

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131891/FO/2021

Date registered valid: 11 October 2021

Proposal: Erection of 12, two storey dwellinghouses (Use Class C3a) together with the erection of a three storey building to form 20 residential apartments (Use Class C3a) with associated car parking, landscaping, boundary treatment and other associated works

Address: Land On The Corner Of Victoria Avenue And Chain Road, Manchester

Ward(s): Higher Blackley Ward

Applicant: Luke Newland Great Places Housing Association 2A Derwent Avenue, Manchester, M21 7QP

Agent (if any): Mr Samuele Pretti Bowker Sadler Architecture Hatherlow House, Hatherlow, SK6 3DY

Case officer: Jennifer Atkinson
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Recommendation: Approve

Date of recommendation: 16.03.22

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Dwellings

Date of site visit:

Standard consultations:

Printed: 26 October 2021 Expired: 16 November 2021

Neighbour notifications

Printed: 26 October 2021 Expired: 16 November 2021

Site notice

Posted: Expired:

Press advert

Published: 2 November 2021 Expired: 23 November 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is located at the junction of Chain Road and Victoria Avenue. Victoria Avenue fronts the southern boundary with Chain running along the north east of the site. The application is considered to be brownfield land having previously been occupied by The Lion and Lamb Public House. The building was demolished some years ago and is currently vacant land and hardstanding. The topography of the site is relatively flat and is covered in vegetation.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The application site is located in a predominately residential area. The prevailing character is two storey terrace or semi detached properties. There is also a local primary school, shops and leisure facilities in the local area.

Description of development

Erection of 12, two storey dwellinghouses (Use Class C3a) together with the erection of a three storey building to form 20 residential apartments (Use Class C3a) with associated car parking, landscaping, boundary treatment and other associated works

Consultations & Notification Responses

Local residents/public opinion – One letter of support has been received in respect of this matter. The resident states that they full support this development as the land has been empty for too long and needs houses built on it.

Highway Services advise that the development is unlikely to result in material impact on the highway network, therefore the proposed trip rates are acceptable. Further detailed design work is required in respect of the junction. The level of car and cycle parking for the development is acceptable together with the provision of electric car charging points. Various improvements are required to the adjacent highway. This should be agreed via s278. A construction management plan and travel plan should be agreed.

Environmental Health advise that details relating to noise, lighting, construction management and waste management should be agreed. In the interest of air quality, the car parking should be fitted with an electric car charging point. The ground conditions are acceptable subject to a verification report when the development is complete.

Flood Risk Management Team advise that a surface water drainage scheme should be prepared in respect of this matter.

Neighbourhood Services (Trees) advise that they have no objection to the tree removal at the site but wish to see a greater number of tree planting at the site together with more variety of species.

Works and Skills Team advise that the local labour details are acceptable.

Greater Manchester Ecology Unit (GMEU) advised that the site supports local and in part limited value to biodiversity. The trees do not support bat roost features. Mitigation is required in the form of tree protection plan, badger and hedgehog prevention survey, Japanese rose survey and landscape and biodiversity plan.

Design for Security at Greater Manchester Police advise that the development should be carried out in accordance with the Crime Impact Statement.

Policy

Manchester Core Strategy (2012) – Relevant policies SP1, H1, H3, EN1, EN3, EN4, EN5, EN6, EN9, EN10, EN14, EN15, EN16, EN17, EN18, EN19 and DM1

Unitary Development Plan for the City of Manchester (1995) – Relevant saved policy DC7, DC18, DC19, DC20 and DC26

Guide to Development in Manchester SPD (2007)

Residential Quality Guidance

National Planning Policy Framework

Issues

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of

Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice. There is currently a mismatch between supply and demand for suitable accommodation to meet the growing population of the City.

The application site is located North Manchester and policy H4 states that North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development with priority will be given to family housing and other high value, high quality development where this can be sustained. It is considered that the site would be suitable for residential purposes and would meet the growing demand for family accommodation in this popular ward of the City.

A proposal of this nature is considered to be acceptable in principle as it accords with the residential growth principles identified within policies SP1, H1 and H4 of the Core Strategy.

Regeneration

Policies SP1 and EC1 seek to support developments in the City which consider the needs of all the community and their wellbeing along with contributing to economic growth. This includes demonstrating the employment generating potential of developments for local people and promoting good health and community cohesion. Such an approach is a key consideration within the NPPF which outlines the Governments desire to secure economic growth in order to create jobs and prosperity along with securing the wellbeing of communities.

The applicant has considered the socio-economic benefits of the proposed development. This details the benefits of the proposal in terms of its ability to create direct and indirect job creation from the construction of the development. This will be secured as part of the planning permission.

The properties meet the space standards outlined within the City Council's Residential Quality Guidance.

Visual Amenity

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to the layout and design of new developments ensuring that they respond to the surrounding context and maximise frontages within the street scene and other important features of sites. The proposed development would bring forward a much needed development, within an existing residential area.

The surrounding area is characterised by two storey terrace properties which front the existing road network or back onto the application site.

The layout would see terrace properties fronting Victoria Avenue with a three storey apartment building holding the corner of Chain Road and Victoria Avenue.

A new vehicular access would be created off Chain Road leading to a car parking area for the apartments and the dwellings fronting Victoria Avenue. The remainder of the dwellings would front Chain Road and being semi detached can achieve the car parking down the side. The

proposed layout maximises the use of the available land at the site and provides active frontages to the road network. The visual impact of the car parking is minimised through soft landscaping, trees and boundary treatment/gate posts to the front of each property.

A rear garden will be provided for each property which will allow for the drying of clothes and outdoor recreation. A small first floor balcony area is provided to each property.

The proposed new homes would be two storey in height with gable roofs. The fenestration would have a vertical emphasis with long vertical windows set within deep window reveals. The exterior of the dwellings would be masonry with brick detailing also arranged in a vertical manner.

The apartment building would be three storey with deep window reveals to the front elevation with a chamfered brick arrangement. There is a three storey building opposite this junction and therefore the two buildings would complement each other.

The street scene drawings provided by the applicant demonstrates that the properties are comparable in height to these dwellings ensuring that they do not appear out of character.

Overall, the scale of the development responds appropriately to that of the existing developments in the area and future developments that may emerge within this area. It is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD.

Residential Amenity

The proposal is not likely to give rise to any residential amenity concerns. The area is already dominated by existing residential properties. The dwellings fronting Victoria Avenue are separated from existing dwellings by the existing road network which will minimise any overlooking and loss of privacy.

It is acknowledged that there are a number of properties which back onto the application site along Royden Avenue. There is approximately 20-25 metres between the rear walls of the plots and the rear of the properties along Royden Avenue.

These privacy distances are considered acceptable and are similar to those found locally. It is not considered that there would be unduly harmful impacts which would arise which would warrant refusal of this planning application in this regard.

These site have been previously development and whilst they have not been in use from some time, it is not considered that there will any unduly harmful impacts associated within as a result of increased comings and goings.

Construction management impacts will be minimised by planning condition.

Affordable Housing

The applicant, Great Places, is to provide 100% of the dwellings at the site for affordable housing. This would comprise of socially rented accommodation across all property types. The proposal exceeds the requirements outlined in policy H8 of the Core Strategy. A planning condition would be used to secure the affordable housing at the site.

Impact on ecology

The current condition of the application site provides limited opportunity for protected species and the supporting ecology report states this. The site has a low potential to support bats and whilst nesting birds may be attracted the site, a precautionary approach is advised in both cases.

Greater Manchester Ecology Unit concur with the findings of the report. They have made a series of recommendation which should be included as conditions of the approval. These are:

- That tree removal should take place outside of the bird breeding season.
- conditions in relation to the findings of any badgers and hedgehogs;
- Invasive surveys for Japanese Rose;

- A landscape condition be applied to any permission.

- Bat and bird boxes to improved biodiversity.

The above measures should be secured by conditions of the planning approval.

Trees

A tree survey have been undertaken at the site which has identified 7 individual trees and 4 group trees. These have been identified as low value with the exception of two individual trees which are category B. The two category B trees would be retained with the rest of the trees removed.

In order to mitigate against the green infrastructure that would be lost at the site 17 native semi-mature trees would be planted around the frontages of the properties to provide an instance impact.

Whist the landscaping proposals are welcomed, the arborist considered that additional tree planting, and street planting can be accommodated together with greater mix of species. This should form part of the condition of the planning approval.

Landscaping and boundary treatments

An initial landscaping scheme has been proposed which includes tree planting in the front gardens of the plots and within the rear gardens. The front of the properties are characterised by low boundary walls and railings and divisional fencing to rear gardens.

Drainage management

The application site is located in flood zone 1 '*low probability of flooding*'. However, the site lies within a critical drainage area (an area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network). These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should seek minimise the impact on surface water run off in a critical drainage area.

The applicant has prepared a drainage statement in support of their planning application. This has been considered by the City Council's flood risk management team who consider that further consideration should be given to how the drainage systems at the site will work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site along with their future management.

A condition of the planning approval shall be that this information is submitted and agreed.

Transport and traffic

The scheme will provide 100% parking in curtilage and these spaces will be fitted with a 7kw electric car charging point. The overall level of car parking provision throughout the scheme is considered to be acceptable. A secure cycle store will also be provided for each property.

Various S278 works will be required to make the vehicular and pedestrian environment safe. These will be secured by planning condition. In addition, a construction management plan will also be agreed to minimise the impact on the local highway network during construction.

Overall, it is considered that the development would have a minimal impact on the local highway network and there will be adequate car and cycle provision to serve the needs of its future occupiers. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Environmental standards and climate change

The applicant has prepared an Environmental Standards report in support of their planning application. This details that the development will achieve a 19% reduction in carbon on Part L 2013 Building Regulations through the energy efficient fabric of the building and energy efficient M and E systems. There will also be PV to the roof. This complies with policy EN6 of the Core Strategy and should form part of the conditions of the planning approval.

The proposal will also include a 7 kw electric car charging point to each property together with bat and bird boxes and new tree and shrub planting. This will help improve local air quality conditions and adapt the property for future changing needs.

Waste management

A development of this nature will inevitably generate a certain amount of domestic waste which will need to be properly managed. Policies EN19 and DM1 of the Core Strategy require applicants to show consistency with the waste hierarchy which principally seeks applicants to re-use and recycle their waste.

A waste management strategy has been submitted to accompany this application that was prepared in accordance with Manchester City Council's guidance document. There is a commitment by the applicant to ensure that residents recycle and the measures that will be put in place to do this are acceptable. Sufficient space is available in curtilage of each house to suitably accommodate the required refuse bins and kerbside collection is available in this area.

Environmental Health have confirmed that the submitted waste management strategy for this site is considered requires further consideration an appropriately worded condition has been included. Therefore, the proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at GMPolice, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition is imposed to require the full implementation of the CIS and that Secured by

Design Accreditation is achieved for both the club house and the residential element of this development.

Noise and disturbance

All properties shall be acoustically insulated to meet required standards.

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. Initial site investigation work has been carried out by the applicant.

The initial site investigation report has been considered by Environmental Health and the details agreed. A verification report should be a condition of the planning approval.

Construction management

The work would take place close to homes and comings and goings from the site are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond.

Limited information has been provided about routing but construction vehicle will use Linn Street and connect to the surrounding road network.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Permitted development

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

It is considered that it would be appropriate and reasonable to attach conditions to prevent the new homes becoming HMOs or use of the accommodation for short term lets to ensure they remain in family use. In addition to ensure visual amenity is protected a condition is required to avoid front boundary treatments from being removed without further consideration and extensions being erected.

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including

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

Recommendation: Approve

Article 35 Declaration

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

Condition(s) to be attached to decision for approval 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:

Drawings

18-002 1010 Rev E, 18-002 1011 Rev F, 18-002 1014 Rev A, 18-002 1030 Rev D, 18-002 1033 Rev G, 18-002 1034 Rev F, 18-002 1035 Rev E, 18-002 1036 Rev C, 18-002 1037 Rev D, 18-002 1038 Rev E, 18-002 1039 Rev C, 18-002 1040 Rev D, 18-002 1042 Rev C, 18-002 1043 Rev B and 333-01B (Landscape drawing) stamped as received by the City Council, as Local Planning Authority, on the 16 March 2022.

18-002 1012 Rev B, 18-002 1013, 18-002 1031 Rev C and 18-002 1032 Rev C stamped as received by the City Council, as Local Planning Authority, on the 24 January 2022

12851.201B 12851.201E Proposed Drainage Layout issued today, 12851.203 12851.203 A S104 Catchment Areas Plan , 333-01-A, 21.B.12851/303, 21.B.12851/304, 21.B.12851/305 stamped as received by the City Council, as Local Planning Authority, on the 23 February 2022

101 Rev C, 201 Rev D, 202 Rev A and 206 stamped as received by the City Council, as Local Planning Authority, on the 28 February 2022

12851.201E Proposed Drainage Layout stamped as received by the City Council, as Local Planning Authority, on the 14 March 2022

Supporting information

Drainage maintenance plan letter and sewer map letter stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022

Transport Assessment, Design and Access statement, affordable housing statement, air quality assessment, crime impact statement, economic statement, landscaping details, planning statement, local labour proposal, construction management plan, noise impact assessment, tree survey, ecology report, flood risk assessment stamped as received by the City Council, as Local Planning Authority, on the 11 October 2021

Local Benefit Proposal prepared by Terra Nova Developments stamped as received by the City Council, as Local Planning Authority, 22 December 2021

Micro drainage calculations stamped as received by the City Council, as Local Planning Authority, on the 3 and 28 February 2021

Phase 2 geo environmental investigation stamped as received by the City Council, as Local Planning Authority, on the 8 March 2022

12851 - Chain Road MicroDrainage Calcs 22 03 11 Full Network Incl Private stamped as received by the City Council, as Local Planning Authority, on the 14 March 2022

Waste management profoma stamped as received by the City Council, as Local Planning Authority, on the 15 March 2022

Chain Road Materials – Rev E (material tracker) stamped as received by the City Council, as Local Planning Authority, on the 16 March 2022

Energy and Environmental Statement Rev B stamped as received by the City Council, as Local Planning Authority, in the 16 March 2022

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

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

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

4) The development hereby approved shall be carried out in accordance with the Hedgehog Reasonable Avoidance Measures Method Statement (RAMMS) prepared by TEP stamped as received by the City Council, as Local Planning Authority, on the 11 October 2021

The approved details shall be implemented for the duration of the site clearance works.

Reason – In the interest of protecting hedgehogs at the site pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) The development hereby approved shall be carried out in accordance with the Japanese Rose Management Plan prepared by LK Group stamped as received by the City Council, as Local Planning Authority, on the 11 October 2021

The approved details shall be implemented for the duration of the site clearance works.

Reason – In the interest of removing the invasive species from the site pursuant to policy EN15 of the Manchester Core Strategy (2012).

6) a) The development hereby approved shall be carried out in accordance with the Local Benefit Proposal prepared by Terra Nova Developments stamped as received by the City Council, as Local Planning Authority, 22 December 2021

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment agreed in part (a) shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

7) Notwithstanding the flood risk assessment stamped as received by the City Council, as Local Planning Authority, on the 11 October 2021, Micro drainage calculations stamped as received by the City Council, as Local Planning Authority, on the 3 and 28 February 2021 and Drainage maintenance plan letter and sewer map letter stamped as received by the City Council, as Local Planning Authority, on the 3 February 2022 and details stamped as received by the City Council, as Local Planning Authority, on the 14 March 2022, (a) the development shall not commence (excluding vegetation and site clearance works) until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Consideration of alternative non-infiltrating SuDS solution if practicable;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building; ALL shown manholes on the proposed drainage layout should be included as part of the model to ensure the drainage is sized appropriately.
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage of the proposed drainage system. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

(b) The development shall then be constructed in accordance with the approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

8) The development hereby approved shall be carried out in accordance with Phase 2 geo environmental investigation stamped as received by the City Council, as Local Planning Authority, on the 8 March 2022. The development shall then be carried out in accordance with the approved details.

(b) When development commences, it shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development.

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 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 - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

9) The development shall not commence (excluding vegetation clearance) until a detailed construction management plan outlining working practices during construction shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Consultation with local residents;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10) Prior to any above ground works, samples and specifications of all material, as outlined on the Chain Road Materials – Rev E (material tracker) stamped as received by the City Council, as Local Planning Authority, on the 16 March 2022, to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with window reveals, jointing and fixing details, details of the drips to be used to prevent staining, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part the development.

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, as specified in policies SP1 and DM1 of the Core Strategy.

11) The window reveals and soffits for the development shall be carried out in accordance with drawings 18-002 1039 Rev A rev C, 18-002 1040 Rev B rev D, 18-002 1042 Rev C and 18-002 1043 rev B stamped as received by the City Council, as Local Planning Authority, on the 16 March 2022

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

- Minimum window reveals 248 mm front elevation of the apartments only and 80 mm dwellings;
- Brickwork to Soffits to the windows on the front elevation of the apartments.

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

12) The boundary treatment shall be carried out in accordance with drawings 18-002 1012 Rev B stamped as received by the City Council, as Local Planning Authority, on the 24 January 2022.

The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

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

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

13) Prior to any above ground works, details of the measures to restrict access to the car parking area off Chain Road shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include demarcation of surfaces in accordance with the Crime Impact Statement stamped as received by the City Council, as Local Planning Authority, on the 11 October 2021.

The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ for as long as the development remains in use.

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

14) The development hereby approved shall be carried out in accordance with the Energy and Environmental Statement Rev B stamped as received by the City Council, as Local Planning Authority, in the 16 March 2022.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within a 3 months of first occupation of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework 15) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of construction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Timescale for implementation

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason – To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

16) (a) Notwithstanding drawings 18-002 1013 and 333 01 Rev B stamped as received by the City Council, as Local Planning Authority, on the 24 January 2022 and 16 March 2022 respectively, prior to any above ground works details of hard and soft landscaping scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented prior to the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

17) (a) Notwithstanding the noise report stamped as received by the City Council, as Local Planning Authority, on the 11 October 2021

(a) a scheme for acoustically insulating and ventilating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved noise insulation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq

Where applicable (entertainment/music): Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

18) The waste management arrangements shall be undertaken in accordance with the waste management proforma and 18-002 1010 Rev E stamped as received by the City Council, as Local Planning Authority, on the 15 and 16 March 2022 respectively.

The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

19) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved details shall be implemented in full prior to the first occupation of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

20) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for

the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

21) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 11 October 2021. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

22) Prior to the first occupation of the development, the siting, scale and appearance of a suitable cycle store for each dwellinghouse shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason – To ensure there is sufficient cycles provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

23) Prior to the first occupation of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Highways works along Victoria Avenue and Chain Road (including junction) to form accesses;
- Reinstatement of footways and redundant accesses together with new dropped kerbs and tactile paving along Chain Road and Victoria Avenue;
- Review of the existing Traffic Regulation Orders (TROs) together with the introduction of new TROS at the junctions and new access road to prevent car parking;
- Reposition the speed cushion on Chain Road

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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

24) 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). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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 Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

25) The residential use hereby approved shall be used only as private dwellings (which description shall not include 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) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

26) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance bird, bat and bug boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason – In the interest of providing habitats for birds, bats and bugs to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

27) The car parking shall be surfaced and demarcated in accordance with 18-002 1010 Rev E stamped as received by the City Council, as Local Planning Authority, on the 16 March 2022 and be available prior to the first occupation of the development and thereafter retained and maintained in situ for as long as the development remain in use.

Reason – In the interest of ensuring sufficient car parking is provided pursuant to policy T2 of the Manchester Core Strategy (2012).

28) Prior to the first occupation of the development, details and specification of fast charging (7kw) electric car charging points for each dwellinghouse and apartment car parking spaces, as indicated on drawing 18-002 Rev D stamped as received by the City Council, as Local Planning Authority, on the 24 January 2022, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ for as long as the development remain in use.

Reason – In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

29) Prior to the installation of the proposed driveways and car parking areas, as indicated on drawing 18-002 1010 Rev E stamped as received by the City Council, as Local Planning

Authority, on the 16 March 2022, a drainage scheme 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 approved details and maintained in situ thereafter.

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

30) 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 other than those expressly authorised by this permission.

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

31) 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 outlined in condition 3.

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

32) Notwithstanding the 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 other than that expressly 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.

33) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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

34) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the tree survey stamped as received by the City Council, as Local Planning Authority, on the 11 October 2021 and drawing 333-01B stamped as received by the City Council, as Local Planning Authority, on the 16 March 2022; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

35) Prior to the first occupation of the development, a travel plan framework shall be submitted for approval 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 living at the development;
- ii) a commitment to surveying the travel patterns of residents during the first three months of the first 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

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

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

36) The development hereby approved shall be carried out in accordance with the Affordable Housing Statement prepared by Great Places stamped as received by the City Council, as Local Planning Authority, on the 11 October 2021.

Reason – In the interest of providing affordable housing at the site pursuant to policy H8 of the Manchester Core Strategy (2012).

37) Prior to any above ground works, the siting, size and appearance (including section) of the photovoltaic panels to the dwellinghouses shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and brought into use prior to the first occupation of the dwellinghouses. The panels shall thereafter be retained and maintained in situ.

Reason In the interest of providing renewable energy at the site pursuant to policy EN6 of the Manchester Core Strategy (2012).

Informative

- Efforts should be made to identify the protected status of badgers and their setts. If at any stage holes of larger mammals are found then all work including site clearance should cease until advice has been sought and implemented from a qualified ecologist.
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.
- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
Neighbourhood Team Leader (Arboriculture)
Work & Skills Team
United Utilities Water PLC
Greater Manchester Ecology Unit
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
MCC Flood Risk Management

Cohens Chemist, 55 Victoria Avenue, Blackley, Manchester, M9 6BA
10 Chain Road, Manchester, M9 6QX
22 Chain Road, Manchester, M9 6GR
60 Symond Road, Manchester, M9 6QS
1 Chain Walk, Manchester, M9 6QY
7 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
5 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
2 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
83 Victoria Avenue, Blackley, Manchester, M9 0RD
80 Victoria Avenue, Blackley, Manchester, M9 0RE
77 Victoria Avenue, Blackley, Manchester, M9 0RD
75 Victoria Avenue, Blackley, Manchester, M9 0RD
3 Chain Walk, Manchester, M9 6QY
7 Erskine Road, Manchester, M9 6RB
1 Erskine Road, Manchester, M9 6RB
8 Alnwick Road, Manchester, M9 0RF
24 Alnwick Road, Manchester, M9 0RF
20 Alnwick Road, Manchester, M9 0RF
18 Alnwick Road, Manchester, M9 0RF
231 Hill Lane, Manchester, M9 6RG
Avenue Medical Centre, 51 - 53 Victoria Avenue, Blackley, Manchester, M9 6BA
65 Victoria Avenue, Blackley, Manchester, M9 0RD
63 Victoria Avenue, Blackley, Manchester, M9 0RD
61 Victoria Avenue, Blackley, Manchester, M9 0RD
9 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
8 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
6 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
4 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
3 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
15 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
14 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
13 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
12 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
11 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
10 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
1 Central House, Victoria Avenue, Blackley, Manchester, M9 6QL
81 Victoria Avenue, Blackley, Manchester, M9 0RD
79 Victoria Avenue, Blackley, Manchester, M9 0RD
78 Victoria Avenue, Blackley, Manchester, M9 0RE
76 Victoria Avenue, Blackley, Manchester, M9 0RE
74 Victoria Avenue, Blackley, Manchester, M9 0RE

73 Victoria Avenue, Blackley, Manchester, M9 0RD
72 Victoria Avenue, Blackley, Manchester, M9 0RE
71 Victoria Avenue, Blackley, Manchester, M9 0RD
70 Victoria Avenue, Blackley, Manchester, M9 0RE
69 Victoria Avenue, Blackley, Manchester, M9 0RD
67 Victoria Avenue, Blackley, Manchester, M9 0RD
49 Victoria Avenue, Blackley, Manchester, M9 6RA
63A Victoria Avenue, Blackley, Manchester, M9 0RD
8 Chain Road, Manchester, M9 6QX
6 Chain Road, Manchester, M9 6QX
4 Chain Road, Manchester, M9 6QX
2 Chain Road, Manchester, M9 6QX
5 Erskine Road, Manchester, M9 6RB
3 Erskine Road, Manchester, M9 6RB
61 Symond Road, Manchester, M9 6QS
6 Alnwick Road, Manchester, M9 0RF
4 Alnwick Road, Manchester, M9 0RF
26 Alnwick Road, Manchester, M9 0RF
22 Alnwick Road, Manchester, M9 0RF
2 Alnwick Road, Manchester, M9 0RF
16 Alnwick Road, Manchester, M9 0RF
14 Alnwick Road, Manchester, M9 0RF
12 Alnwick Road, Manchester, M9 0RF
10 Alnwick Road, Manchester, M9 0RF
3 Gaston Walk, Manchester, M9 6QD
1 Gaston Walk, Manchester, M9 6QD
229 Hill Lane, Manchester, M9 6RG
227 Hill Lane, Manchester, M9 6RG
62 Symond Road, Manchester, M9 6QS
46 Chain Road, Manchester, M9 6GR
44 Chain Road, Manchester, M9 6GR
42 Chain Road, Manchester, M9 6GR
40 Chain Road, Manchester, M9 6GR
38 Chain Road, Manchester, M9 6GR
36 Chain Road, Manchester, M9 6GR
34 Chain Road, Manchester, M9 6GR
32 Chain Road, Manchester, M9 6GR
3 Chain Road, Manchester, M9 6GR
20 Chain Road, Manchester, M9 6GR
1 Chain Road, Manchester, M9 6GR

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH1