

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132120/JO/2021

Date registered valid: 15 November 2021

Proposal: Variation of conditions 2 (specified plans) and 19 (boundary treatment) attached to planning permission ref: 122030/FO/2018 to allow changes to boundary treatment

Address: Land Off Gate Street/Victoria Street, To The Rear Of Nos 2-24 Range Street & 1 - 33 Hovis Street, Manchester

Ward(s): Clayton & Openshaw Ward

Applicant: Ms Victoria Nield Mosscares St Vincents Housing Group 7th Floor
Trafford House, Chester Road, Manchester, M32 0RS

Agent (if any): Simon Dennis Bernard Taylor Partnership Ltd Elizabeth House , 486
Didsbury Road, Stockport, SK4 3BS

Case officer: Sue Wills
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Recommendation: Approve

Date of recommendation: 24 January 2022

Application details

Type of application: Variation or Removal of Condition

Development type: Smallscale Major Dwellings

Date of site visit:

Standard consultations:

Printed: 26 November 2021 Expired: 17 December 2021

Neighbour notifications

Printed: 26 November 2021 Expired: 17 December 2021

Site notice

Posted: 3 December 2021 Expired: 24 December 2021

Press advert

Published: 7 December 2021 Expired: 28 December 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is in two parts one on either side of Gate Street , fronting onto Gate Street, and backs onto nos. Nos 2-24 Range Street and 1-33 Hovis Street respectively. The site covers an area of 1477m², and is boarded by terraces of residential dwellings. The application site previously comprised Victorian terraced housing, which was subsequently cleared. The previously approved development is partially implemented on the site.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The application site is located within the Openshaw area of the City in the Clayton and Openshaw ward, which is a suburban area of Manchester. The area surrounding the application site is predominantly residential in character, with some areas of commercial, and industrial uses in the vicinity.

The application site is surrounded by existing residential properties on Victoria Street, Range Street, Hovis Street and Elysian Street. For the most part the houses in the vicinity are terraced properties brick construction with slate roofs , with the more recently built properties on Victoria Street being semi-detached units comprising brick construction with tiled roofs. Further to the west is Openshaw Park

The application site prior to development was characterised by grassland with wooden stumps around the periphery of each plot to prevent unauthorised access and fly tipping. There were no trees within either of the areas to be developed.

There were number of constraints below the sites, including potential ground gas and contamination as the site is within 250m of a landfill site , and low risk from coal mining . The site falls within flood zone 1.

The City Council has an interest in this site as a land owner.

Previously approved development

Planning permission was approved for a residential development comprising 11 no. houses across the two sites. The houses were either semi-detached or detached properties. More specifically, the development was split across the two sites as follows.

To the north of Gate Street included the provision of 5 houses (2 pairs of semi -detached properties and a detached house) comprising 4 three bed and 1 two bed house. To the south of Gate Street included the provision of 6 houses (2 pairs of semi -detached properties and two detached houses) comprising 4 three bed and 2 two bed houses.

Each dwellinghouse had 2 in curtilage parking spaces, with garden areas and bin storage to the rear.

Description of development

Consent is sought to vary condition nos. 2 (specified plans) and 19 (boundary treatment) attached to planning permission ref: 122030/FO/2018 to allow changes to the previously approved boundary treatment.

The revised boundary treatment to the front curtilage of the proposed dwellinghouses has been revised to be 1m height railing with an upstand flag below. The boundary treatment to plot nos. 5 and 6 facing Victoria Street would, however, remain as a low wall with piers and railings above. Furthermore, section of the side low boundary wall and railing arrangement alongside the parking space to plot no.11 would be revised so that the height increases from a low wall , with a pier and railing above (overall height 1m) at the back of pavement increasing in height to an overall height of 2m, with the railings above the low wall being increased in height on a stepped basis to connect up to the previously approved 2m height boundary treatment around the rear garden area. The brickwork specification would remain as previously approved.

Consultations & Notification Responses

Publicity

The proposal, by virtue of the number of residential units, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. Site notices were displayed at various locations around the application site.

Local Residents - No comments received.

Highway Services - The alternative boundary treatment proposals as depicted on drawing number 203 revision 6 are acceptable from a highway perspective.

Greater Manchester Police - No comments received. As part of the previously approved development they recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application was to be approved.

Policy

National Planning Policy Framework (July 2021)

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

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

Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (paragraph 60).

With regards to affordable housing, paragraph 65 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

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

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

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

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places. (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

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

Planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 135).

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

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

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

The Development Plan

The Development Plan consists of:

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

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

A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' ;policy T2 'Accessible areas of opportunity and needs'; policy EN1 'Design principles and strategic character areas'; policy H1 'Overall Housing Provision'; policy H2 'Strategic Housing Location'; policy H4 'East Manchester'; policy H8 'Affordable Housing' ; policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development'; policy EN14 'Flood Risk' ; policy EN16 'Air Quality' ; policy EN18, 'Contaminated Land'; policy EN19 'Waste' and policy DM1 'Development Management'

The relevant saved policies in the Unitary Development Plan for the City of Manchester (1995) are DC7 'New Housing Development'; DC19 'Listed Buildings' and policy DC26, Development and Noise.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy and saved policies in the UDP.

Other material policy considerations

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

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

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

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

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

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

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

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

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

Manchester Residential Quality Guidance (2016)

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

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

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

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

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

Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow'

There are four objectives in order to achieve this vision:

1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers

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

Environmental Impact Assessment

The originally approved development (planning permission ref: 122030/FO/2018) was subject to a screening opinion .

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. The proposed development is not of a type listed in Schedule 1. The EIA Regulations state that the proposed development may be considered to be Schedule 2 development under Category 10, 'Infrastructure Projects', of the EIA Regulations. Sub-section (b) relates to 'Urban development projects', where the area of development exceeds 5 hectares. The Site is 0. 147 ha and does not exceed the 5 hectare threshold set out in Schedule 2 10 (b) of the EIA Regulations.

The nature of the proposal fell within "Urban Development Projects", however, it fell below the threshold in terms of site area (1 ha) and units size (150 units). It was acknowledged that there were a number of consented schemes in this area of Openshaw and some of these may be constructed at the same time as the proposed development and therefore, the cumulative impacts needed to be considered. However, the other schemes were located on the other side of Openshaw Park and therefore, there was a decent separation distance between the developments to reduce the cumulative impact experienced. Also, given the nature and scale of the proposed development for residential purposes, it was considered that the proposed development and the cumulative impacts in the immediate area would not warrant the completion of a full EIA.

Due to the minor and limited nature of the changes being proposed the scheme has to been subject to a further screening.

Issues

Principle

The application site is located within the Clayton and Openshaw ward of the City, and forms part of the East Manchester Regeneration area. Policy SP1 states that this area will be the focus for the provision of new residential accommodation on areas of previously developed land. Policy H1 goes on to state that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. Policy H1 also seeks to ensure good quality family housing.

As outlined earlier in the report, the two pieces of land in question for this application were occupied by terraced housing, which has been cleared. The application sites are classed as brownfield sites and as such, the development does accord with the principles of Policies SP1 and H1.

The principle of the development is consistent with planning policy framework, and has been established by the earlier planning consent (ref: 122030).

Siting/layout

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites. The previously approved proposed development was of a high quality that provided an opportunity to improve the visual quality of this site.

The two parcels of land were very similar in shape and size and faced onto Gate Street. The proposed development responded positively to the road frontage by providing built form along the perimeter of the application site and strengthening the urban grain.

The family houses have a street frontage, with a narrow front garden, in curtilage car parking space and front boundary treatments. All of the properties are semi-detached, or detached meaning that there is space to the sides for car parking on all plots, and access to bin storage in rear gardens, removing the need to access the existing rear alleyways or a bin store to the property frontage. There are small private gardens for the rear, which are larger than would have been present in association with the terracing housing formerly on the site.

Overall, the siting and layout of the development maximises the relationship with the surrounding road network. The siting and layout provides a logical arrangement and is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD and the East Manchester SRF. There are no changes to the siting /layout arrangements of the previously approved scheme.

Scale/massing

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. The scale of existing buildings in the immediate surroundings consists of a of 2 storey housing. Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the previously proposed family houses were two storeys in height to compliment the scale of the existing houses adjacent to them on Hovis Street, Elysian Street and Range Street.

The scale of the previously approved development responded appropriately to the scale of the existing developments in the area along with a high quality design that will enliven this site frontage. 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. No revisions are proposed to the siting /layout arrangements of the previously approved scheme.

Appearance/ design quality

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

The aim is to create a high quality development with a distinctive identity which is appropriate to its context. The palette of materials for the previously approved development comprised red and blue brickwork, with buff artstone cill and header details.

It was considered that the appearance of the development would be a high quality and that the palette of materials would be traditional in nature , and would be sympathetic to the character of houses in the vicinity of the site and contribute to the ongoing regeneration of the area.

It was recommended that a condition of the planning approval is that the final materials are agreed with the applicant to ensure they are suitable. This condition has been subsequently discharged, and no amendments are proposed to the approved palette of materials.

Proposed Residential Accommodation

There is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF the mix of previously approved housing was designed to take into consideration existing and future housing needs in this area of City. The proposed mix of accommodation is 3 two bedroom 3 person houses and 8, three bedroom 4 person houses.

The residential units were designed with consideration to the space standards outlined in the Manchester Residential Quality Guide, and meet the minimum sizes set out in the Space Standards, with the two bedroom 3 person houses having a floorplate of 73m² , and the three bedroom 4 person houses having a floorplate of 93m²

The design guidance is a material consideration in the determination of planning applications and sets out the space standards required to ensure quality in residential schemes coming forward. The design guidance is intended to provide a clear indication on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

It was considered that the proposed development has been designed in accordance with the design guidance outlined within this document. No changes are proposed in regard to this aspect of the approved scheme.

Noise

The previously approved residential development re-introduces housing onto two former residential sites. It was acknowledged when the original scheme was approved , that there were existing residents living within neighbouring buildings adjacent to the application site, and there would be an increase in the amount of development on the site compared to the existing vacant land. However, any noise generated would only be from the comings and goings from occupants which should be limited compared to the general movement of people within this particularly busy part of this neighbourhood, and should not have a significant effect on the residential amenity currently enjoyed by the surrounding occupants.

The proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF. No changes are proposed in regard to this aspect of the approved scheme.

Loss of Open Space

The sites are not recorded as open space in the Open Space Audit in 2009. Although the sites were not identified in the Strategic Housing Land Availability Assessment (SHLAA) by 2018, as a site for residential development, the sites are being put forward as a SHLAA site in 2019.

As part of the consideration of the originally approved scheme, it was recognised that this was a previously developed site, and the public benefits of the scheme proposed were considered to outweigh the loss of the informal open space. The loss of the area of informal open space was

considered in the context of the overall proposal, this being a brownfield site, which is being brought forward for a mix of housing which complies with policy H4 of the Core Strategy. No changes are proposed in regard to this aspect of the approved scheme.

Ecology

The previously approved development was accompanied by a Biodiversity Site Enhancement Plan. This is a requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats.

The site was an area of former terraced housing which was demolished and subsequently replanted with amenity grass, which was colonised by a species poor mix of native wildflowers, such as herb robert, creeping buttercup, common field speedwell and nettle.

Wind sown buddleia was present on the site, however no invasive plant species had been recorded on site. The site was considered to be of low ecological value, and as such no harm was anticipated in regard to ecology as a result of the development proposals. Enhancement measures identified in the Biodiversity Site Enhancement Plan include the provision of sparrow terraces and tree and shrub planting. It was therefore recommended that a condition is attached to ensure that the measures within the Biodiversity Site Enhancement Plan were implemented as part of the development. No changes are proposed in regard to this aspect of the approved scheme.

Landscaping and amenity space /boundary treatment

Policy DM1 outlines that all development should have regard to green infrastructure including open space, both public and private. Policy EN9 also explains that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.

The previously approved dwellinghouses had small rear garden areas, which appears to be grassed. It was recommended that a landscaping condition be attached to any approval to allow further exploration in relation to whether it would be possible to include any limited tree planting (e.g. fruit trees) within rear gardens.

The approved scheme proposed boundary treatment to the back of pavement comprising a low wall with railings above, and 2.1m high rear boundary treatment (comprising a 1.17m high wall with 0.63m close boarded fence and 300mm trellis above) and 1.8m fencing (1.5m close boarded fence with 300mm trellis above) forming the boundary between rear gardens. This was considered to be an acceptable approach.

The proposed boundary treatment to the front curtilage of the proposed dwellinghouses fronting onto Gate Street has been revised to be 1m height railing with an upstand flag below. Whilst this is not the preferred option, it is understood that existing services connections from the former terrace houses remain in the pavement and foot path area and that restrictions from the Utilities companies will not allow these to be built over. This combined with the width of the ramped access to the front entrance of the property and limited depth of the set back of the dwellinghouses to the back of pavement mean that the proposed low wall cannot be implemented. The boundary treatment to plot nos. 5 and 6 facing Victoria Street would, however, remain as a low wall with piers and railings above. The specification of the brick to be used on the boundaries has also been added to the drawing.

Furthermore, section of the side low boundary wall and railing arrangement alongside the parking space to plot no.11 would be revised so that the height increases from a low wall , with a pier and railing above (overall height 1m) at the back of pavement increasing in height to an overall height of 2m, with the railings above the low wall being increased in height on a stepped basis to connect up to the previously approved 2m height boundary treatment around the rear garden area. Due to the increase in the height of the railings , this would improve the security of the curtilage of plot no.11, whilst safeguarding vehicular /pedestrian intervisibility for vehicles reversing off the driveway .

It is considered that the proposals are considered to be in accordance with Policy DM1.

Highways issues /car parking

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

The Manchester Residential Quality guidance addresses the issue of car parking under the section 'Make it Practical', where it offers guidance in relation to appropriate solutions to car parking.

A Transport Statement prepared by MEC in support of the previously approved scheme concluded that the site was within acceptable walking distance to Ashton Old Road which had 5 frequent services. The scheme included 200% parking provision for three bedroom properties and 100% for the 3 two bedroom properties. The level of proposed off street parking was considered to be acceptable, and it was considered that the proposed development would not give rise to on street highways issues. Furthermore, any impacts to the road network would not be significant.

Therefore, it was considered that the proposed development reduced dependency on car use with its proximity to public transport links within the area and to the city centre. This approach is in line with the requirements of Core Strategy Policy T2 and reflects the accessible nature of the location.

Secure cycle storage was proposed within each of the rear garden areas , and an electric vehicle charging point was also proposed per dwelling.

Overall, it was considered that the development would have a minimal impact on the local highway network transport and there would be adequate car provision to serve the needs of the development. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy. No changes are proposed in regard to this aspect of the approved scheme.

Flood Risk/surface drainage

The total site area is approximately 0.147 hectares and following an assessment of the Environment Agency flood maps (as part of the consideration of the originally approved development), the site was identified as lying within Flood Zone 1. Flood zone 1 is defined as land as having a less than 1 in 1000 annual probability of river flooding in any one year.

A Flood Risk Assessment accompanied the application for the previously approved scheme. In relation to flooding, the report stated that the sites were located in Flood Zone 1 . In accordance with the Technical Guidance to the NPPF , residential sites are defined as ' more

vulnerable' development. As 'more vulnerable' developments within flood zone 1 are considered appropriate development,. As such a Sequential / Exception Test was not required.

However the site is located within a designated Critical Drainage Area and as such in accordance with Manchester City Council Local Flood Risk Management Strategy surface water discharge rates should be reduced to a 50% reduction in brownfield runoff rates or greenfield runoff rates up to a 100 year storm event including 40% climate change allowance.

The submitted FRA indicates that due to the underlying soils it is not considered that disposal of surface water from the proposed development via infiltration is likely to be feasible.

The report suggests that surface water from the development will have to be attenuated on site prior to discharge with a discharge rate of the greenfield runoff rate up to the 1 in 100 year plus climate change allowances or a minimum reduction of 50% reduction in surface water runoff as it is previously developed land.

The report recommended that a surface water drainage design was developed for the site with discharge rates and attenuation volumes stored on site via the use of SUDS prior to disposal into the receiving United Utilities sewer development.

In view of the content of the report and the observations by the Flood Risk Management Team, it was recommended that conditions are attached to any planning approval such details of surface water drainage were considered prior to the commencement of the development and that the system that is put in place is managed and maintained thereafter. The surface water drainage condition has been subsequently discharged. No changes are proposed in regard to this aspect of the approved scheme.

Sustainability and energy efficiency

Policy DM1 states that residential developments will be expected satisfy the Code for Sustainable Homes standards. Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments. As the application site is located in the regional centre, the development is expected to demonstrate its contribution to this objective (policy EN5).

Policy EN4 in particular, requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered. This includes:

- minimising energy demands - consider passive design measures and optimise building envelope in terms of orientation, air tightness and insulation; and
- meet demands efficiency - specify energy efficient plant, heating, ventilation, lighting and system controls to facilitate efficient operation.

An Energy Statement has been prepared by The Energy Council and has been submitted in support of the previously approved application. The statement outlined that the environmental performance of the proposed development had been reviewed against national and local policies.

Minimising the impacts of climate change was a key element of the proposed design. The proposed energy strategy incorporated an enhanced 'fabric first led' approach through high levels of thermal efficiency of the building fabric and a reduction in energy demands through efficient lighting design.

The proposals were designed to deliver a scheme that was inherently energy efficient and cost effective during the lifetime of the homes which accords with the adopted Core Strategy Policy EN 4 and the Supplementary Planning Document (SPD) criteria.

The previously approved scheme was designed and specified to be in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN 4. Given the uplift in emissions compliance criteria between the current (2013) and previous (2010) iterations of Building Regulation Part L, the proposed scheme had been demonstrated to be aligned with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy policies EN4 and EN6.

An overall 2.3% improvement in CO2 emissions above the current Building Regulations baseline was proposed through passive means, which is equivalent to an 83.% improvement over ADL1A 2010 .

It was noted that policy DM1 of the Core Strategy required that a Code for Sustainable Homes rating criteria was achieved. However, on the 26 March 2015 the Code assessment criteria was revoked. Whilst the assessment criteria had been revoked, it was still important to understand how a development performed, particularly in respect of waster efficiency and energy standards. In terms of the measures identified, and their contribution to the objectives of policy EN6, the overall energy performance of the development was satisfactory. There was an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. It was recommended that the energy standards form part of the conditions of the planning approval. No changes are proposed in regard to this aspect of the approved scheme.

Designing out crime

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The previously approved scheme was supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assessed the proposal in terms of crime prevention and safety. The report indicated the layout of the proposed scheme was acceptable , as long as boundary treatment to rear and side properties, designated boundary treatment to the public footpath and effective street lighting was addressed. It was recommended that a condition of the planning approval was that the CIS was implemented in full as part of the development in order to achieve Secured by Design Accreditation. The change to the proposed boundary treatment to plot no.11 relates to the section of the side low boundary wall and railing arrangement alongside the parking space to plot no.11. This would be revised, so that the height of the boundary treatment alongside the side ginnel changes to comprise a low wall , with a pier and railing above (overall height 1m) at the back of pavement increasing in height to an overall height of 2m, with the railings above the low wall being increased in height on a stepped basis to connect up to the previously approved 2m height boundary treatment around the rear garden area. Due to the increase in the height of the railings , this would improve the security of the curtilage of plot no.11, whilst safeguarding vehicular /pedestrian intervisibility for vehicles reversing off the driveway .

Ground conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Preliminary Risk Assessment was submitted in support of the earlier planning application. It was recommended that an intrusive survey was carried out across the site to investigate the potential risk associate with contamination at this site.

Environmental Health officers agreed with that report's findings, and recommendations that a site investigation be undertaken. They also accepted the proposal in section 6.7 regarding ground gas, that if ground conditions were as anticipated there would be no need to install gas monitoring wells to quantify the potential risks from ground gas. The risks would remain low and all new builds should incorporate basic gas protection measures.

Therefore, it was therefore recommended that a condition of the planning approval was that intrusive survey details should be submitted in relation to the contamination of the ground. Once the remediation strategy was approved this should be implemented and a verification report submitted on completion of the development to verify that all the agreed remediation had been carried out. This approach formed a condition of the planning approval in order to comply with policy EN18 of the Core Strategy. The pre-commencement element of this condition has subsequently been discharged.

No changes are proposed in regard to this aspect of the approved scheme.

Waste

A residential use development of this nature will generate waste which will need to be managed on a daily basis. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste. A completed waste proforma and submitted site plans provide detailed on refuse storage for the proposed development as part of the previously approved development.

Each individual house has allowance for a hard, imperviously paved external area within the rear garden to house 1no. general waste bin , 1no. x pulvable recycling bin , 1no. mixed recycling bin and 1no. x green /food waste bin.

On collection days full refuse bins of general waste and recycled waste will be wheeled out to Gate Street for collection and then returned to the rear garden areas.

The submitted waste management arrangements have been previously assessed by Environmental Health and in relation to waste management for the residential units, the Waste Management arrangements submitted with the application were considered to be acceptable. The proposal therefore accorded with policies DM1 and EN19 of the Core Strategy in this regard. No changes are proposed in regard to this aspect of the approved scheme.

Air Quality

An Air Quality Assessment was submitted in support of the previously approved development. The report provided a review of the existing air quality in proximity to the proposed development site and assessed the potential impact of the proposed development on local air quality, in accordance with Local Air Quality Management Technical Guidance¹. It also proposed mitigation within the context of compliance with Greater Manchester Air Quality Action Plan 2016 and Core Strategy Policy EN16.

The site is not located within an Air Quality Management Area (AQMA). The closest AQMA to the site is approximately 190 m south of the site on Ashton Old Road. This AQMA was declared on the basis of annual average levels of NO₂.

The assessment considered whether the proposed development could significantly change air quality during the construction phase. The Assessment confirmed that with the implementation of mitigation measures, the dust impacts from the construction were considered to be not significant, and would be in accordance with IAQM guidance. The suitability of the site for residential receptors with regards to air quality was also considered in the Assessment. TfGM modelling indicated that the site would be exposed to concentrations of NO₂ below the annual mean objective. Furthermore, the traffic associated with this development was not expected to have a significant impact on local air quality when considered in accordance with IAQM Guidance¹. However, the Greater Manchester Air Quality Action Plan requires developments within Manchester to meet the IAQM/EUPUK Guidance in relation to mitigation of their impacts

on local air quality. Therefore, the Assessment recommended an electric vehicle (EV) charging point was required for each allocated parking space. It was recommended that this aspect of the scheme was conditioned. No changes are proposed in regard to this aspect of the approved scheme.

Residential amenity

It is acknowledged that there are existing residents living around the application site and there would be a significant increase in the amount of development on the site compared to the existing cleared sites. The sites however were previously occupied by terraced housing. As such the previously approved development would be less dense than the previous development, and would give rise to less comings and goings .

The proposed development was also assessed in relation to any loss of privacy, any overbearing and overshadowing impact on existing properties, and in general on the amenity currently enjoyed by the occupants of these existing buildings. The proposed properties situated on Gate Street would be a mix of part three , part two storey and two storey properties set back from the highway with a narrow area at the front of the property leading up to the entrance to the houses. The second floor element of the three bedroomed house is partly set within the roof leading to a height less than a three storey structure ,this combined with the floor to ceiling heights being less than the adjacent traditional terraced houses means that the height of the proposed houses would not be significant taller than the existing terraced dwellings. It was therefore considered, that the proposed development would not give rise to significant resident disamenity from massing or overshadowing .

The distance between the windows in the rear elevations of the existing buildings and new properties would be between 12 and 13 metres. The proposed houses were therefore designed as single aspect properties, with only bathroom and landing windows on the rear elevation of the proposed dwellings. The previously approved plans annotated these windows as being obscurely glazed. This was considered to be an appropriate separation distance, based on the single aspect design, and it was not considered that any undue loss of privacy would arise. However, it was recommended that a condition was attached to ensure the annotated windows on the rear elevation were obscurely glazed, and that no additional windows could be added to the elevation of the dwellings without the need for planning approval

Therefore, it was considered that the vacant sites would benefit from well designed good quality buildings, and that the development would not create a significant adverse and harmful impact on the outlook experienced from existing residential properties. Therefore, it was considered that the proposals are in accordance with Policy DM1 of the Core Strategy. No changes are proposed in regard to this aspect of the approved scheme.

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. As part of the earlier planning approval it was recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This was to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

Inclusive Access

The previously approved development was designed to be inclusive in terms of access. Access would be provided throughout the development to comply with Building Regulations part M, and BS8300. Entrance door widths would enable visitor accessibility, and timber joist and straight staircase would enable future adaption to include a through floor lift, or stair lift if required.

External areas of the site will generally be flat or within the minimum gradients set out in Part M of the Building Regulations. The driveway to each property are 3.2m in width, which would allow of transfers from a car. Furthermore the space adjacent to the rear garden could be widened in the future if required. No changes are proposed in regard to this aspect of the approved scheme.

Conclusion

The redevelopment of these sites with a quality development will bring forward major environmental and regeneration benefits to the neighbourhood. The proposals would bring about the comprehensive redevelopment of the sites would transform this with the provision of quality residential accommodation close to existing employment opportunities and a range of locally available services.

The proposal will see the redevelopment of a brownfield site where the site is currently underused, within the heart of one of Manchester's key regeneration areas. The dwellinghouses will contribute to the City's residential growth strategy and help support neighbourhoods of choice by introducing affordable accommodation. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents. Matters of car parking, cycle parking, highways, noise, flood risk and sustainability have all been considered along with ground conditions, designing out crime and waste management.

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 development where early discussions took place regarding the changes to the approved boundary treatment. The local planning authority in making its decision has had due regard to the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval the application for the reasons outlined in this report. The scheme is considered to be in accordance with the guidance contained within policies SP1 and DM1 of the Core Strategy.

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

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

GS-BTP-00- LP-DR-A- 3373 - 100 (site edged red) ;
GS-BTP-00-XSP-DR -A- 3373-101 (existing site plan with levels) ;
GS-BTP-00-SP-DR -A- 3373-114 (removal plan/site clearance) ;
GS-BTP-00-E-DR -A- 3373-118 (2B3P and 3B4P Block elevations) ;
GS-BTP-00-E-DR -A- 3373-119 (3B4P Block elevations) ;
GS-BTP-00-P-DR -A- 3373- 3B4P -120 (3B4P House layout) ;
GS-BTP-00-E-DR -A- 3373- 3B4P -121 (3B4P House Elevations) ;
GS-BTP-00-P-DR -A- 3373- 2B3P -125 (2B3P House layout) ;
GS-BTP-00-E-DR -A- 3373- 2B3P -126 (2B3P House Elevations) ;
UCLM Level 1 Utility study;
Stamped as received 3rd December 2018

GS-BTP-00- SP-DR -A- 3373-110 rev.1 (Proposed site plan) ;
GS-BTP-00-LVP-DR -A- 3373-111 rev.1 (Proposed levels) ;
GS-BTP-00-E-DR -A- 3373-113 rev.1 (Street Elevations 3D) ;
GS-BTP-00-COM-DR -A- 3373-115 (Waste Management Strategy) ;
Received 28th January 2019

Waste Management Proforma; Design and Access Statement ref: 3373-19.0128;
Transport Statement January 2019 ref: 24665/01 - 19/6540; Affordable Housing Statement ;
Energy Statement ref: Z28236; Crime Impact Statement ref: 2018/0983/CIS/01 version A
02/01/19; Flood Risk Assessment ref: BEK - 18473-2 November 2018; stamped as received
28th January 2019;
GS-BTP-00-BD-DR -A- 3373-112 rev.2 (Boundary Plan, details, and indicative visuals)
;received 11th February 2019.

E-mail from planning agent 26th February 2019 re: contaminated land pre-commencement condition, charging points, and air quality mitigation.

E-mail from planning agent 24th April 2019 re: Cycle Storage;

Biodiversity Site Enhancement Plan ref: BEK - 18473-3 March 2019 received 29th March 2019

Updated Air Quality Assessment ref: 102072 dated 26th April 2019 received 26th April 2019.

As amended by plan ref. GS-BTP-00-BD-DR-A-3373-203 (rev.6) - received 03rd November 2021, and email from planning agent confirming the colouration of the proposed railings dated 24th January 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.

2) The development shall be implemented in accordance with the materials schedule including the use of Ibstock Deva Red for the main brickwork, Blockley Black Smooth brick for the feature facing brick, with Marley Modern Anthracite grey roof tiles and through colour concrete buff coloured headers and cills.

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, EN1 and DM1 of the Core Strategy.

3) a) The development shall be implemented in accordance with Phase 2 Geo-environmental Investigation and Assessment (Ref. 9001G-WML-00-XX-RP-G-0002 WML rev.A) dated November 2019, and received 12th February 2020, the WML Phase I report received by email 13th January 2020, and the Remediation Strategy ref: 9001G-WM1-00-XX-RP-G-003A dated February 2020 (received 6th April 2020).

b) 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 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.

4) The development shall be implemented in accordance with the Surface water Drainage - WML Drainage Design statement (ref. 9001-WML-00-XX-DS-C-0001) dated November 2019 ; and Drainage Drawing Refs : 9001-WML-ZZ-XX-DR-C-1004-P01(Typical Drainage details - sheet 3).

Email from planning agent with further drainage information 12th December 2019, and 31st March 2020.

Surface water drainage calculations ref: 9001-WML0ZZ-XX-CAL-C-101 January 2020; Exceedance Flow route plan; Microdrainage pipe references plan; Drainage Drawing Refs :9001-WML-ZZ-XX-DR-C-1001-P02 (Proposed drainage layout); 9001-WML-ZZ-XX-DR-C-1002-P02 (Typical Drainage details - sheet 1); 9001-WML-ZZ-XX-DR-C-1003-P02(Typical Drainage details - sheet 2); received by email 13th January 2020.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be

given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

5) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of a sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained 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).

6) The development shall be implemented in accordance with Contractors Management Plan (Saturday hours revised) received by email 13th January 2020 for the duration of the construction period.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

7) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the new dwellings hereby approved being occupied.

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

8) The development shall be implemented in accordance with WML Consulting Manchester City Council Standard Highways details document ref: 9001-WML-ZZ-XX-RP-C-1011 dated January 2020, and revised plan ref: 9001 - WML-ZZ-XX-DR- C-1010 rev.P02 (Proposed Highway Works and GA details), prior to the first occupation of the residential element of the development hereby approved and thereafter retained and maintained in situ.

Reason -To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies T1, SP1, EN1 and DM1 of the Core Strategy for Manchester.

9) The provision of space and facilities for bicycle parking spaces within the development shall be completed in accordance with details in the email dated 24th April 2019 from the planning agent. The approved facilities shall then be retained and permanently reserved for bicycle parking.

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

10) Prior to the first occupation of the development hereby approved, finalised details of the type and location of the electric charging points shall be submitted to and approved in writing by the Local Planning Authority. The proposed electric vehicle charging points shall then be fully implemented in accordance with the approved scheme prior to the first occupation of the development.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant policies SP1, EN16 and DM1 of the Core Strategy for Manchester, and Greater Manchester Air Quality action plan 2016.

11) Prior to the first occupation of the development hereby approved, finalised details of the materials forming the hard landscaping scheme shown on the drawing ref: 3373 S2 110 rev. stamped as received by the Local Planning Authority on the 28th January 2019, shall be submitted to and approved in writing by the Local Planning Authority. The approved hard and soft landscaping scheme shall be implemented not later than 12 months from the date of commencement of works.

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.

12) The development hereby approved as be implemented in accordance with the measures specified within the Biodiversity Site Enhancement Plan ref: BEK-18473-3 March 2019.

Reason - To ensure that landscape and ecology is adequately in place and to comply with policy EN15 of the Core Strategy.

13) The development hereby approved shall be carried out in accordance with the Energy Statement completed by the Energy Council stamped as received by the City Council, as Local Planning Authority, on the 28th January 2019. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

14) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police dated 2nd January 2019, stamped as received by the City Council, as Local Planning Authority, on the 28th January 2019. 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.

15) The development hereby approved shall be completed in accordance with the completed City Council's Waste Management Proforma, the plan numbered GS-BTP-00-WM-DR-A-3373_115, and received on 28th January 2019 in relation to the waste strategy for the residential accommodation hereby approved. The refuse arrangements shall be put in place prior to the first occupation of the development and remain in situ for as long as the development is in use.

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

16) The development hereby approved shall be carried out in accordance with the Air Quality Assessment prepared by BEK ENVIRO stamped as received by the City Council, as Local Planning Authority, on the 29th March 2019. Good practice principles should be applied to the operational phase of the development. 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.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant policies SP1, EN16 and DM1 of the Core Strategy for Manchester, and Greater Manchester Air Quality action plan 2016.

17) 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 exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy (2012).

18) The positions, heights, and type of boundary treatment around the development hereby approved shall be erected in accordance with the plan ref. GS-BTP-00-BD-DR-A-3373-203 (rev.6) - received 3rd November 2021. The approved scheme shall be implemented in full before each particular property is first occupied and retained as such thereafter.

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

19) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of Gate Street 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 scheme shall be implemented in full prior to the first use 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) 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 or extensions shall be erected onto the new build properties within the development hereby approved other than those expressly authorised by this permission.

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

22) 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 or doors shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on drawing nos. GS-BTP-00-P-DR -A- 3373- 3B4P - 120 (3B4P House layout) ; GS-BTP-00-E-DR -A- 3373- 3B4P -121 (3B4P House Elevations) ; GS-BTP-00-P-DR -A- 3373- 2B3P -125 (2B3P House layout) ; GS-BTP-00-E-DR -A- 3373- 2B3P -126 (2B3P House Elevations) ;received by the City Council as Local Planning Authority 3rd December 2018.

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

23) Before first occupation of the development thereby approved, the landing windows and ground floor w/c room window, as shown on the approved plans ref: the GS-BTP-00-P-DR -A- 3373- 3B4P -120 (3B4P House layout) ;GS-BTP-00-E-DR -A- 3373- 3B4P -121 (3B4P House Elevations) ;GS-BTP-00-P-DR -A- 3373- 2B3P -125 (2B3P House layout) ; and GS-BTP-00-E-DR -A- 3373- 2B3P -126 (2B3P House Elevations) ; received by the City Council as Local Planning Authority on 3rd December 2018 shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Greater Manchester Police

25 Hovis Street, Manchester, M11 2JD
2 Meech Street, Manchester, M11 2JL
11 Range Street, Manchester, M11 2JF
22 Range Street, Manchester, M11 2JF
Flat 1, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 3, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
121 Parkhouse Street, Manchester, M11 2JX
119 Parkhouse Street, Manchester, M11 2JX
139 Parkhouse Street, Manchester, M11 2JX
129 Parkhouse Street, Manchester, M11 2JX
127 Parkhouse Street, Manchester, M11 2JX
Flat 13, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
14 Hovis Street, Manchester, M11 2JD
64 Elysian Street, Manchester, M11 2GJ
137 Parkhouse Street, Manchester, M11 2JX
117 Parkhouse Street, Manchester, M11 2JX
21 Hovis Street, Manchester, M11 2JD
2 Hovis Street, Manchester, M11 2JD
54 Elysian Street, Manchester, M11 2GJ
60 Elysian Street, Manchester, M11 2GJ
14 Meech Street, Manchester, M11 2JL
8 Range Street, Manchester, M11 2JF
12 Meech Street, Manchester, M11 2JL
15 Range Street, Manchester, M11 2JF
31 Hovis Street, Manchester, M11 2JD
7 Range Street, Manchester, M11 2JF
147 Parkhouse Street, Manchester, M11 2JX
8 Meech Street, Manchester, M11 2JL
6 Meech Street, Manchester, M11 2JL
16 Meech Street, Manchester, M11 2JL
145 Parkhouse Street, Manchester, M11 2JX
5 Brade Close, Manchester, M11 2ZN
12 Brade Close, Manchester, M11 2ZN
56 Elysian Street, Manchester, M11 2GJ
62 Elysian Street, Manchester, M11 2GJ
131 Parkhouse Street, Manchester, M11 2JX
18 Hovis Street, Manchester, M11 2JD
17 Hovis Street, Manchester, M11 2JD
15 Hovis Street, Manchester, M11 2JD
11 Hovis Street, Manchester, M11 2JD
22 Hovis Street, Manchester, M11 2JD
10 Hovis Street, Manchester, M11 2JD
23 Hovis Street, Manchester, M11 2JD
34 Brade Close, Manchester, M11 2ZN
40 Brade Close, Manchester, M11 2ZN
8 Brade Close, Manchester, M11 2ZN
2 Brade Close, Manchester, M11 2ZN
31 Brade Close, Manchester, M11 2ZN
19 Brade Close, Manchester, M11 2ZN

25 Brade Close, Manchester, M11 2ZN
1 Range Street, Manchester, M11 2JF
20 Hovis Street, Manchester, M11 2JD
34 Elysian Street, Manchester, M11 2GH
3 Range Street, Manchester, M11 2JF
Flat 14, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 8, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 6, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 38, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 17, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
3 Brade Close, Manchester, M11 2ZN
34 Hovis Street, Manchester, M11 2JD
30 Hovis Street, Manchester, M11 2JD
26 Hovis Street, Manchester, M11 2JD
26 Brade Close, Manchester, M11 2ZN
32 Elysian Street, Manchester, M11 2GH
28 Elysian Street, Manchester, M11 2GG
20 Range Street, Manchester, M11 2JF
Flat 35, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
12 Range Street, Manchester, M11 2JF
Flat 36, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 16, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 26, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 12, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 11, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
10 Brade Close, Manchester, M11 2ZN
151 Parkhouse Street, Manchester, M11 2JX
28 Hovis Street, Manchester, M11 2JD
28 Brade Close, Manchester, M11 2ZN
23 Brade Close, Manchester, M11 2ZN
17 Brade Close, Manchester, M11 2ZN
115 Parkhouse Street, Manchester, M11 2JX
12 Hovis Street, Manchester, M11 2JD
24 Elysian Street, Manchester, M11 2GG
2 Range Street, Manchester, M11 2JF
Flat 9, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 7, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
32 Brade Close, Manchester, M11 2ZN
40 Elysian Street, Manchester, M11 2GH
133 Parkhouse Street, Manchester, M11 2JX
6 Range Street, Manchester, M11 2JF
21 Brade Close, Manchester, M11 2ZN
13 Brade Close, Manchester, M11 2ZN
4 Meech Street, Manchester, M11 2JL
66 Elysian Street, Manchester, M11 2GJ
4 Range Street, Manchester, M11 2JF
18 Range Street, Manchester, M11 2JF
16 Range Street, Manchester, M11 2JF
14 Range Street, Manchester, M11 2JF
4 Hovis Street, Manchester, M11 2JD
32 Hovis Street, Manchester, M11 2JD
Flat 10, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
1 Hovis Street, Manchester, M11 2JD
Flat 20, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY

Flat 19, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 5, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
58 Elysian Street, Manchester, M11 2GJ
20 Elysian Street, Manchester, M11 2GG
135 Parkhouse Street, Manchester, M11 2JX
27 Brade Close, Manchester, M11 2ZN
Flat 34, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
24 Hovis Street, Manchester, M11 2JD
143 Parkhouse Street, Manchester, M11 2JX
29 Hovis Street, Manchester, M11 2JD
5 Hovis Street, Manchester, M11 2JD
33 Hovis Street, Manchester, M11 2JD
125 Parkhouse Street, Manchester, M11 2JX
10 Meech Street, Manchester, M11 2JL
16 Hovis Street, Manchester, M11 2JD
52 Elysian Street, Manchester, M11 2GJ
30 Brade Close, Manchester, M11 2ZN
6 Hovis Street, Manchester, M11 2JD
Flat 2, 153 Parkhouse Street, Manchester, M11 2JX
123 Parkhouse Street, Manchester, M11 2JX
7 Hovis Street, Manchester, M11 2JD
30 Elysian Street, Manchester, M11 2GG
26 Elysian Street, Manchester, M11 2GG
9 Hovis Street, Manchester, M11 2JD
Flat 37, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 4, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
1 Brade Close, Manchester, M11 2ZN
149 Parkhouse Street, Manchester, M11 2JX
29 Brade Close, Manchester, M11 2ZN
15 Brade Close, Manchester, M11 2ZN
4 Brade Close, Manchester, M11 2ZN
6 Brade Close, Manchester, M11 2ZN
44 Elysian Street, Manchester, M11 2GJ
50 Elysian Street, Manchester, M11 2GJ
38 Elysian Street, Manchester, M11 2GH
13 Range Street, Manchester, M11 2JF
9 Range Street, Manchester, M11 2JF
10 Range Street, Manchester, M11 2JF
3 Hovis Street, Manchester, M11 2JD
Top Flat, Hovis Street, Manchester, M11 2JD
Flat 1, 153 Parkhouse Street, Manchester, M11 2JX
Flat 2, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 32, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 39, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 30, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 27, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 21, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 25, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 18, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
13 Hovis Street, Manchester, M11 2JD
19 Hovis Street, Manchester, M11 2JD
Flat 33, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 15, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 29, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY

Flat 28, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 22, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 31, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 24, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
11 Brade Close, Manchester, M11 2ZN
17 Range Street, Manchester, M11 2JF
9 Brade Close, Manchester, M11 2ZN
5 Range Street, Manchester, M11 2JF
36 Elysian Street, Manchester, M11 2GH
7 Brade Close, Manchester, M11 2ZN
48 Elysian Street, Manchester, M11 2GJ
46 Elysian Street, Manchester, M11 2GJ
22 Elysian Street, Manchester, M11 2GG
42 Elysian Street, Manchester, M11 2GH
Flat 23, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
36 Brade Close, Manchester, M11 2ZN
36 Hovis Street, Manchester, M11 2JD
27 Hovis Street, Manchester, M11 2JD
141 Parkhouse Street, Manchester, M11 2JX
8 Hovis Street, Manchester, M11 2JD
38 Brade Close, Manchester, M11 2ZN

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH2