

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140279/FO/2024

Date registered valid: 1 August 2024

Proposal: Erection of a pair of two storey semi-detached residential dwellinghouses with associated car parking and garden area.

Address: Former The Coach And Horse Inn, Belle Vue Street, Manchester, M12 5PQ

Ward(s): Gorton & Abbey Hey Ward

Applicant: Yolo Estate Ltd

Agent (if any): Mr Sabin Zannou, LDM Group

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 13 November 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Standard consultations:

Printed: 2 August 2024 Expired: 23 August 2024

Neighbour notifications

Printed: 17 September 2024 Expired: 24 September 2024

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

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

This application relates to a vacant partly overgrown site, formerly occupied by a public house which was demolished in or around 2008, following the granting of the following planning permission:

084868/FO/2007/N2 - Demolition of vacant former public house and construction of part 2 storey, part 3 storey office building, with 3 car parking spaces to the rear - Approved 19 December 2007.

Whilst the pub was demolished the approved office block was never built.

The site lies at the southern end of Belle Vue Street, very close to the junction with Hyde Road. There is a row of terraced properties immediately to the South-East of the site. Alongside the site, immediately to the north, there is a vehicular access onto a tarmac road (Woodland Street), which is unadopted and in poor condition, with a number of holes. There is a further tarmac area and some open grassland, to the North-West of the site, so there is space for vehicles to park in this area, although the road appears to be used more as a pedestrian route from Belle Vue Street to a large public park (Gorton Park), which lies to the North-West of the open grassland.

Otherwise, the site is largely surrounded by a mixture of uses with a TA centre to the north, retail premises to the west, on the opposite side of Belle Vue Street, and an academy school site to the south, on the opposite side of Hyde Road.

It is now proposed to erect a pair of 2 storey two-bedroom, three-person semi-detached residential dwellinghouses on the site, with additional accommodation in the roofspace, although no dormer/roof extension elements are proposed. The properties would face onto Belle Vue Street, adjoining the back of pavement and following the building line of the side elevation of the adjoining property (655 Hyde Road). One parking space is provided for each unit with both being provided on a strip of land adjacent to one of the two units, accessed from the unadopted Woodland Street. At the rear the properties would be somewhat 'L' shaped with a small yard area, where the bins would be stored. This would then connect into a larger garden area to the rear. The rear gardens would be surrounded by 1.8 metre high close boarded timber fencing.

The houses would be constructed in traditional brickwork, to match surrounding properties, with a pitched roof, including a rooflight, to each property, on both the front and rear elevations.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services - Made the following initial comments:

PARKING AND ACCESS

An existing vehicular access is in place to Woodlands Street from Belle Vue Street. There are 2 car parking spaces located within the site's curtilage. It should be noted that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles do not overhang the parking space. A swept path analysis should be submitted to show cars can access/egress the car parking spaces. Given that Woodland Street is unadopted, Highways presumes that the developer has a right of access to the development from the adjacent landowners and in this respect, verification should be provided.

EV CHARGING

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

OFF-SITE HIGHWAYS WORKS

Woodland Street is unadopted highway and therefore responsibility of the unadopted highway will be the applicant and any other adjacent landowners. Woodland Street and its future maintenance would be the responsibility of the adjacent landowners. It is recommended that Woodland Street is resurfaced in order to create an access to the property.

CYCLE PARKING

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

BOUNDARY TREATMENTS

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING

Designated refuse storage has been accommodated for each individual dwelling. It is assumed that kerbside collection will be via Belle Vue Street. These details should be confirmed.

In response, the applicant provided revised plans, which confirmed the following:

Cycle parking is provided for each property.
Driveway spaces will be 3m x 6m.
An EV Charging point (minimum 7kW) will be provided for each drive.
The area bounding the site will be resurfaced.

These measures are acceptable to Highway Services.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to contaminated land, acoustic insulation, refuse, air quality and construction hours.

Greater Manchester Police - Recommended that consideration should be given to installing windows to the gable elevation facing the car parking area, to increase natural surveillance of the area where the cars are parked. This has been addressed by the applicant. In addition, further security improvements were suggested which have been provided to the applicant as an informative.

Greater Manchester Ecology Unit - Have no objections to the above application on nature conservation grounds. They consider that the application is exempt from a Biodiversity Net Gain requirement because it does not meet the de minimis threshold.

United Utilities - No objections raised although an informative is recommended to be attached to any planning permission granted.

Issues

National Planning Policy Framework (December 2023) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

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

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this (paragraph 131).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City 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.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

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.

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H4 relates to sites in East Manchester and states that, over the lifetime of the Core Strategy, East Manchester 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. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy E3.3 relates to sites along radial routes, which includes Hyde Road, and seeks to ensure that all new development, along these routes, is of the highest quality. Although the site does not sit directly on Hyde Road, it is very close to the junction of Belle Vue Street and Hyde Road, and there are clear views of the site, from Hyde Road. This policy is therefore considered to be relevant to the assessment of the application.

Saved policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. At that time, Planning Policy Statement 3 'Housing' stated that to facilitate efficient delivery of high quality development, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques.

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Point 10.9 relates to external space and states that all residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area. Simply this means the provision of gardens that perform well as multi-functional space. Gardens are valuable within any development by contributing the following:

- A safe play area for children
- Additional storage outside the house
- The provision of outside drying area for clothes which additionally assists the environmental sustainability of a development
- Space in which to relax which helps the overall sense of well-being
- An increased amount of planting which enhances the quality of the natural environment
- The space to provide home grown food which benefits the health of the local community.

Manchester Residential Quality Guidance 2016 -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 and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. 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 2050, 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 draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses. In

relation to two bedroom, three person, units the minimum standard of accommodation is set at 70 square metres.

Places for Everyone - The approved Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the ten boroughs which make up Greater Manchester.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

JP-C8: Transport Requirements of New Development

JP-P1: Sustainable Places

Principle of development - The site lies within an area of mixed uses, although there are a number of residential properties directly adjoining the site. A residential use is therefore considered to be in keeping with the character of the area and contributes to the quality and supply of housing, in the area, and is therefore considered to be an acceptable use of this site.

Siting/layout/car and cycle parking - The site was previously occupied by a two-storey public house that sat at the back of pavement and directly fronted Belle Vue Street. The proposed building position would be located in virtually the same position as the former public house, respecting the building line with the adjoining property (655 Hyde Road). This also allows for a good-sized rear garden to be provided for each property, with space for refuse storage. Car parking is provided by way of one space, for each unit, both of which are located to the side of one of the properties, and which would be accessed from Belle Vue Street via the adjoining tarmac road (Woodland Street), and the applicant has demonstrated how each space would be accessed. This car parking area would also include 2 EV charging points and cycle storage facilities, for 2 cycles. These arrangements are considered to be acceptable to Highway Services.

It is therefore considered that, in relation to site layout, the applicant has demonstrated that 2 properties can be accommodated on site, and it is considered that the proposal responds to the surrounding context and maximise frontages with the street scene and the relationship, of the development, with the surrounding environment. The proposed site layout is therefore considered to be satisfactory.

Scale/massing - The site was previously occupied by a two-storey public house that sat in approximately the same position, as the proposed development, although the site has been vacant for around 16 years. At two storeys high though, it is considered that the proposal responds to the massing of the nearby properties on the street, and properties in the general surrounding area, with an eaves height and roof apex that largely replicates that of the adjoining residential properties. It is therefore considered that the scale/massing, of the development, is an appropriate approach that is informed by its context.

Appearance/visual amenity - At present the site is in a fairly poor condition, with some low level greenery, on its frontage, that has spring-up over time. It is considered that the introduction of the development will improve the visual impact, of the site, presenting a good quality façade to the adjoining street. It is considered that the simple and clean arrangements of the elevations

along with the quality and use of materials, position of the building on the site and its scale, will be in keeping with its surroundings and enhance the setting of the site.

Residential space standards - The proposed development would deliver 2 x two storey houses, with additional accommodation in the roofspace, and there would be a double bedroom on the first floor, and single bedroom in the roofspace. Each property would have an internal floorspace of 75.67 square metres, which is excess of the Council's space standards for such units (70 square metres). It is also considered that the proposed development would contribute to sustainable growth in Manchester and thereby responds positively to the newly adopted Manchester Residential Quality Guidance (which reflects, in part, the national standards). The proposal would also secure design characteristics that would also positively contribute to the quality of the streetscene, and be effectively linked to its surroundings.

Residential amenity/privacy - The proposal is seeking to introduce 2 new two-storey residential properties on a currently vacant site, where there are a number of similar style two-storey properties, in the surrounding area. The site was previously occupied, by a public house, and it is not considered that two additional residential properties, in this area, would have an adverse impact on nearby occupiers. In terms of privacy, the proposal originally included windows in the rear outrigger, for each property, that would have faced each other, thereby creating potential privacy issues, for future occupiers, but these have now been removed from the scheme. Two ground floor windows have been introduced, in the northern side elevation, at the request of Greater Manchester Police, to provide surveillance of the car parking area, but these face into the front grounds of the adjoining TA centre, which are already visible from Belle Vue Street. There are no windows, in the side elevation that faces residential properties on Norman Street and it is not therefore considered that the proposal would result in overlooking of adjacent properties, or any adverse privacy implications, for existing or future occupiers and, overall, the proposals are not considered to have a detrimental impact on the residential amenity of existing residents in this area.

Security/boundary treatment - Good quality boundary treatment is proposed, around the rear gardens which would be 1.8 metres high timber close boarded fencing. The properties directly front Belle Vue Street, so there is no frontage boundary treatment, nor is there any boundary treatment around the car parking area.

Air quality/Climate Change - The issues of air quality has been assessed as part of this application, although it is also noted that the site does not lie within an air quality management area. EV charging points are provided along with good sized garden areas and cycle and bin storage areas. It is considered that the measures proposed as part of this application, would not significantly impact upon air quality in this location, but a condition is proposed relating to approval of final details.

Accompanied by a condition relating to design measures to minimise the environmental impact and energy use, of the houses, these arrangements are considered satisfactory and it is considered that the development would contribute to the Council's aim of securing developments that are adaptable to climate change.

Ecology - A small area of low quality, low level shrubbery would be lost, to accommodate this development, but new garden areas are proposed. Also, the GM Ecology Unit has confirmed that there are no biodiversity enhancement measures required for this application.

Waste - Adequate bin storage facilities appear to be provided within the curtilage of the house, but no waste management strategy has been completed. An appropriate condition is therefore required.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this development where early discussions took place regarding the scale, design and appearance of the development, and accommodation type, along with highway impacts. There were also negotiations during the application process in relation to highways and security matters. The proposal is considered to be acceptable and therefore determined within a timely manner. The applicant has also been advised of pre-commencement conditions

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:

Drawing numbered A3-321 rev A, stamped as received by the City Council, as Local Planning Authority on 11 June 2024.

Drawings numbered A1-002a rev A and A1-002b rev A, stamped as received by the City Council, as Local Planning Authority on 11 November 2024.

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

3) Notwithstanding any materials referenced within the application submission, prior to the erection of the above ground structure, samples and specifications of all materials to be used on all external elevations of the development should be submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with the approved 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, as specified in policies SP1, EN1 and DM1 of the Manchester Core Strategy.

4) 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;

- Display of an emergency contact number;
- Hours of working;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Phasing and quantification / classification of vehicular activity associated with planned construction, including commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway
- Routing strategy of construction vehicles;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.
- A dilapidation survey, including photographs and commentary, on the condition of carriageway/footways of construction vehicle routes surrounding the site.

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, EN9, EN19 and DM1 of the Manchester Core Strategy.

5) a) Before commencement of the development hereby approved, 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 the 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. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

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

6) a) Prior to commencement of the development, a scheme for electric vehicle charging and any other considerations, for example boiler emissions, shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

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

7) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The developments shall have refuse storage space for segregated waste collection and recycling and internal and external storage areas are required. 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.

Reason - In the interests of amenity and public health, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

8) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Hyde Road 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 potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Core Strategy.

9) The car parking space indicated on the approved plans shall be surfaced and made available for use prior to the building hereby approved being occupied. The car parking space shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

10) a) The development hereby approved shall be completed in accordance with the scheme for the provision of space for bicycle storage as shown on drawing numbered A1-002a rev A, stamped as received by the City Council, as Local Planning Authority on 11 November 2024.

b) Prior to the occupation of the dwellinghouses, finalised details of the type of secure and sheltered cycle parking, to be installed shall be submitted to and approved in writing by the local planning authority. The approved space and facilities shall then be permanently retained.

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 Manchester Core Strategy.

11) Prior to any above ground works commencing on site 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. Prior to occupation of any of the houses a post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of Manchester's Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

12) 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 openings, including windows and doors, shall be inserted within the elevations of the building, other than those shown on the approved drawing numbered A1-002a rev A, stamped as received by the City Council, as Local Planning Authority on 11 November 2024.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

13) 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) none of the apartments shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

14) Prior to the erection of the above ground structure, full detailed designs (including specifications) of any necessary off site highways works to mitigate the impact of the development (including any footpath reinstatement and resurfacing of Woodland Street), shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the proposed accommodation first being brought into use.

Reason - In the interests of highway safety due to the increased traffic flow generated from the development, pursuant to policies T1 of the Manchester Core Strategy.

Informatives

1) Lighting to the front and rear entrances, fitted with a dusk till dawn sensor.

The proposed dwellings should be complete to the Secured By Design standards.

2) It is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact the proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development.

It is recommend that the applicant visits the United Utilities website for further information on how to investigate the existence of water and wastewater pipelines and what to do next if a pipeline crosses or is close to their red line boundary: Working near our pipes - United Utilities

United Utilities will not allow building over or in close proximity to a water main.

United Utilities will not allow a new building to be erected over or in close proximity to a public sewer or any other wastewater pipeline.

Any construction activities in the vicinity of United Utilities' pipelines, including pipelines that may be outside the applicant's red line boundary, must comply with national building and construction standards and where applicable, our 'Standard Conditions for Works Adjacent to Pipelines' which can also be found on our website: [standard-conditions-for-works-adjacent-to-pipelines-issued-july-2015.pdf](#) ([unitedutilities.com](#))

The level of cover to United Utilities pipelines and apparatus must not be compromised either during or after construction and there should be no additional load bearing capacity on pipelines without prior agreement from United Utilities. The applicant should not rely solely on the detail contained within asset maps when considering a proposed layout. Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion of assets to accommodate development, will be at the applicant/developer's expense.

Where United Utilities' assets exist, it is essential that the applicant, or any subsequent developer, contacts their Developer Services team prior to commencing any works on site, including trial holes, groundworks or demolition.

3) It is strongly encouraged that all developments include sustainable drainage systems to help manage surface water and to offer new opportunities for wildlife to flourish. Developers should do all they can to avoid surface water entering the public sewer. The flows that come from this surface water are very large when compared with the foul water that comes from toilets, showers, baths, washing machines, etc. It is the surface water that uses up a lot of capacity in sewers and results in the unnecessary pumping and treatment of surface water at pumping stations and treatment works. If new developments can manage flows through sustainable drainage systems that discharge to an alternative to the public sewer, it will help to minimise the likelihood of sewers spilling into watercourses and the flooding of homes and businesses.

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) advise that surface water from new developments should be investigated and delivered in the following order of priority:

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

The applicant should consider their drainage plans in accordance with the drainage hierarchy outlined above.

In the event that the applicant, or any subsequent developer, approaches United Utilities regarding a connection for surface water to the public sewer, it is likely that they will request evidence that the drainage hierarchy has been fully investigated and why more sustainable options are not achievable. This will be managed through either 'S106 Sewer Connections' or 'S104 Adoptions' processes.

Contact details:

Drainage / wastewater infrastructure: SewerAdoptions@uuplc.co.uk

Water supply / water infrastructure: DeveloperServicesWater@uuplc.co.uk

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit

9 Norman Street, Manchester, M12 5PR
5 Norman Street, Manchester, M12 5PR
1 Norman Street, Manchester, M12 5PR
Reserve Army Centre, Belle Vue Street, Manchester, M12 5PW
Reserve Army Training Centre, Belle Vue Street, Manchester, M12 5PW
Flat At, 655 Hyde Road, Manchester, M12 5PS
655 Hyde Road, Manchester, M12 5PS
7 Norman Street, Manchester, M12 5PR
3 Norman Street, Manchester, M12 5PR
17 Norman Street, Manchester, M12 5PR
15 Norman Street, Manchester, M12 5PR
13 Norman Street, Manchester, M12 5PR
11 Norman Street, Manchester, M12 5PR

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA