

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130846/FO/2021

Date registered valid: 23 June 2021

Proposal: Erection of 2no semi-detached houses (Class C3) with associated parking and external works following demolition of existing dwellinghouse

Address: 16 Saxon Street, Manchester, M40 7BY

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Ken Nakae, Sandton, London, EC1Y Ltd Suite 1, 315 Regents Park Road, London, N3 1DP

Agent (if any): Jeff Smith, 115 Queen Victoria Road, Sheffield, S17 4HU

Case officer: Steven McCoombe
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Recommendation: Approve

Date of recommendation: 6 August 2021

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 29 July 201

Standard consultations:

Printed: 30 June 2021 Expired: 21 July 2021

Neighbour notifications

Printed: 30 June 2021 Expired: 21 July 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site presently comprises a two storey, detached end property, encompassing an irregular shaped garden which wraps around the front, side and rear of the property. A vehicular driveway accessed via a set of metal gates off Saxon Street is situated to the front.

The existing building, which is proposed to be demolished, appears to be in poor, unfinished condition. The garden area is unkempt, with footings dug to the side garden area.

The site forms one property of a wider residential estate of 43 dwellinghouses granted planning permission in 1993.

The host property is enclosed by a large brick wall, with integral metal railing to the front boundary and by timber fencing to the side and rear boundaries.

The site is bounded to the rear by a two storey dwellinghouse and its associated rear garden at 24 Energy Street and to its northern side by another two storey dwellinghouse, with an associated single storey, double garage which lies perpendicular to the site at 106 Sandal Street. To the southern side of the site is a further pair of two storey, semi-detached dwellinghouses.

Opposite the site on the other side of Saxon Street is a part two, part three storey row of townhouses.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The immediate area is predominantly residential in character and comprises a combination of two and three storey, detached, semi-detached and terraced dwellinghouses.

The side of Saxon Street to which the application site relates is largely two storey in nature, built as part of a wider estate of 43 two storey dwellinghouses.

The opposite side of Saxon Street is less homogenous in scale and typology and has been built at a higher density to include a mix of two and three storey terraced and semi-detached properties.

Description of development

Planning permission is sought for the erection of a pair of semi-detached, two storey, two bedroom dwellinghouses (Class C3) following demolition of the existing, detached dwellinghouse.

The proposed houses would be sited within the side garden of the existing property at 16 Saxon Street.

The proposed houses incorporate gable roofs and front porches and include an off-road parking space to the frontage of each proposed property, modest front and rear garden areas, new planting, bin storage areas and boundary treatment.

The proposal follows approval of a similar proposal and a revised design following refusal of a similar proposal– Ref: 128620/FO/2020 and subsequently dismissed on appeal. The current application relates to an amended proposal following the findings of the appointed Planning Inspector. The amendments notably relate to a reduction in roof ridge height and the addition of a single storey, rear element.

Consultations & Notification Responses

Local Residents/Occupiers

1 representation has been received from a neighbouring occupier, in which a query is raised about why a further application has been received on the site. Concerns are also raised in relation to height of the rear boundary fence not being of the same height as neighbouring fences.

Highway Services

It is noted that the property is situated in the Stadium controlled parking zone.

The addition of two residential dwellings is anticipated to give rise to some additional trips on the highway network. However, it is accepted that the impact that this will generate will be negligible and therefore Highways have no concerns in terms of traffic or safety impact.

The site is located within a residential area in Miles Platting and Newton Heath with regular local bus services routed along Bradford Road.

One car parking space per property is proposed which Highways accept in principle. It is expected that the vehicles will access/egress these spaces suitably without having to reverse

on to the highway. All individual driveway parking spaces should be a minimum of 3.0m x 6.0m as per MCC standard recommendations.

A dropped crossing will be needed to facilitate access to the new dwellings. Should any amendment be required to the adopted highway, this should be undertaken via a Section 184 agreement with MCC Highways and will be subject to the expense of the applicant.

It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available on site for each property.

Secure and sheltered cycle parking should be provided on site for each property

All boundary treatments with frontage to the adopted highway should retain appropriate visibility from a height of 600mm upwards in order to protect sight lines and therefore the height of the boundary wall to the front elevation should be confirmed.

For the avoidance of doubt, all gating which is accessed from the highway must be ensured to be inwardly opening, in order to prevent obstruction to passing footway users.

Suitable bin storage has been indicated within the curtilage of each of the dwellings, this will prevent any obstruction on adjacent footways.

It is noted that regular MCC collection will be used for the site, this is acceptable. Bins will be presented adjacent to the highway on Saxon Street by the occupants on waste collection days.

A condition requiring the submission and agreement of a construction/demolition management plan is requested.

Greater Manchester Police (Design for Security)

It is recommended that the development be designed and constructed to 'Secured by Design' standards.

Recommendations are made in relation to dusk till dawn lighting, boundary treatment and entrance gates.

Greater Manchester Ecology Unit (GMEU)

The Preliminary Report appears to have used reasonable effort to inspect the structures both internally and externally for the presence of bats and assessed the likelihood that bats would use the structure at other times for roosting.

- The building inspection found no evidence of recent or historic usage of bats.
- It was concluded that the structure has moderate potential to support bats at other times and consequently further activity surveys were required.
- The activity surveys were undertaken at an appropriate time of year, in suitable weather conditions and an adequate number of surveyors were present. It appears that reasonable effort was undertaken.
- No bats were observed emerging or re-entering the property, although bats were recorded elsewhere in the locality attesting to the suitability of the surveys.

- There is currently no known reason to contradict the findings of the survey. The application can be forwarded for determination in respect of biodiversity with the following recommendations.
- Bats and their roosts – even when unoccupied – are protected at all times even when disturbance occurs as the result of an otherwise lawful activity such as a planning permission. I would suggest that the applicant's attention is drawn to the legislation and directly to Section 5.2 of the ecological survey via an informative attached to any permission if granted. If bats are found or suspected at any time work should cease until advice has been sought and implemented from the licenced ecologist.
- A condition is advised in relation to bio diversity enhancement.

Environmental Health

Conditions are advised in relation to ground conditions, construction/demolition management, waste management and EV charging,

Flood Risk Management

A condition is requested to require the submission and agreement of a surface water drainage scheme.

United Utilities

A condition is advised in relation to the need for the submission and agreement of a surface water drainage scheme. It is also advised that foul and surface water should be drained on separate systems.

Planning History

Relevant planning history to the site is provided below:

043992/FO/NORTH2/93

Residential development comprising 43-two storey dwellings. *Approved 23 September 1993.*

066323/FH/NORTH1/02

Two storey extension at side. *Approved 3 December 2002.*

069061/FH/2003/N1

Two storey side extension. *Approved 15 October 2003.*

076787/FO/2005/N1

Conversion of 2 storey extension to form separate dwelling house attached to 16 Saxon Street. *Approved 28 October 2005.*

082352/FO/2007/N1

Erection of a detached dwelling house to side garden. *Refused 24 August 2007. Allowed on appeal 10 June 2008 – Ref: APP/B4215/A/08/2069464.*

085008/FO/2007/N1

Erection of part single/part 2 storey detached dwellinghouse following demolition of 2 storey extension to 16 Saxon Street including associated landscaping and boundary treatments. *Approved 3 July 2008.*

128620/FO/2020

Erection of 2.no semi-detached houses (Class C3) with associated parking and external works following demolition of existing dwelling. *Refused 18 January 2021.*

APP/B4215/W/21/3268850

Application referenced 128620/FO/2020 subject to appeal - *Appeal Dismissed 10 June 2021.*

129231/FO/2021

Erection of 2.no semi-detached houses (Class C3) with associated parking and external works following demolition of existing dwelling. *Approved 24 March 2021.*

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Policies DM1, SP1, H1, H4, T2, EN4, EN14, EN14, EN16-19 of the Core Strategy;
- Saved policy DC7.1 and DC26 of the UDP;
- Guide to Development in Manchester (SPD);
- Residential Quality Guidance;
- Greater Manchester Spatial Framework;
- National Planning Policy Framework (NPPF).

Issues

Principle - Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

Policy H4 states further that East Manchester will accommodate East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development.

Priority will be given to family housing and other high value, high quality development where this can be sustained.

Further policy support is also given within policies SP1 and H1 which seek to encourage development on previously developed land including the renewal of areas characterised by poor quality housing, whilst the NPPF advocates a presumption of sustainable development particularly where existing resources can be utilised and shared.

In this case, the site would regenerate an existing house that has fallen into a state of dilapidation and an associated side garden area which incorporates footings associated with a previous planning permission not fully implemented.

The proposal has overcome previous concerns surrounding the roof ridge height, which led to the refusal of an earlier application, and will make best use of the site to provide two new houses, adding to the diversification of housing stock in the area. The site is also appropriately situated within a sustainable location close to local amenities and existing housing stock. On this basis, the principle of the proposed development is considered acceptable.

Specific planning issues are outlined further below.

Demolition of the Existing Buildings - The site is not situated within a conservation area and the existing building proposed to be demolished is not listed. The existing property is in a state of substantial disrepair and of low architectural quality, with no overwhelming features of value. The demolition of the existing structure to facilitate redevelopment of the site would not therefore have a significant or harmful impact upon the appearance of the street-scene or the character of the area in general.

The proposed demolition is necessary to facilitate the comprehensive redevelopment of the site, and would significantly uplift the appearance of the existing streetscape. As such, it is believed that demolition of existing buildings should not necessarily form a barrier to redevelopment of the site and provides an opportunity to enhance the appearance of the area.

Residential Amenity - In terms of the impact upon existing residential occupiers, whilst it is acknowledged that there will be a marginal increase in activity at the site due to the likely number of proposed occupiers and as the site has been vacant for a number of years, the relatively limited amount of prospective occupiers is unlikely to significantly undermine the amenity of existing residents in terms of coming and goings, noise and disturbance.

In terms of any impact as a result of the physical presence of the proposed houses, including any potential over-dominance, overshadowing or overlooking, it is believed that given the interface distances, relationship with neighbouring properties and proposed window positioning, there is unlikely to be any significant, adverse impact upon living conditions. The arrangement is typical and mirrors the interface distance of other properties in the row.

The previous proposal dismissed at appeal also included a single storey element to the rear, which has been replicated as part of the current application.

Whilst this element was of previous concern to the City Council, due to its proximity to the rear boundary and subsequently removed from an extant permission referenced 129231/FO/2021, it has been introduced as part of the current application following the findings of the Planning Inspector in the appeal decision.

The Inspector noted that:

'There are no substantial ground level differences between the proposed and existing dwellings, and the ground floor windows would therefore be adequately screened by the existing boundary fencing'

Further, whilst the extant permission for similar development included a condition requiring the top half of the first floor windows to be obscurely glazed in order to prevent any perceived overlooking, this is no longer considered necessary following the Inspectors' findings.

The Inspector stated:

'There is already a first-floor window in the rear elevation of the existing dwelling which faces 24 Energy Street. This relationship and the resultant overlooking would be materially unaltered with respect to the single bedroom window of the proposed dwelling that would be positioned in a similar location.

There would be a first-floor bedroom window in the other proposed dwelling in a location where there presently is not a window. However, this would face towards the end of the gardens of both No 24 and 106 Sandal Street, and not towards the elevations of the dwellings themselves. Furthermore, its relationship to these existing dwellings would be typical of that found in the surrounding area and in urban locations in general. As a result of these factors, its presence would not result in harmful overlooking'.

It was further noted that:

'Due to the positioning and orientation in relation to both No 24 and No 106, there would be an adequate separation which would ensure that there would not be harmful loss of outlook to the occupiers of these properties or a harmful impact from the massing of the proposal, in terms of both its single storey and two storey elements'.

It was therefore concluded that there would be no harm to the living conditions of the occupiers of adjacent dwellings as a consequence of the orientation of the proposed dwellinghouses and the position of rear facing windows.

As such, it is considered that it would be unreasonable of the City Council to disagree with this assessment and on this basis, the impact of the proposed dwellinghouse, including the single storey element is considered satisfactory in terms of any over-dominance, loss of privacy or perceived intrusiveness.

Whilst a representation from a neighbouring occupier comments that the proposed 1.8 metre high, closed boarded, rear boundary fence would be too high and out of kilter with the neighbouring fence line, it is considered that the fence is appropriate and would maintain privacy levels between neighbouring properties. Moreover, the fence is isolation would constitute permitted development up to a height of 2 metres. On this basis and on balance, the fence height is considered acceptable.

Impact on the Highway - The proposal includes one off road car parking space per unit to provide a 100% ratio which is considered entirely acceptable.

In terms of vehicle movements and access, although there is potential for a marginal increase in traffic along Saxon Street and nearby roads which lead to the site, it is not considered that the anticipated amount and frequency of vehicle movements will be so excessive that it will

jeopardise highway or pedestrian safety or cause congestion on such roads. Highway Services have not expressed any concern in this regard.

Cycle storage - Each house has a secure rear amenity space, where cycle storage units can be provided. In addition, the properties allow the option of storage inside each house if necessary. On this basis, sufficient cycle storage can be catered for.

Design, Scale and Appearance - The proposed houses are two storeys in scale and reflect the scale and form of the prevailing residential context.

In terms of layout, the proposal makes efficient use of the land available, to provide a pair of semi-detached dwellinghouses which respect the amenity of neighbouring occupiers, whilst providing a strong frontage to the road. The footprint of the proposed houses roughly follows that allowed for a previous proposal allowed on appeal.

It is therefore considered that the layout reflects the pattern of development in the area and the development will assimilate effectively into its immediate context.

In terms of design and appearance, the design of the proposed houses adopts a simple, relatively traditional approach, incorporating two-storey, pitched roofs to mirror the scale and roof profile of neighbouring properties. It is therefore believed that the proposed houses can be satisfactorily accommodated, without being over-dominant or at odds with the streetscape.

The proposed use of materials utilises a simple palette, including brick work, UPVC window frames and interlocking concrete tiles. The exact specification will be controlled by way of planning condition to ensure the materials reflects and respect the colour and texture of neighbouring properties.

Surface Water Drainage - A pre commencement condition has been included to ensure that a surface water drainage is submitted and approved in writing by the City Council prior to the commencement of development.

Ecology – Greater Manchester Ecology Unit have assessed the submitted bat survey which includes an updated dusk survey previously required as a planning condition relating the provision extant permission for similar development. The submission includes:

- Dusk Bat Survey Results (Pennine Ecological, June 2021)

- Preliminary Bat Roost Assessment & General Ecological Statement (Pennine Ecological, letter dated 9th November 2020)

GMEU consider that there has been reasonable effort to survey the existing structure both externally and in part internally for the signs of current or historic bat use. No evidence of bats roosting was found.

It is considered that there are no known reasons to contradict the findings of the reports.

A condition is advised in relation to bio-diversity enhancement as advised by GMEU and in line with the guidance contained within the NPPF.

Waste Management - Space is shown, within the curtilage each property, for the storage of the necessary quantity of bins and each property can access the road to the front to allow them to transport the bins to the street frontage for collection. These arrangements are considered

satisfactory. A condition has been included to ensure compliance with the submitted arrangement.

Security - It is considered that proposal enhances natural surveillance to the street and through satisfactory planting and indicative boundary treatment, will allow for decent levels of defensible space and perimeter security.

To ensure the houses incorporate sufficient security measures, conditions have been included which will require detail of the measures to be included, which shall be 'Secured by Design' standards, as well as further details surrounding the proposed boundary treatment.

Affordable Housing - Due to the low number of units proposed there is no requirement to provide any units on an affordable basis, pursuant to policy H8 of the Core Strategy.

Air quality - From an air quality perspective, the proposal is for two residential units only, including one replacement unit. The application site is located close to significant public transport routes with regular Metrolink and bus services. It is therefore envisaged that the location of the proposed development, together with measures forming part of the development, have the potential to limit any adverse impacts to air quality. It is proposed that a condition is attached requiring a Construction Management Strategy to be submitted, which would include mitigation measures in relation to dust suppression.

Climate Change - As the proposal would result in a modest number of residential units within the context of a principally residential environment, the impact upon climate change is considered negligible.

The site is located near to a busy, main arterial route and transport corridor, and is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity.

A condition requiring the submission and approval of electric car charging points has also been included. Such a measure will serve to limit the impact the upon climate change.

Construction Management - To ensure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, or the highway, conditions have been included which requires the submission and approval of a construction and demolition management plans which will need to details working practices, safety measures, dust suppression, the parking of construction vehicles and the removal of waste.

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 polices 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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

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

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

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

Drawings numbered PL01/A, PL03/B, PL04/B and PL06/C received by the City Council as Local Planning Authority on 23 June 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 above ground development works above ground shall take place, 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. The development shall be constructed only using the approved materials. The development shall only be implemented in accordance with the agreed details.

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

4) No development hereby approved shall commence until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

This shall include:

- Evidence-based adherence to Drainage Hierarchy;
- Front driveway surfacing shall be permeable where feasible;
- Maximised green SuDS components where feasible;
- 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.

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.

5) Notwithstanding details submitted, 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.

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 SP1 of the Manchester Core Strategy.

6) 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. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 SP1 of the Manchester Core Strategy.

7) Prior to the commencement of development, a construction management/demolition plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt should include;

- Measures to control noise and vibrations;

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

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

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

8) The development shall not be occupied until details of the security measures to be incorporated into the development, which shall be to 'secured by design' specification, have been submitted to and approved in writing by the City Council as Local Planning Authority. This shall include details of external fittings, boundary treatment, gates and dusk till dawn lighting. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) The development shall be carried out in accordance with the Waste Management Strategy and bin storage area indicated on drawing numbered PL 03/B, received by the City Council, as Local Planning Authority on 23 Jun 2021. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside the curtilage of each property, other than on the day of collection.

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of Manchester's Core Strategy.

10) Prior to the first occupation of the residential development hereby approved, full details of 2 electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of any of the residential units and be retained thereafter.

Reason - In the interest of air quality, pursuant to policy EN16 of the Manchester Core Strategy.

11) Notwithstanding details submitted, no above ground development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment/gates (including acoustic fencing) to be erected. The boundary treatment/gates shall be completed before any of the houses hereby approved are occupied. The development shall be carried out in accordance with the approved details 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, pursuant to policies SP1 and DM1 of the Core Strategy.

12) Notwithstanding details submitted, no above ground development shall commence until a detailed hard and soft landscaping treatment scheme has been submitted to and approved in

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

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

13) Prior to first occupation of the apartments hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

14) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of Manchester's Core Strategy and the National Planning Policy Framework.

15) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and 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 and DM1 of the Core Strategy.

16) 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) none of the residential units hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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.

17) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no building extensions or roof alterations shall be permitted to any of the residential units hereby approved, other than that expressly authorised by the granting of this planning permission.

Reason - In the interests of residential amenity, since any additions to the approved dwelling may adversely impact upon visual amenity or the amenity of neighbouring occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

18) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no windows or doors shall be inserted within the exterior of the residential units, or any other boundary treatment erected to the road frontages, other than that expressly authorised by the granting of this planning permission.

Reason - In the interests of residential amenity, since any additions to the approved dwelling may adversely impact upon visual amenity or the amenity of neighbouring occupiers, pursuant to Policies DM1, EN3 and SP1 of the Manchester Core Strategy.

19) Before first occupation of the dwellinghouses hereby approved, all windows in the side, gable elevations, as shown on drawings numbered PL 04/B and PL 06/C received by the City Council as Local Planning Authority on 23 June 2021, shall be obscure 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 residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

Informatives

1) The applicant should be aware of the indicative culvert 'Shooters Brook'; circa. 20m from the site boundary along Sandal Street.

2) The applicant is reminded that under the Habitat Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

3) A dropped crossing will be needed to facilitate access to the new dwellings. Should any amendment be required to the adopted highway, this should be undertaken via a Section 184 agreement with MCC Highways and will be subject to the expense of the applicant.

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

4) United Utilities advise that foul and surface water should be drained on separate systems.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management

24 Energy Street, Manchester, M40 7ZQ
106 Sandal Street, Manchester, M40 7EF
14 Saxon Street, Manchester, M40 7BY
19 Saxon Street, Manchester, M40 7BY
17 Saxon Street, Manchester, M40 7BY
100 Sandal Street, Manchester, M40 7EW
11 Saxon Street, Manchester, M40 7BY
13 Saxon Street, Manchester, M40 7BY

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
HSE COMAH Zone - H1485 MZ - Bradford Road Holder Station (East) Middle Zone
HSE COMAH Zone - H3595 MZ - Bradford Road Holder Station (West) Middle Zone
HSE COMAH Zone - H1485 OZ - Bradford Road Holder Station (East) Outer Zone
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH1