

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131985/FO/2021

Date registered valid: 9 November 2021

Proposal: Erection of four no. 3 storey 4 bedroom terraced dwellinghouses together with amenity space and associated car parking

Address: Land At Corner Of Moss Lane East And Broadfield Road, Manchester, M14 4WB

Ward(s): Moss Side Ward

Applicant: Mariam Al-Bayati MAI Construction, 15 St. Brannocks Road, Rake Lane, Manchester, M15 4RP

Agent (if any): Mateo Espinosa, WSP, 8 First Street, Manchester, M15 4RP

Case officer: Dave Morris
Tel: 0161 600 7924
Email: dave.morris@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 16.03.2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 19 November 2021

Standard consultations:

Printed: 15 November 2021 Expired: 6 December 2021

Neighbour notifications

Printed: 15 November 2021 Expired: 6 December 2021

Site notice

Posted: 19 November 2021 Expired: 10 December 2021

Press advert

Published: 23 November 2021 Expired: 14 December 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

This application relates to a rectangular site on the south side of Moss Lane East at its junction with Broadfield Road. The site is currently occupied by an advertisement display and some poor quality landscaping. The is a path crossing the site.





There are double yellow lines along part of the Broadfield Road frontage and zig zag lines to a pedestrian crossing on Moss Lane East. There are also railings along the kerb line on Moss Lane East.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

This is an area of mixed uses, although the underlying use is residential. Adjoining the site to the east is a new build terrace of residential properties fronting Moss Lane East, adjoining the site to the south is the gable of a shorter terrace of older residential properties fronting Broadfield Road. To the west across Broadfield Road is Broadfield Road Park and facing across Moss Lane East is a landscaped strip behind which are the rear elevations of modern low rise house on Freetown Close.

Description of development

Consent is sought to erect a short terrace of four, three storey houses fronting Moss Lane East. The front elevation adopts the building line to Moss Lane East, whilst the west elevation adopts the building line along Broadfield Road. The eaves height is marginally higher and ridge height the same as for the adjacent houses. The design is contemporary, although simpler than the adjoining properties and incorporate shallow three storey bays with flat roofs. The side elevation contains a number of windows to offer relief to the gable. Both the front and side elevations incorporate projecting brick detailing. At the rear the properties would be two storeys with roof lights for the second floor. The rear, south facing elevation would have solar panels on the roof. The second property from the west would have a first floor oriel window, and projecting brick will again be used to introduce relief to the elevation.



Each of the properties would have gardens to the front and rear whilst the end property would have a side garden incorporating an off Street parking space. Two further off street spaces would be provided from Broadfield Road. Each property would be provided with a bicycle store and refuse storage would be in the rear garden. The rear gardens would access an alley which would facilitate putting the bins out for collection.



In support of the application the following was supplied:

- A design and Access Statement – which details the proposed scheme and the measures taken to publicise it pre application.

-Broadband Connectivity Assessment – Which recommended that the developer engage with a broadband infrastructure provider in order to establish the most optimal data infrastructure solution for

the Proposed Development

-Planning Statement – Concludes that the technical assessments demonstrate that the proposed development will not give rise to any significant adverse impacts on the area or amenity of nearby neighbours. Impacts can be successfully mitigated. The development therefore constitutes sustainable development and raises no material considerations which would outweigh its accordance with the plan. We conclude therefore that the proposed development accords with local and national planning policy and therefore should be approved in accordance with paragraph 11 of the NPPF without delay.

-Environmental Standards Statement - Through the installation of a PV Panels and low carbon strategies on the site, a carbon reduction of 17.99kg/CO₂/m²/year will be achieved. This represents a total saving of 28.96% across the site.

-Blue Green Infrastructure Strategy – Concludes that the proposed development at Moss Lane East offers the opportunity to embed green infrastructure to the site and other developments close in the surrounding area. It also takes advantage of key green spaces which are in walking distance. These include Moss Side Park (50 metres west), Whitworth Park (550 metres north-east) and Alexandra Park (400m south-west).

-Ventilation and overheating assessment – this demonstrates that overheating would not be an issue.

-Noise Impact Assessment – makes recommendations as to the sound insulation scheme required for the development.

-Biodiversity Report – Recommends that bat boxes are provided as part of the development. It adds that bird boxes could be provided and that the proposed landscaping should include native species.

-Geo environmental Desk Study – Recommends an intrusive investigation be undertaken.

Consultations & Notification Responses

Local residents

One letter has been received objecting to the proposed development. The issues raised are summarised below.

-There is a mistake in the D&A Document, Oxford Road is more than 3 minute walk away.

-These houses are massive - four double bedrooms - and in order to be able to afford to buy one of these it is highly likely that there will be more than one working adult and possibly even more than two per household if there are adult offspring living with parents. This means that it is very likely that each household will have at least two cars. So there isn't enough parking space with only one space per household. This will be an issue for residents on Salisbury Street, where there is a major problem with parking on street.

-How will the proposed allotted parking spaces will be reserved for the occupiers.

-Residents already struggle with the amount of rubbish in the communal bins. Four more large households added to the street would increase this.

Environmental Protection

The refuse storage and noise insulation schemes are acceptable. Conditions required in respect of acoustic insulation of any external plant, contaminated land and air quality

Highways

- The addition of four residential dwelling is not anticipated to generate any significant increase in vehicle trips. It is therefore accepted that the development is unlikely to generate any highway safety, traffic or network capacity concerns.
- Regular bus services are routed along Moss Lane East and provides connections to Moss Side, Green End, Piccadilly Gardens and Flixton. Further bus stops are in place along Upper Lloyd Street and provide connections to Chortlon, Wythenshawe Hospital and Piccadilly Gardens. The site is situated within proximity of the city centre where railway and tram services can be accessed to provide connections across Manchester and further afield.
- Highways would accept three parking spaces which equates to 75% parking.
- EV charging is required, in line with MCC Residential Guidelines
- Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Broadfield Road and will require a crossing licence/agreement.
- Typically, Highways would not accept anything greater than a double dropped kerb arrangement. However, Highways would accept a dropped kerb for three driveways in this location. Highways would not accept anything greater and as such it is recommended that the fourth parking space is removed. Highways have concerns that a dropped kerb across four parking spaces would create safety concerns for pedestrians. The addition of H-Bar markings could be considered in order to protect driveway access points from inconsiderate parking.
- In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. Each dwelling will have a cycle store within the curtilage of the site for the provision of one cycle. This is acceptable to Highways.
- It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.
- Designated refuse storage has been accommodated for each individual dwelling at the rear of the site. Each property has a private garden and a gated access to a shared access path. This proposed access path leads to an existing alleyway. It is proposed that residents will take bin to/from the bin store to the collection point in the alleyway on collection days. Waste is collected from the alleyway on collection days by the waste operators. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway. - A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Flood Risk Management

Requires the approval of a surface water drainage scheme/

United Utilities

Require the approval of a surface water drainage scheme based on the following options in order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

Policy

Core Strategy

The relevant Core Strategy policies are SP1, DM1, H1, H5, EN9 and EN16

Policy SP1, Spatial Principles– Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy DM1, Development Management – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- 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 noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- 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.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Policy H1, Overall Housing Provision Identifies a shortage of family houses in the south of the City.

Policy H5 Central; Manchester -Seeks to provides residential developments that meet the needs of the area.

Policy EN9 Green Infrastructure - Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to 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.

Policy EN16 Air quality – says that the Council will seek to improve air quality in the City.

Green Blue Infrastructure

The strategy lays the foundations for the preservation and improvement of green and blue infrastructure within the City. It is considered that gardens form an important part of this infrastructure. The Strategy advised that gardens play an important part in defining the character and attractiveness of an area.

Guide to Development In Manchester

The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development appropriate to Manchester. It seeks to retain the essential distinctiveness of its character areas, whilst not precluding new development.

Issues

Principle

This is a predominantly residential area and the site is immediately adjoined on two sides by residential properties. Further the scheme will provide family housing and as such accords with policy H1 which identifies a shortage of family housing in the south of the City. The principle of the proposed development is considered acceptable.

Site Layout

The principle road elevation is Moss Lane East and by fronting the properties to it the development picks up on the grain of the area. The development retains the deep forecourts found on the adjacent properties whilst also adopting the Broadfield Road building line. The presence of a safety barrier and zig zag lines to a pedestrian crossing precludes parking at the front of the properties and the provision of spaces off Broadfield Road is considered an acceptable compromise. The properties have refuse storage in the rear gardens and a secure cycles store either at the rear or side of the property. It is considered that the site layout is acceptable.

Scale

The proposed houses reflect the scale and massing of the adjacent terrace and is therefore considered to be acceptable.

Design

The proposed buildings have a contemporary feel whilst using a traditional pallet of materials. There are no issues with the design.

Amenity Space.

Each of the properties would have its own private gardens which are comparable with other properties in the rear. In addition there is easy access to the adjacent park. On balance it is considered that the amount of amenity space is acceptable.

Parking

The proposed development provides 3 off street parking spaces, one in curtilage and the other two in a shared parking bay. All the spaces are accessed from Broadfield Road. As submitted, there was a fourth space however, there were concerns about pedestrian safety from a crossing 4 cars wide. It is considered that this is a sustainable location in close proximity to local services and facilities. Also on street parking is a characteristic of the area and there is unregulated on street parking available adjacent to the park. It is therefore considered that less than 100% parking is acceptable on this occasion. In order to protect the parking spaces a condition is proposed regarding the provisions of H Bars.

Concern has been expressed that residents would park on Salisbury Street although as this is some distance away and would not necessarily be first choice.

Refuse

The properties are provided with their own refuse storage bins, although the area is served by communal bins. This arrangement with the bins at the rear of the property is considered acceptable.

Standard of accommodation

The properties range in floor area from 114 to 119 square metres which is acceptable for a 6 person, four bed house on three floors. The standard of the accommodation is therefore considered acceptable.

Residential Amenity

The proposed development will have no impacts on either the properties across Moss Lane East or those to the east of the site. The terrace to the south presents a blank gable to the site and therefore the only overlooking if any would be of the rear yard. The yard is approximately 2.6 metres long and would be 10 metres from the rear elevation of the proposed houses. It is therefore considered that any overlooking or loss of privacy would be minimal, and this would be further minimised by the use of roof lights for the second floor.

The proposed houses are sufficiently far from the property to the south for it not to have an overbearing impact.

On balance it is considered that the proposed development will not have a significant impact on residential amenity.

Green Blue Infrastructure

The site whilst notionally landscaped with an advertisement board on it is in a poor condition. The proposed development whilst increasing the amount of built form will still retain a significant amount of landscaping. A condition is proposed that would prevent the creation of hardstandings at the front of the properties. It is considered that the proposed development will not significantly impact on Green Blue infrastructure.

Sustainability

Mitigation of effects on the environment are embedded in the design of the scheme and include the following measures:

- ☐ Photovoltaic Panels (PV) on the roof;
- ☐ Natural daylight incorporated into designs;
- ☐ Exceedance of Thermal Insulation Standards; and
- ☐ Efficient energy ratings for each proposed home demonstrating energy efficiency

Contamination

The submitted desk top survey identifies the need for an invasive survey and an appropriate condition is proposed.

Ecology

In accordance with the recommendation of the ecology survey it is proposed to condition any approval to provide bat and bird boxes.

Footpath

There is a footpath that crosses the site. It does not appear to be a formal footpath, however, it will be lost to the development and it has therefore been advertised.

Conclusion.

This is a small windfall site that will provide a small development of family homes and is therefore considered to accord with Council policies.

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 issues arising from the consideration of this application.

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:

MLE/PL/101 Revision 01 received 22 December 2021

MLE/PL/102 revision 01 received 16 March 2022

MLE/PL/103 revision 01 received 16 March 2022

MLE/PL/104 revision 01 received 16 March 2022

MLE/PL/105 revision 01 received 16 March 2022

MLE/PL/106 revision 01 received 16 March 2022

MLE/PL/107 revision 01 received 16 March 2022

MLE/PL/108 revision 01 received 16 March 2022
 MLE/PL/109 revision 01 received 16 March 2022
 MLE/PL/110 revision 01 received 16 March 2022
 MLE/PL/111 revision 01 received 16 March 2022
 MLE/PL/112 revision 01 received 16 March 2022
 Environmental Standards Statement by Plasmore Limited dated 23 November 2021, received 29 November 2021
 Overheating Assessment for plots 1, 2, 3 and 4 received 29 November 2021 and amendment received 14 February 2022
 Noise Impact Assessment by Nova Acoustics dated 22 September 2021 and received 20 October 2021
 Preliminary Ecological Appraisal Report by Collington Winter Environmental dated August 2021 received 20 October 2021

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

3) No development that is hereby approved shall progress beyond damp proof course level unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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.

4) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site: o Deliveries, waste, cranes, equipment, plant, works, visitors; o Size of construction vehicles; o The use of a consolidation operation or scheme for the delivery of materials and goods; o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;

o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

5) The car parking shown on the approved drawings shall be surfaced and available for use before the dwellings hereby approved are first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future, pursuant to policies DM1; of the Core Strategy and the National Planning Policy Framework.

6) 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 hardstanding shall be created at the front of the properties hereby approved.

Reason - In order to allow the City Council as Local Planning Authority to assess the impact of any hardstanding's on highway safety and the character of the area pursuant to Core Strategy policy DM1 and saved Unitary Development Plan policy DC1.

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

8) Development of the hereby approved housing development shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

9) The details of the scheme for the storage of refuse shown on the approved drawings shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure that there are satisfactory arrangements for the storage of refuse pursuant to Core Strategy policy DM1.

10) The development hereby approved shall incorporate the measures identified in the Environmental Standards Statement dated 23 November 2021 by Plasmore Ltd received on 29 November 2021.

Reason - To ensure that the impact of the development on the environment is minimised pursuant to Core Strategy policies DM1 and EN8

11) 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 pursuant to Core Strategy policy DM1 and Saved Unitary Development Plan policy DC26

12) a) The development hereby approved shall incorporate the measures identified in the approved documents in respect of sound insulation and overheating.

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 and to reduce the potential for overheating pursuant to Core Strategy policy DM1 and saved Unitary Development Plan policy DC26.

13) 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 the 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 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 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 DM1 and EN18 of the Core Strategy.

14) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

The scheme shall also include:

Surface water drainage layout including discharge points, proposed attenuation and proposed overland flow routes for extreme events (up to a 1 in 100 year including 40% climate change allowance).

Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, this should be restricted to Greenfield run-off rates.

Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

Hydraulic calculations to support the drainage proposal.

Details of how the scheme shall be maintained and managed after completion.

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

15) The development shall be carried out in accordance with the boundary details shown on the approved drawings and shall thereafter be retained.

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 saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

16) 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 garages or extensions or dormers shall be erected other than those expressly authorised by this permission.

Reason - To enable the City Council to assess the impact of any extensions for the properties on the amenity of the area pursuant to Core Strategy policy DM1.

17) Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, 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:

- Provision of H bar markings across the parking spaces

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).

18) Before the development hereby approved is first occupied a scheme for the provision of Bat and bird boxes shall be submitted to and approved in writing by the City Council. The approved scheme shall be implemented within an agreed timescale and retained thereafter.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy Development Plan Document

19) The cycle storage arrangements shown on the approved plans shall be implemented as part of the development and 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 and DM1 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

34 Freetown Close, Manchester, M14 4GN
40 Freetown Close, Manchester, M14 4GN
36 Freetown Close, Manchester, M14 4GN
42 Freetown Close, Manchester, M14 4GN
38 Freetown Close, Manchester, M14 4GN
5 Broadfield Road, Manchester, M14 4WB
7 Broadfield Road, Manchester, M14 4WB
328 Moss Lane East, Manchester, M14 4LZ
330 Moss Lane East, Manchester, M14 4LZ
326 Moss Lane East, Manchester, M14 4LZ
332 Moss Lane East, Manchester, M14 4LZ
Church Of God Prophecy, 300 Moss Lane East, Manchester, M14 4SS
2 Salisbury Street, Manchester, M14 4ND
11 Salisbury Street, Manchester, M14 4ND
68 Freetown Close, Manchester, M14 4GN
62 Freetown Close, Manchester, M14 4GN
58 Freetown Close, Manchester, M14 4GN
52 Freetown Close, Manchester, M14 4GN
46 Freetown Close, Manchester, M14 4GN
9 Salisbury Street, Manchester, M14 4ND
7 Salisbury Street, Manchester, M14 4ND
5 Salisbury Street, Manchester, M14 4ND
4 Salisbury Street, Manchester, M14 4ND
3 Salisbury Street, Manchester, M14 4ND
13 Salisbury Street, Manchester, M14 4ND
1 Salisbury Street, Manchester, M14 4ND
66 Freetown Close, Manchester, M14 4GN
64 Freetown Close, Manchester, M14 4GN
60 Freetown Close, Manchester, M14 4GN
56 Freetown Close, Manchester, M14 4GN
54 Freetown Close, Manchester, M14 4GN
50 Freetown Close, Manchester, M14 4GN
48 Freetown Close, Manchester, M14 4GN

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 Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH