordable Housing Statement

Air Quality Assessment dated 3rd February 2023 report ref: 102931

Crime Impact Statement Version A 16.03.2023 ref: 2016/0910/CIS/03

Energy & Environmental Standards Statement

Planning Statement rev. A 24.04.2023

Transportation Planning - Technical Note by SCP (notwithstanding plan Appendix B layout plan which has been superseded)

Utility Study Level 2 rev.1

Noise Assessment by Acoustic & Engineering Consultants dated 13th March 2012 document ref: P4687/R01/RDC

Arboricultural Implications Assessment dated 14th February 2023 document ref: TRE/LR
Arboricultural Method Statement dated 14th February 2023 document ref: TRE/LR
Preliminary Ecological Appraisal dated December 2022 rev.02
Flood Risk Assessment / Engineering Appraisal dated January 2023 rev.A
Outline Drainage Plan ref: 106240-PEL-HDG-01-DR-D-0002 rev.P01
Waste management proforma
Landscape General Arrangements plan ref: 380 01 rev.A
Phase 1 Preliminary Risk Assessment Curtins Ref: 077873-CUR-00-XX-RP-GE-005
Revision: V01 Issue Date: 27 April 2021

received 28th April 2023

Ecological Appraisal dated June 2023 received 21.06.2023
Flood Risk Assessment / Engineering Appraisal rev.B 05.07.2023 received 12th July 2023

Email from planning agent dated 11th July 2023, in respect of confirmation of obscure glazing to all windows to the East elevation of Block 1; the installation of pedestrian gates and the depth of window reveals.

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

3. Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

- o The routing of construction traffic ;
- o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- o Details of the location and arrangements for contractor parking, and compound locations where relevant;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- o Identify measures to reduce noise emissions;
 - o Sheeting of construction vehicles.
- o Hours of working

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

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

4. Prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

5. Prior to above ground works, full detailed designs (including specifications) of all on site and off site highway works (including any Traffic Regulation Orders,) and a delivery sequence, shall be submitted to and approved in writing by the City Council as local planning authority. The highway works shall be implemented in accordance with the approved details and approved delivery sequence, and all the agreed works shall be completed prior to the first dwelling unit being occupied.

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

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

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

7. Prior to occupation of the development, finalised detailed elevational designs of the proposed cycle stores for the dwellinghouses and the apartments, in the locations shown on Proposed Site Plan - Ground Floor plan ref: 20 -043 -BSA- 1002 rev. L and Proposed Site Plan – First Floor plan ref: 20 -043 -BSA- 1003 rev. K, shall be submitted to and approved in writing by the City Council as local planning authority. The cycle stores shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation being brought into use, and be retained thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

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

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

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

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

9. a) Finalised specifications of the electric charging points shown on Proposed Site Plan- Ground Floor plan ref: 20-043 -1002 rev. L shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development hereby approved.

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 Manchester Core Strategy (2012).

10. a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN18, SP1 and DM1 of the Manchester Core Strategy (2012) .

11. a) The development shall be implemented in accordance with the measures within the Noise Assessment by Acoustic & Engineering Consultants dated 13th March 2012 document ref: P4687/R01/RDC, prior to occupation of the dwellings hereby approved.

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

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policies SP1, and DM1 of the Manchester Core Strategy (2012), and saved UDP policy DC26.

12. a) The development shall be implemented in accordance with the measures within the Waste Management Proforma and Proposed site plan -Waste Management Strategy plan ref: 20 -043 -BSA- 1005 rev. E .

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

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

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

Reason – To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, in order to protect future residents from noise disturbance, pursuant to policy DM1 of the Manchester Core Strategy (2012).

14. The development shall only be carried out in accordance with sections 3.3 and 4 in the Crime Impact Statement ref.2016/0910/CIS/03, Version A dated 16.03.2023, and the agreed measures shall be retained and maintained thereafter.

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

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

15. No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

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

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

- Verification report providing photographic evidence of construction as per design drawings, which shall include flow control and attenuation components;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Management and maintenance plan for the culverted ordinary watercourses which shall include confirmation of responsible party.
- Evidence of post-installation survey and post-piling survey to confirm culvert integrity.

Reason- To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and a maintenance mechanism for the lifetime of the development, pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

17. Prior to the commencement of development (including ground works, vegetation clearance), a method statement detailing eradication and/or control and/or avoidance measures for Himalayan Balsam and Japanese knotweed shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Japanese Knotweed on site. The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of Himalayan Balsam and Japanese Knotweed, which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981, and pursuant to policy EN15 of the Manchester Core Strategy (2012).

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

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

19. Prior to the commencement of development (including ground works and vegetation clearance), a reasonable avoidance measures method statement for hedgehog and other wildlife covering the site clearance and construction phases of the development shall be submitted to and approved by the local planning authority. The development shall be implemented in accordance with the approved measures.

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

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

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

21. Finalised designs of the proposed bird and bat boxes shown on the Landscape General Arrangement plan ref: 380 01 rev,A shall be submitted and approved by the local planning authority.

The biodiversity enhancement measures shall be implemented in accordance with the approved scheme, prior to the occupation of the buildings, and retained at all times thereafter.

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

22. a)The landscaping scheme for the development shall be implemented in accordance with Landscape General Arrangements 380 01 rev.A.

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

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

23. In this condition "retained tree" means an existing tree, which is to be as shown as retained in the Arboricultural Implications Assessment dated 14th February 2023 document ref: TRE/LR and Arboricultural Method Statement dated 14th February 2023 document ref: TRE/LR specified in condition no.2 and particulars; and paragraphs (c) and (d) below shall have effect until the expiration of 5 years from the date of the first occupation of the development for its permitted use.

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

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

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

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

24. a) The development shall be implemented in full accordance with the measures set out in Energy & Environmental Standards Statement received 28th April 2023.

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

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

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

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

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the apartments 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 Class C3(a). For the avoidance of doubt, this does not preclude two unrelated people (who are not part of a single household or otherwise) sharing a property.

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 Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

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

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

28. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings specified in condition 2.

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

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

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

30. The boundary treatment shall be implemented in accordance with Proposed boundary treatment plan ref: 20 -043 -BSA- 1004 rev. E.

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

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

31. The residential units hereby permitted shall only be used for the purposes of providing affordable housing (as defined by the NPPF Annex 2, or any subsequent amendment thereof) and shall not be offered for sale or rent on the open market. The affordable housing shall be provided and managed thereafter in accordance with the approved 'affordable housing statement' dated March 2023 received 28th April 2023. This planning condition shall not apply to the part of the property over which:-

(i). a tenant has exercised the right to acquire or any similar statutory provision and for the avoidance of doubt once such right to acquire has been exercised, the proprietor of the property, mortgagee in possession and subsequent proprietors and their mortgagees in possession shall be permitted to sell or rent the property on the open market;

(ii). A leaseholder of a shared ownership property has staircased to 100% and for the avoidance of doubt once such staircasing has taken place the proprietor of the property, mortgagee in possession and subsequent proprietors and their mortgagees in possession shall be permitted to sell or rent the property on the open market.

Reason - In order to provide affordable housing at the site and to deliver an identified housing need in accordance with policies H4 and H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

32. The windows in the western gable elevation of apartment Block 1 on plan ref: Apartment plans – 1b2p-Type A plan ref: 20 -043 -BSA- 1020 rev. G, shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, and maintained in perpetuity.

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

Informatives

1. The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management

arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

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: 136721/FO/2023 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
United Utilities Water PLC
Greater Manchester Police
Environment Agency
Greater Manchester Ecology Unit**

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 : Sue Wills
Telephone number : 0161 234 4524
Email : sue.wills@manchester.gov.uk

