

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131356/FO/2021

Date registered valid: 9 February 2022

Proposal: Erection of a pair of part two, part three storey, semi-detached dwellinghouses (Class C3) with associated garages, landscaping and boundary treatment

Address: Vacant Land To The North/Rear Of 111-117 North Road, Manchester, M11 4NE

Ward(s): Clayton & Openshaw Ward

Applicant: Brindle & Yam (Solicitors) Ground Floor Hanover House, 30 - 32 Charlotte Street, Manchester, M1 4FD

Agent (if any): Tia Tian Studio Tian 111 Redearth Road, Darwen, BB3 2AR

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 27 May 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 20 October 2021 21 October 2022 15 January 2022 9 March 2022

Standard consultations:

Printed: 23 February 2022 Expired: 16 March 2022

Neighbour notifications

Printed: 23 February 2022 Expired: 16 March 2022

Site notice

Posted: 20 October 2021 Expired: 10 November 2021

Posted: 5 January 2022 Expired: 26 January 2022

Posted: 9 March 2022 Expired 30 March 2022

Press advert

Published: 15 March 2022 Expired: 5 April 2022

Published: 11 January 2022 Expired: 1 February 2022

Published: 5 October 2021 Expired: 26 October 2021



Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area



Fig.1 – Views of the application site

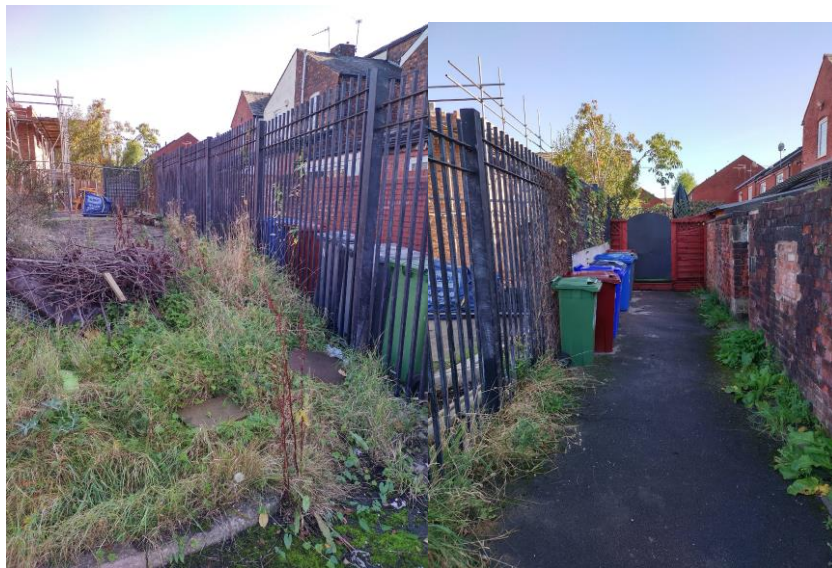


Fig. 2 – Views of the northern site boundary

The application site fronts Barrington Street and is close to its southern junction with Clayton Street. It is located in a predominantly residential area with incidences of community and commercial uses. It relates to a previously developed but cleared and grassed open land formed and subsequently affected by fly tipping. To the west of the site lies a hard surfaced unadopted but Council owned access road. It extends to form an alleyway extends along the southern boundary with a 3 storey terraced houses and a pharmacy fronting North Road (nos 109 to 119).

Beyond the access road is open land that accommodates underground flood control equipment, including storage tanks owned by United Utilities and authorised by planning permission 093706/FO/2010/N2. On the western side Clayton Street is a nurse's and children's centre. Barrington Street is characterised by 2-storey, red brick terraced houses. The land to the east of the site is the subject of the following planning permission that is under construction: 122762/FO/2019 - Proposed erection of a three storey detached dwelling with associated integral garage, landscaping and boundary 119 North Road Manchester M11 4NE.

The alleyway to the south of the site has railing fencing and gates approved under planning permission ref: 062634/FO/NORTH2/01 installed by a former local regeneration organisation. Notwithstanding the above, the applicant has demonstrated that the fencing and gates has been installed on privately owned land comprising the application site. Appropriate notice has been served on affected landowners and the properties with established access across it.

Description of development

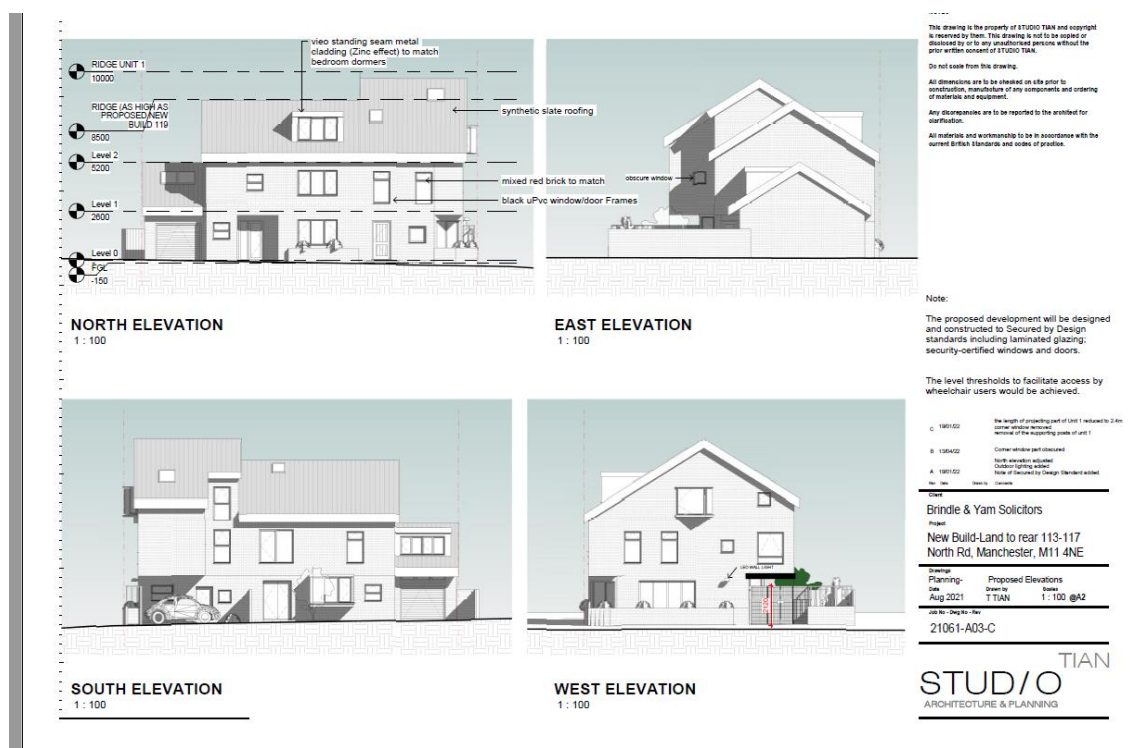


Fig. 3 – Proposed elevations

The development involves the erection of a pair attached houses that share elevational characteristics but represent differing house types. The principal elevation would involve a staggered elevation adjacent to the back of footpath reflect the arrangement of the adjoining

development. The returning western elevation is offset from the adjacent alleyway and demarcated by a wall and access to a car parking space to Unit 1.

The composition of the proposed houses involves the formation of a series of three pitched roofs with ridge lines and gables running from east to east (with maximum heights of 5.2 metres, 8.5 metres and 9.8 metres). The roofscape further articulated through the inclusion of flat roof dormer extension and roof windows. The rear elevation of Unit 1 would incorporate a projecting element to the first and first floor that would over sail a car parking space below. The existing boundary railing to the alleyway would be partially removed to facilitate the erection of 1.8 metres high fencing. Railings and gates would be retained across the alleyway beyond the site. Access for existing and future residents would also be retained.

The proposed houses would involve:

- i. Unit 1 – Ground floor living accommodation with 4 bedrooms over with 3 floors (GIA 113 sq. metres);
- ii. Unit 2 - Ground floor living accommodation with 5 bedrooms over with 2 floors (GIA 168 sq. metres).

Consultations & Notification Responses

Local residents – Two representations have been received and are summarised below:

- i. One neighbouring resident advised that planning permission was granted and implemented to extend the rear garden of a neighbouring property. The identified land was initially included in the planning application site.
The applicant demonstrated that this land was in private ownership and an appropriate notification had been served. However, the applicant agreed to omit the land in question so that related matters could be addressed between the interested parties. Re-consultation was undertaken and no further comments were received in respect of this matter.
- ii. A second representation was received concerning the inclusion of a different section of land as part of the neighbouring development site. The interested party was advised that this matter would need to be addressed outside the parameters of the planning application and discussion should be undertaken with the developer. Again, no further comments were subsequently received.

Environmental Health – The following comments are recommended:

- i. The submitted odour assessment is acceptable;
- ii. The provision of EV charging points is supported;
- iii. A condition requiring the agreement and implementation of a construction management plan is requested;
- iv. The waste management plan should be supplemented with details relating to details of internal storage areas and details of transit distances from bin storage area and collection points;
- v. A condition to address historic land contamination is recommended;
- vii. Confirmation has been received that no further comments are made in relation to the submitted E3P noise and vibration assessment ref. 50-484-R1-1, dated 10th December 2021.

Flood Risk Management – A condition is recommended to ensure that the development does not begin until a surface water drainage layout for the site, based on sustainable drainage principles in adherence with the drainage hierarchy, has been submitted to and approved in writing by the local planning authority.

An informative is also recommended advising that the underground Clayton Dingle Tributary is located within close proximity to the site (approximately 10m to the west of the site). It is advised that on-site contractors to remain take this into account and remain observant during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and Council should be contacted immediately.

Highway Services – No objection the following comments are made:

- i. The car parking dimensions for the car parking bay (Unit 1) and garage (Unit 2) are acceptable;
- ii. Confirmation of the provision of 7 Kw/H vehicle charging points for each house are welcomed;
- iii. The waste management arrangements are acceptable;
- iv. An off-site highways condition is required for related works, including ne drop kerbs;
- v. Secured cycle storage is welcomed;
- vi. The submitted swept path analysis demonstrates that the car parking space to Unit 1 can be suitably accessed and egressed by a larger saloon type vehicle;
- vii. A construction management plan is requested;
- viii/ Access to the rear alleyway is acceptable.

Greater Manchester Ecology Unit – The following comments have been received:

- i. Potential ecological issues related to badgers, nesting birds, invasive species and ecological mitigation. In this case, these issues be addressed through condition and without a survey and informatives.
- ii. Badgers – It is understood that there is a local urban badger population in the wider area. The likelihood of the presence of badgers within the site is extremely low, an informative detailing the legal requirements should badgers be encounter during construction, including the attainment of advice form a qualified ecologist.
- iii. Nesting Birds - It is understood that the site incorporates e scattered scrub that could provide bird nesting habitat. As all British birds, nests and eggs (with certain limited exceptions) are protected by Wildlife & Countryside Act 1981, as amended, it is recommended that: no works to trees or shrubs shall occur between the 1March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.
- iv. Invasive species - Sites such as this are high risk for invasive species, including Japanese knotweed. Its is not apparent that invasive species are contained within the site. However, as a precautionary approach and informative is recommended detailing action that should be taken if such species are encountered.
- v. Contributing to and enhancing the natural environment – It is recommended that bio-diversity enhancement is delivered through a condition relating to landscaping and the provision of bird boxes.

Greater Manchester Police Design for Security – The following recommendations have been made:

- i. The proposed development should be designed and constructed to Secured by Design standards, including laminated glazing and security certified windows and doors.
- ii. All garden boundary treatments adjacent to publicly accessible land, should be 2100mm high.
- iii. Entrance gates should be installed that lead to the rear of the property and should be set forward as close to the building line as possible.
- iv. Dusk 'til Dawn lighting should be installed on all external doors in particular to the side elevation of Unit 1 overlooking the car parking space.
- v. Any external bin stores should be a secure, lockable and fire resistant enclosure.
- vii. Access to the service alley should be restricted to only the residents of the units and adjacent properties.

The application is supported subject to further consideration of the above matters.

United Utilities Water PLC – The following comments have been submitted:

- i. With regard to the Noise and Vibration Assessment, it is noted that the findings indicate that there will be no adverse impact on the proposed properties from the existing detention tank, and that the agent of change principle set out within the NPPF has been adopted. Therefore, if MCC Environmental Health are also satisfied with the findings of the Assessment (and the conclusions that the proposed development will not be adversely impacted by the detention tank) it is requested that the report is included as an approved document on the decision notice as a condition;
- ii. With regard to the easement, this was highlighted in the UU letter to make the applicant aware. UU are satisfied that the application proposals do not impede the easement, based on the information submitted as part of the planning application, the applicant should make their own enquiries with propertygeneralenquiries@uuplc.co.uk to ensure they fully understand the details of the easement and should ensure that the easement is respected both during construction and post completion of the development and nothing occurs which would block this right of access. An informative on the Decision Notice would be useful to reinforce this point.

Issues

National Planning Policy Framework (NPPF) - National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The Framework has been related to the proposed development, with particular emphasis given to the following:

- i. Chapter 5 Delivering a sufficient supply of homes - States that 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; the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (paragraph 60). In this case, it is considered that the development would improve the quality of the residential accommodation and thereby help to secure its sustained occupation. The property would thereby maintain a contribution to the local housing supply and accord with the objectives of chapter 5.

ii. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development has taken account of the need to incorporate security measures into the design of the development. It is considered that the comments of GM Design for Security are capable of being incorporated into the development through the attached conditions. The development therefore has the capacity to accord with chapter 8.

iv. Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users (paragraph 110).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. Satisfactory off-street car parking would be provided to both properties. The site is serviced by the local bus network and Metrolink is within walking distance. The applicant has confirmed the provision of secured cycle storage. The development would thereby accord with chapter 9.

v. Chapter 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. The development would secure the development of a brown field space that currently that does not provide amenity benefit or recreational function. Its development would provide new housing of some quality and address current issue relating to fly-tipping. It is considered that the development would thereby positively respond to Chapter 11.

vi. Chapter 12: Achieving well-designed places - States that 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 (paragraph 126). Paragraph 130 further states that planning decisions should ensure that development:

- a. Will function well and add to the overall quality of the area (over the lifetime of the development);
- b. Is visually attractive and related to good architecture, layout and landscaping;
- c. Is sympathetic to local character and surrounding built environment, whilst not preventing or discouraging appropriate innovation or change, including increased densities;
- d. Establishes or maintains a strong sense of place, including the arrangement of streets, spaces, building types and materials;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

The height and design of the roof extension has been informed by the surrounding context, including the neighbouring implemented planning permission. The development would reflect the characteristic siting of houses and the space between them. The development has been appropriate the related to the constraints of the site to secure a proportionate development that accords positively to Chapter 12.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG, which have been appropriately responded to:

- i. Consultation and pre-decision matters
- ii. Design
- iii. Flood Risk Planning and Flood Risk
- iv. Health and well-being
- v. Noise
- vii. Land affected by contamination
- viii. Air quality

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to 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.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The development would provide a design that would positively contribute to the quality of built form in the locality thereby enhancing local amenity. The development would incorporate appropriate access to the ground floor. The environmental design of the development would exceed Part L of current building regulations and secure carbon reductions proportionate to the scale of the development. The development would benefit from access to sustainable public

transportation links and incorporate cycle storage. Policy SP1 would therefore be positively responded to.

Policy EN1 (Design Principles and Strategic Character Areas) -States that opportunities for good design to enhance the overall image of the City should be fully realised to reinforce and enhance the local character and context of the development site. In this case, the proposed design would provide a contemporary design response that has been related to the scale and proportions of the neighbouring planning permission ref:122762/FO/2019. The height has been related neighbouring housing to North Road, with siting reflecting the character of development in the locality. The proposed housing incorporates significant articulation to reduce its scale and massing and the arrangement of windows would further relieve the composition of built form. The window arrangement would also secure an appropriate relationship to the streetscene and secure natural surveillance. Appropriate materials would be secured through condition. On balance, the development would accord with policy EN1.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) -Has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency. These requirements would be responded to through the application of contemporary building techniques, use of materials and other potential measures, including solar water heating and PV panels. On this basis, policy EN4 would be positively responded to.

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The information and condition requested by the LLFA has been related to the development. The drawings and documents approved by United Utilities have also been related to the development as a condition.

Policy EN15 (Biodiversity and Geological Conservation) - States, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate. The development has been assessed by GM Ecology Unit (GMEU) and it is apparent that the site has little ecology value. The informative requested by the GMEU have been related to the development along with a condition relating to bio-diversity enhancement. Policy EN15 would therefore be complied with.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

The applicant has demonstrated that adequate provision can be made for the storage of segregated waste and recycling with the site, subject to the fulfilment of a condition confirming capacity and collection arrangements. Policy EN19 would thereby be complied with.

Policy H1 (Overall Housing Provision) - Relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The proposed development responds positively to policy H1 by:

- i. Contributing to the creation of mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people and people with specific support requirements;
- ii. Supporting growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- iii. Ensuring that the design and density of the scheme contributes to the character of the local area;
- iv. Making appropriate provision for parking cars and appropriate levels of sound insulation;
- v. Being designed to give privacy to both its residents and neighbours.

Policy H 4 East Manchester - The proposed development would accord with Policy H4 and its aspiration for the delivery of new housing in East Manchester and the delivery of high quality and sustainable family housing.

Policy H11 (Houses in Multiple Occupation) - Has been related to a condition to ensure that the apartment is maintained as single occupancy accommodation and to prevent future occupation as small-scale houses in multiple occupation (Class C4) proposed housing is retained as Class C3 accommodation. This accords with the requirement of policy H11, which aims to secure a sustainable and appropriate mix housing type and tenure.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development site is located on a sustainable public transportation route and cycle storage has been included. On this basis, it is considered that the development responds positively to policy T1.

Policy T2 (Accessible areas of opportunity and need) - States that the Council will actively manage the pattern of development to ensure that new development ensuring access by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. The sustainable location of the application site, in terms of access to public transport and proximity to services within nearby local centres would ensure that the development would be suitably related to the specified objectives of policy T2.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development to ensure that development has regard to the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

It is considered that the above assessment demonstrates how the development would accord with policy DM1 points a - h (inclusively). It is considered that the impact of the development on

residential amenity would be suitably mitigated and managed through the details of the application and related conditions. Policy DM1 would therefore be accorded with.

Unitary Development Plan (Saved UDP) Policies - The following Unitary Development Plan saved policies are relevant to the assessment of the development:

Part 2

Policy DC7 (New Housing Development) – States that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. Policy DC7 also requires that a satisfactory quality of development is achieved. In this case the layout of the proposed houses and the quality of design would accord with residential quality guidance. It is also considered that satisfactory access for people with disabilities would be achieved. Policy DC7.1 would therefore need to be complied with.

Policy DC26 (Development and noise) - The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily. This is particularly relevant given the potential noise generated along Clayton Street.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The development is located in a predominantly residential area with likely noise impacts being limited to traffic and the day-time use of external play areas relating to the nearby childrens' centre. It is considered that issues relating to noise attenuation can be addressed through the included condition to secure accordance with policy DC26.

Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

The following paragraphs are of relevance and have been satisfactorily responded to:

- i. Section 2 Design
- ii. Section 3 Accessibility
- iii. Section 8 Community Safety and Crime Prevention.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. It was approved by the Executive at its meeting on 14 December 2016. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2038, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate

and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process. It is considered that the proposed housing layout would achieve appropriate standards of internal space. It would also meet and exceed the relevant space standards in relation to Unit 1 and Unit 2 respectively. The quality of design that would contribute to the character of the local area and thereby would encourage sustained long-term occupation. MRQG would thereby be complied with.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, 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. In this case negotiation were undertaken with the applicants' agent to ensure that appropriate notification had been served on interested landowners and individuals with potential access rights across the site. Discussion also led to the magnitude of the development, its relationship to neighbouring houses and the configuration of external space and car parking. Further information has been provided to ensure that the development would be satisfactorily related to neighbouring underground drainage infrastructure. On the basis the eth submitted and supplementary drawings and documents the proposed development has been appropriately assessed.

Principle of the development – The development would secure the development of a parcel of land that has been previously developed and is currently affected by fly-tipping. It has very limited amenity value and does not contribute to local open space provision. The magnitude of development is comparable to the implemented neighbouring development relating to planning permission ref: 122762/FO/2019. The development has secured appropriate siting that reflected the characteristics of the locality, Similarly, the height of the development has been informed by the scale of existing and neighbouring development. The standard of design is considered to be appropriate and delivers a positive contribution to the quality of built form in the locality. The development would also contribute to local housing provision. The principle of the development is therefore considered to be acceptable.

Future use of the development - A condition is recommended to ensure that the proposed dwellinghouses are maintained as single occupancy Class C3 accommodation, and to prevent future occupation as small-scale houses in multiple occupation (Class C4). This approach would ensure that the development contributes to a sustainable supply of family housing and appropriate mix housing type and tenure.

Siting – The siting of the development is shown at Fig.4

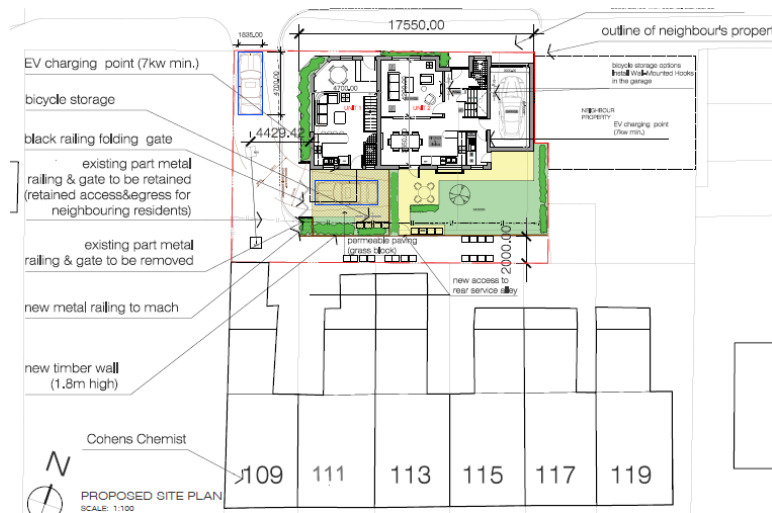


Fig.4 – Proposed siting

Unlike the more uniformly arranged properties on its northside, the southside of Barrington Street has street frontage that is characterised by the juxtaposition of gable elevations, communal spaces and the arrangement of bays to linked terraced houses. The development has thereby been informed by the siting of the neighbouring development as shown above. The departure from this being the upper floor projecting element to Unit 1, which would not incorporate windows to its southern elevation and maintain a distance of 9.5 metres to the nearest first floor habitable room windows to No 111. Distances of between 12 metres and 13.3 metres would be retained between remaining sections of rear wall to the development and the nearest first floor habitable room windows. Where single extensions have been formed to neighbouring properties, rear windows would be screened by existing boundary walls. The retention of open space across the adjoining site would maintain a sense of spaciousness. The retained alleyway would demarcate the development site from neighbouring properties. The inclusion of windows in the side elevation would give the development an appropriate presence to the streetscene without resulting in loss of privacy or overlooking.

Height, scale and massing – The applicant has related the development to the surrounding height and scale parameters. It is considered that the inclusion of height at the north-west corner of the site would be appropriate, notwithstanding the presence of the 2-storey terraced housing on the north-side of Barrington Street. This relationship would be acceptable due to its limited 5.8 metre width and the formation of a descending roof plane terminating at a 5.6 metres high eaves across the main part of the principal elevation. The eaves height has been informed by the neighbouring development. The inclusion of height would secure an appropriate relationship to Clayton Street over the retained open space to the west of the site. The highest part of the development positively responding to the ridge line of neighbouring properties with frontages to North Road with the lower ridge lines appropriately related to neighbouring 2 - storey outriggers. The scale and massing of the development would be reduced through the articulation incorporated into the principal elevation, arrangement of windows and the formation of space across the roofscape. On balance it is considered that the development can be accommodated within the surrounding context.

Design – The development has been informed by planning permission ref: 122762/FO/2019. The impact of height has been reduced through the graduated arrangement of the roofscape. The highest part of the development would be viewed from the junction of Barrington Street and Clayton Street giving it appropriate emphasis in the streetscene, which is important as it is very unlikely that the neighbouring site would be developed, due to underground flood control equipment, including storage tanks owned by United Utilities. The use of pitched roofs with

gables would reflect the character of the area giving the development necessary cohesion to existing built form. The provision of windows in the western elevation is considered appropriate due the lack of development potential of the neighbouring site. A condition requiring the use of matching material have been included. On balance it is considered that the design is acceptable.

Accessibility – The configuration of the proposed houses allows the potential for future adaptation to meet changing needs, including mobility disabilities. The submission indicates the provision of level access. For the avoidance of doubt a condition has been included to ensure that the development achieves level thresholds to external doors. Appropriate access arrangements would thereby be achieved.

Residential amenity – It is considered that the quality of the development would contribute positively to the character of the streetscene and the wider area. The siting of Unit 1 has been revised to reduce the projection of the rear element of Unit 1 and secure an appropriate arrangement of windows and obscured glazing as required. The distances achieved between windows in the proposed southern elevations and neighbouring housing reflective of the separation between residential built form in the locality and are thereby considered to be acceptable.

Private garden areas have been provided to achieve amenity space and defined the public and private realm. It is acknowledged that the inclusion of a car parking space in the rear garden of Unit 1 thereby resulting in limited amenity space. However, houses in the area characteristically incorporate rear yards with reduced space following the formation of extensions. The proposed garden areas thereby respond to the urban context. The inclusion of 'grasscrete' type surfacing would also give flexibility to the use of the space when not used for car parking.

Residential space criteria – Unit 1 would meet the relevant internal space criteria related to Unit 2 would be exceeded. The quality of the achieved internal space is thereby considered to be acceptable.

Noise – It is considered that potential noise impacts would be limited to traffic along Clayton Street and the day-time use of external play areas relating to the nearby childrens' centre. It is considered that noise from theses sources can be attenuated appropriately through the attachment of condition relating to measures in the submitted Nose and Vibration Assessment report.

Crime and Security – The development has been designed to appropriately demarcate public and private space. Appropriate natural surveillance would be provided along, with in curtilage car parking. It is thereby considered that the development has taken account of the need to incorporated security measures into the design of the development . It is considered that the comments of GM Design for Security are capable of being incorporated into the development through the attached conditions.

Boundary treatment - A condition has been included required the details to the proposed boundary fencing and gates to the alleyway are considered necessary to maintain existing standards of security, to maintained access to existing residents and facilitate waste collection. These measures would be conditioned for implementation prior to occupation and thereafter maintained in situ.

Reducing carbon emissions and sustainable design - The development would be constructed using contemporary building techniques including arrangement for thermal insulation and the potential installation of PV panels and solar water heating systems. The development would

thereby exceed the current related requirements for Part L of the current building regulations. The development would not significantly increase car usage or traffic generation. The development would also include cycle storage provision. The development would thereby achieve satisfactory carbon reduction marginally improve the existing circumstances with scope for future improvements.

Car parking and highways issues - The site is situated in a sustainable location with access to bus routes and shops and local services, including Metrolink, in walking distance. Although car parking has been included, the proximity of public transport options and provision of cycle storage would reduce reliance on car usage. The applicant has confirmed the dimensions of car parking in relation to Units 1 and 2 would meet required standards. A condition has been included to ensure the provision of electric vehicle charging points. Satisfactory details have been provided regarding access and egress from the proposed car parking space to Unit 1. The applicant is aware that access to the car parking space to Unit 1 is achieved across land that is owned by the Council, but unadopted. Whilst securing access across this land would be a matter for consideration outside the planning application, a condition has been included to ensure that that car parking spaces are available for use prior to occupation of the development. This approach would, in effect, require the attainment of the necessary permission to fulfil the requirements of this condition.

Cycle storage – The applicant has demonstrated that site has the capacity to provide one cycle space within the enclosed boundaries of the respective garden areas. A condition has been included to ensure the specification of the cycle storage racks meets standards secured by design standards and that the implemented measures are retained at all times thereafter.

Off-site highways – A condition has been included to ensure the implementation of the off-site highways works to Barrington Street. The works would need to be implemented before first occupation of the development.

Construction Management Plan (CMP) - Given the relationship of the site to neighbouring houses, it is considered that the undertaking of construction will need to be appropriately managed. The applicant has been advised of the need for a construction management plan and condition has been included.

Waste management – The proposals provide areas for the storage of segregated waste and recycling bins with the respective rear gardens, which is considered acceptable within enclosed and manageable spaces. A condition has been included requiring details of bin capacities, internal waste storage arrangement and collection arrangements. These details would supplement the submitted waste management strategy would be implemented and retained as part of the development.

Air Quality – It is considered that the impact of the development on local air quality can be mitigated against, through the combined requirements for building regulations, the provision of EV charging points and the provision of cycle storage thereby reducing reliance on car usage.

Landscaping – A condition has been included to ensure the provision of hard and soft landscaping as part of the development, including the provision of permeable 'grasscrete' type surfacing to the car parking space to Unit 1 to improve its usability.

Biodiversity enhancement – This would be achieved through included conditions relating the provision of hard and soft landscaping and the provision of bat and bird boxes as part of the development.

Flood risk and site drainage - The conditions and informative requested by United Utilities and the FRMT have been included. The development has also been related to the odour and noise and vibration assessments (requested and assessed by UU) by separate conditions.

Contaminated land – The applicant has submitted ground condition surveys and the details of the preliminary assessment have been agreed with Environmental Health. However, the scope of and related intrusive site investigation will need to be agreed with Environmental Health. To facilitate this and to ensure that land contamination is appropriately addressed a comprehensive land contamination condition has been included.

Invasive plant species – It is not apparent that the site is affected by any invasive species, including Japanese knotweed. As a precautionary approach, an appropriate informative has been included.

Conclusion - On this basis, it is considered that the development is acceptable and meets the requirements of and satisfactorily accords with Core Strategy for the City of Manchester, Unitary Development Plan saved policies and the National Planning Policy Framework.

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

In this case, 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. In this case negotiation were undertaken with the applicants' agent to ensure that appropriate notification had been served on interested landowners and individuals with potential access rights across the site. Discussions have also informed the magnitude of the development, its relationship to neighbouring houses and the configuration of external space and car parking. Further information has been provided to ensure that the development would be satisfactorily related to neighbouring underground drainage infrastructure. On the basis the submitted and supplementary drawings and documents the proposed development has been appropriately assessed, and appropriate conditions attached.

Condition(s) to be attached to decision for approval

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 stamped as received by the City Council as local planning authority on 16 August 2021, 8 December 2021, 10 December 2021, 15 December 2021 and 27 April 2022:

Planning application forms (amended by Certificate B received 15 February 2022)
Location plan with red edge (dated Feb 2022) Ref: 21061-LP Rev A
Existing site survey Ref: 21061-S01
Proposed Site Plan Ref: 21061-A01 Rev J
Proposed floor plans of Unit 1 & Unit 2 Ref: 21061-A02 Rev B
Proposed elevations Ref: 21061-A03 Rev C
Topographic Survey drawing Ref: SSS-9784-2D
Design and Access Statement Ref: Ver1.0 dated August 12 2021 by Studio Tian (amended by approved drawings)

Noise and Vibration Impact Assessment 109-119 North Road Manchester Ref: 50-484-R1-1
Date: 10th December 2021 by E3P
Odour Assessment North Road, Manchester Client: Gavlis Group Ltd Reference: 5116r1 Date: 14th December 2021 by Redmore Environmental.

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 for the City of Manchester.

3) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented as part of the development and maintained in situ at all times 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, as specified in policies SP1 and DM1 of the Core Strategy for the City of Manchester.

4) The development hereby approved relates to the erection of one, 3 storey, 4 bedroom dwellinghouse and one, 2 storey, 5 bedroom dwellinghouse with integral garage (Class C3).

Reason - For the avoidance of doubt and in the interest of residential amenity , pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) 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 HMOs 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 the provision of accommodation that is suitable for people living as families pursuant to paragraph 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 Core Strategy for the City of Manchester.

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

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

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

Proposed floor plans of Unit 1 & Unit 2 Ref: 21061-A02 Rev B

Proposed elevations Ref: 21061-A03 Rev C

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

8) Before first occupation of the development all bathroom windows and any other windows marked as being obscurely glazed in relation to the authorised Unit 1 and Unit 2 on plan ref: Proposed elevations Ref: 21061-A03 Rev C

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 for the City of Manchester.

9) Notwithstanding the detail of drawings referenced: Proposed Site Plan Ref: 21061-A01 Rev J and the submitted waste management pro forma and before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the arrangements for the internal storage of waste, identification of waste and recycling bin collection points and confirmation of transition distances of bins from storage areas for Unit 1 and Unit 2 to collection points. The agreed details, comprising the waste and recycling management plan, shall be implement in full upon first occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

10) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

i. Display of an emergency contact number;

- ii. Details of Wheel Washing;
- iii. Compound locations where relevant;
- iv. Location, removal and recycling of waste;
- v. Routing strategy and swept path analysis;
- vi. Parking of construction vehicles and staff; and
- vii. Sheeting over of construction vehicles.

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

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

11) Before the first occupation of the development, the car parking arrangements for Unit 1 and Unit 2 as shown of drawing Proposed Site Plan Ref: 21061-A01 Rev J shall be available for use and maintained in situ at all times thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

12) Before the occupation of the authorised development, full details and specifications of all off-site highways works, including footpath reinstatement to Barrington Street shall be submitted to and approved in writing by the City Council as local planning authority. The required works shall be fully implemented prior to the first occupation of any part of the development and maintained in situ thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

13) Before the first occupation of the development finalised details of the proposed cycle storage racks to Unit 1 and Unit 2, as shown on drawings referenced Proposed Site Plan Ref: 21061-A01 Rev J, shall be submitted to and approved in writing by the City Council as local planning authority. The specification of the cycle racks shall be secured by design standards and be installed before the occupation of Unit 1 and Unit 2 and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage of cycles, pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

14) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Clayton Street shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

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

non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources and protect future residents from noise disturbance pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Core Strategy for the City of Manchester.

15) Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles in adherence with the drainage hierarchy, has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

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

16) Prior to the first occupation the dwellinghouses hereby approved, the development shall be implemented in accordance with the details and specifications of the document referenced: Odour Assessment North Road, Manchester Client: Gavlis Group Ltd Reference: 5116r1 Date: 14th December 2021 by Redmore Environmental. The implemented details shall remain in situ at all times thereafter.

Reason - In the interests of residential amenity and 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 policies SP1, EN17 and DM1 of the Core Strategy for the City of Manchester.

17) Prior to the first occupation the dwellinghouses hereby approved, the development shall be implemented in accordance with the details and specifications of the document referenced: Noise and Vibration Impact Assessment 109-119 North Road Manchester Ref: 50-484-R1-1 Date: 10th December 2021 by E3P. The implemented details shall remain in situ at all times thereafter.

Reason - In the interests of residential amenity and 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 policies SP1, EN17 and DM1 of the Core Strategy for the City of Manchester.

18) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

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

19) Notwithstanding the detail of drawings referenced: Proposed Site Plan Ref: 21061-A01 Rev J details and specifications of all boundary treatment, including walls, fencing, gates (including repositioned fencing and gates shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be fully implemented before the first occupation of the development and maintained in situ at all times thereafter.

Reason - To safeguard residential amenity, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

20) Prior to the first occupation the dwellinghouses hereby approved, the electric vehicle charging points as shown on drawing Proposed Site Plan Ref: 21061-A01 Rev J shall be installed and achieve an operational capacity of 7kw/H. The installed electric vehicle charging points shall be maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and the contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

21) Before the occupation of any part of the development, the arrangements for the provision of bat and bird boxes shall be submitted to and approved in writing by the City Council as local planning authority. The agreed measures shall be implemented prior the first occupation of the development and maintained in situ at all times thereafter.

Reason - In order to enhance local bio-diversity through the provision of wildlife habitats, pursuant to policy EN15 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

22) No removal or other work to trees, scrub and or hedges shall be undertaken in the main bird breeding season (March to July inclusive), unless nesting birds are found to be absent, by a suitably qualified person.

Reason - To safeguard local biodiversity and nature conservation, pursuant to policy EN15 of the Core Strategy for the City of Manchester.

23) Before the occupation of the development, a report shall be submitted to and approved in writing by the City Council as local planning authority verifying the implementation of the measures relating to the delivery of sustainable design and carbon reduction as set out in page 13 of the submitted Design and Access Statement Ref: Ver1.0 dated August 12 2021 by Studio Tian. The agreed measures shall be implemented prior to the occupation of the development and maintained in situ at all times thereafter.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1, T2, EN4, EN8 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

24) The alleyway adjacent to the northern boundary with houses at 109 - 117 North Road (inclusive) shall remain unobstructed at all times, including the construction phase of the development, to facilitate access and egress to and from neighbouring properties.

Reason – In interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy of the City of Manchester.

25) The development shall achieve level thresholds to external doors to Unit 1 and Unit 2 as confirmed on drawings referenced: Proposed elevations Ref: 21061-A03 Rev C and Studio Tian email dated 5 May 2022.

Reason – For the avoidance of doubt and to ensure that the development secures inclusive access pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

26) Before the occupation of the development a scheme detailing hard and soft landscaping, including the permeable surfacing of the car parking space to Unit 1, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented to a timescale to be agreed with the City Council as local planning authority and maintained in situ at all times thereafter.

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 for the City of Manchester.

27) Before the occupation of the development ,the security measures detailed on drawings ref: Proposed Elevation 21061-A03-C shall be fully implemented. All locks and fittings the doors and windows, external lighting and other security measures shall meet 'Secured by Design' standards and, following installation, maintained in situ at all times thereafter.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

Informatives

1) Guidance for developers can be found via the following:

http://www.manchester.gov.uk/download/downloads/id/15267/controlling_pollution_from_construction_sites.pdf

and IAQM/EPUK Construction Guidance at: <http://iaqm.co.uk/guidance/>

2) Information for Developers guidance documents can be downloaded using the following link: http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

3) The findings and recommendations of the submitted TACCL Preliminary Risk Assessment, Ref. 21966/1 dated September 2021, are accepted. An intrusive site investigation is required as part of the discharge of condition 18. The scope of this investigation should be agreed with the City Council as local planning authority.

4) The applicant is reminded that under the Protection of Badgers Act 1992 it is an offence to intentionally or recklessly interfere with a badger sett. If a badger sett is found on or near the developments site work should cease immediately and a suitably experienced ecologist employed to advise on how best to proceed.

5) It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as Japanese knotweed, *Cotoneaster Horizontalis*, *Montbretia*, and Himalayan balsam are included within this schedule. If any such species will be disturbed as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence

6) The applicant is advised that enquiries with United Utilities (propertygeneralenquiries@uuplc.co.uk) to ensure the details of the easement are understood and respected both during construction and post completion of the development and nothing occurs which would block this right of access.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Ecology Unit
Greater Manchester Police
United Utilities Water PLC

111 North Road, Manchester, , M11 4NE
119 Barrington Street, Manchester, M11 4FB
117 Barrington Street, Manchester, M11 4FB
115 Barrington Street, Manchester, M11 4FB
117 North Road, Clayton, Manchester, M11 4NE
123 Barrington Street, Manchester, M11 4FB
127 - 145 Barrington Street, Manchester, M11 4FB
Sure Start Centre, 101 North Road, Clayton, Manchester, M11 4NE
127 North Road, Clayton, Manchester, M11 4NE
125 North Road, Clayton, Manchester, M11 4NE

123 North Road, Clayton, Manchester, M11 4NE
121 North Road, Clayton, Manchester, M11 4NE
119 North Road, Clayton, Manchester, M11 4NE
115 North Road, Clayton, Manchester, M11 4NE
113 North Road, Clayton, Manchester, M11 4NE
118 Barrington Street, Manchester, M11 4ED
112 Barrington Street, Manchester, M11 4ED
14 Clayton Street, Manchester, M11 4HA
109 North Road, Clayton, Manchester, M11 4NE
125 Barrington Street, Manchester, M11 4FB
121 Barrington Street, Manchester, M11 4FB
116 Barrington Street, Manchester, M11 4ED
114 Barrington Street, Manchester, M11 4ED
110 Barrington Street, Manchester, M11 4ED
16 Clayton Street, Manchester, M11 4HA
12 Clayton Street, Manchester, M11 4HA
10 Clayton Street, Manchester, M11 4HA

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH2