

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138436/FO/2023

Date registered valid: 30 October 2023

Proposal: Erection of 7 no. two storey dwellinghouse (Class C3) with associated car parking and landscaping

Address: Land Bounded By Blackwin Street And Valance Close Adjacent To Gorton Clinic, Manchester, M12 5JY

Ward(s): Gorton & Abbey Hey Ward

Applicant: Mr Robert Pleasance One Manchester

Agent (if any): Mr Mark Trayhorn Triangle Architects

Case officer: Sue Wills
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Recommendation: Approve

Date of recommendation: 04 January 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 17 November 2023

Expired: 8 December 2023

Neighbour notifications

Printed: 7 November 2023 Expired: 28 November 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is currently vacant having been cleared some years ago - circa 2010. The site was previously occupied by Forrester House (a two storey MCC officer building) and covers an area of 0.16ha. Vehicular access is currently taken from Blackwin Street.

The site lies between Blackwin Street and Vallance Close. The site is covered with self-seeded trees and scrub. There is a flat roof detached brick-built substation to the north west of the site. Boundary treatment to Blackwin Street and returning to the substation site comprises 1.8m galvanised palisade fencing, The northwestern boundary is currently set behind a grassed area (with a tree) to Vallance Close , and comprises a high brick wall, with the north eastern boundary being formed of a continuation of the high brick wall, and then comprising 1.8m galvanised palisade fencing, which then returns along the southern boundary with the Children and Young Peoples' Therapy Centre.

There is an existing unadopted vehicular access from Vallance Close to the rear of the therapy centre site (which currently serves the therapy centre parking facility) and the to the rear of nos.1 to 3 Vallance Close.

There is no planning history associated with the site.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site is located within a predominantly residential area, with housing to the north and east of the site (2 Storeys in height), but with a single storey Children's and Young People Therapy Centre to the south, and All Saints Primary School to the south west of Blackwin Street.

Description of development

The proposed development is part of Project 500. This application relates to a cleared site. Consent is sought for the erection of 7no. 2 storey dwellinghouses (Class C3) with associated landscaping, parking and boundary treatment. The development would comprise 2 no. two bedroom, 4no. three bedroom, and 1 no 4 bedroom family houses, in the form of two storey semi-detached houses.



The layout plan for the site includes vehicular access points from Blackwin Street and Vallance Close to serve driveways associated with the pairs of semidetached houses. The houses would have 100% off street parking provision for the two and three-bedroom houses and 200% for the 1no. 4 bedroom house. Each property would have cycle storage



Amenity space is being provided for dwellinghouses through small front gardens and private rear garden areas.

Consultations & Notification Responses

Local Residents, local businesses and local educational establishments – No comments received.

Highways Services –27.11.2023

PARKING PROVISION - They seek confirmation that the driveway parking spaces have been dimensioned to a minimum of 3.0m x 6.0m to ensure that vehicles do not impact on the adopted highway, and each house has a minimum of . 1no. Electric Vehicle (EV) charging point (minimum 7kW). Given the proximity of All Saints Primary School, the applicant may wish to implement H bar markings should on-site observations indicate high levels of on-street parking associated with school drop-off/pick-up periods. Such provisions will be funded by the applicant. **CYCLE PARKING**- Plans show that each dwelling will have a 'store' situated within the rear garden areas. Highways request that such stores provide min. 1no. cycle parking per dwelling in accordance with MCC cycle parking standards.

OFF-SITE HIGHWAYS WORKS - The scheme requires new dropped-crossing access to all dwellings with such works required at both Blackwin Street and Valance Close. Highways also request that the works involve full footway reinstatement/appropriate integration of the redundant former site access at Blackwin Drive together with footway resurfacing works. A new section of footway is proposed adjacent to the properties accessed from Valance Close which is welcomed by Highways, however, this would need to provide at least 2m footway width. As the proposed area of additional footway currently appears to fall within the applicant's ownership, Highways request that a plan showing the proposed deed of dedication (with supporting dimensions) is submitted. Highways require this information to determine whether the proposals will be of an adoptable standard to allow adoption via a deed of dedication, under the Highways Act 1980. The proposed works should also include dropped-kerbs and tactile paving where appropriate, including provision at connecting footways. Highways also note that the proposed footway works at Valance Close will also remove the existing high brick wall and will improve visibility for any vehicles egressing along the adjacent private access road. Plans confirm that the proposed highways works would not affect the existing 5no. demarcated car parking provision at Valance Close. The applicant will be required to enter into Section 278/184 agreement for alterations to the existing highways.

This will require agreement/technical approval with MCC's Highways Statutory Approvals Teams via the following online application:

https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highway_s_-_section_278_agreements/category/355/highways_and_pavements It is expected that all modifications/improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged and all materials would need to comply with MCC's standard palette of materials. Plans indicate that existing lighting columns may be impacted upon by the proposals. Should lighting columns potentially need to be relocated, then the applicant should liaise with MCC's Street Lighting Team (e-mail: manchester.streetlighting@amey.co.uk). The cost of such works would be funded by the applicant.

TRAVEL PLAN PACK - Whilst the proposed development is not at a scale which would warrant a full Travel Plan, in order to encourage the use of sustainable travel, Highways request that a Travel Pack for future residents is conditioned with any approval. The Travel Pack should include useful details of the nearest public transport services, journey planning etc. Additionally, incentives could be offered to encourage the use of alternative modes of travel to the private car such as concessionary bus fares, discounted cycles, journey planning etc.

CONSTRUCTION MANAGEMENT Highways request further details of any proposed electrical/utility connections. A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include 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 together with associated traffic management. The document should also consider ongoing construction works and contractor parking in the locality. It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. It is recommended that the above is conditioned and attached to any planning permission that may be granted. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email: highwaylicences@manchester.gov.uk. SUGGESTED CONDITIONS - EV provision - Cycle parking - S278 works - Travel Pack - CMP

Further comments 18.12.2023

In regard to the CMP, this has been forwarded on to Highway Network Resilience for any comments/concerns. It looks like traffic management will only be required for utility connections but no details are provided at this stage – they are awaiting feedback from Resilience as to whether they are happy for traffic management to be agreed at a later date following approval.

Access through the residential street Valance Close isn't ideal but then access from Blackwin Street would also be close to the school so they are unclear which would be the best option.

A highways dilapidation survey was requested which has not been included –please could this be requested or conditioned.

The contractor will probably be aware, but any temporary site access will need to be subject to a Section 50 approval.

Environmental Health – recommend that conditions are attached to any approval relating to the restricting the hours for construction /demolition works , acoustic insulation of the substation , implementation of the submitted waste management strategy, and the provision of electric charging points.

The Contaminated Land Section has received a copy of the following report(s):

- Former Forrester House Phase I Preliminary Risk Assessment, Curtins, Reference: 077873-CUR-00-XX-RP-GE-031, 28th April 2021.

1. The adequacy of the desk study information available for this site

The report includes a description of the site including its past historical uses. An appraisal of the site environmental setting is presented including its geology, hydrogeology and hydrological regime, mining activities, waste management issues, and identification of additional environmental sources, pathways and receptors. This information has been used to compile a clear site conceptual model, which identifies potential sources, pathways and receptors and likely pollution linkages.

The desk study information was found to be **adequate**.

2. The adequacy of the site investigation

Not submitted

3. The adequacy of the final risk assessment

Not submitted

4. The acceptability of the proposed remediation strategy

Not submitted

5. Whether the information submitted is sufficient to discharge the relevant site investigation and/or gas condition of the planning approval

Before this Section can recommend discharge of the contaminated land condition from this application, the following information needs to be submitted to the Council for approval:

- (i) Submission of Site Investigation Proposals
- (ii) Submission of a Site Investigation and Risk Assessment Report
- (iii) Submission of a Remediation Strategy
- (iv) After completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received and agreed by this Section.

Further comments received 21.12.2023 advise that in regard to the submitted CMP that the applicant should confirm noise limits for the site . They have provided the construction noise effect levels, but haven't confirmed the levels they will be working to.

Arboriculturalist – Have no objection to the proposals for this site. The trees are of low quality and mostly self-set specimens.

GMEU – 27.11.2023 - The information submitted with the application includes a Preliminary Ecological Appraisal. This found, while the site supports bare ground, it does have some ecological value, mainly in the form of the trees and scrub that occur on the site. It appears that the majority of these will be lost and therefore the proposals are likely to result in a net loss for biodiversity. The Appraisal does recommend that a small site metric be completed, but this does not appear to have been undertaken. As it stands, the proposals appear to be contrary to the National Planning Policy Framework and further information is therefore required to demonstrate how the scheme will achieve a measurable net gain in biodiversity.

Further comments 04.01.2024

Although the Biodiversity Metric shows a small overall loss in habitats, they note that –

- Habitats to be lost to the scheme are not significant or of substantive local importance. They comprise recently established vegetation on disturbed ground in an urban context.
- Enhancements which will benefit local species (birds, bats and small mammals) are now included within the proposals. These enhancements will not be measured by the Metric calculation, but nevertheless have local value.

They would therefore accept that the scheme will not result in substantive habitat losses, and that enhancements for species are reasonable and proportionate.

The measures proposed for the control of invasive plants are acceptable.

LLFA- (18/12/2023) Recommend that a surface water drainage condition be attached to any approval.

In order to discharge that condition the scheme shall also include:

- Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.
- Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- For surface water connections, evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed new connection will suffice.
- Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority.
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in brownfield runoff rate or greenfield runoff rate.
- Hydraulic calculations to support the drainage proposal.
- Details of how the scheme shall be maintained and managed after completion.

United Utilities – Recommend a condition attached to any approval to require the submission of a sustainable surface water drainage scheme and a foul water drainage scheme, with further conditions to ensure the implementation of the approved scheme and on-going maintenance arrangements. Advice is also provided in regard to Sustainable Drainage Systems (SuDS); Adoption and construction of drainage systems; United Utilities Property, Assets and Infrastructure; and that water main crosses/borders the site and must not be built over, which has been forwarded to the planning agent.

Design for Security – No comments received.

Electricity North West - No comments received.

Policy

Legislative and Policy Context

The National Planning Policy Framework

This Framework came into effect on 27th March 2012 and was amended and updated in February 2019, July 2021, and subsequently in September 2023. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment. The Framework reiterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (paragraph 60). With regards to affordable housing, paragraph 65 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 92) which promote social interaction, be safe and accessible and enable and support healthy lifestyles.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 105). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111). Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 112). All developments that will generate significant amounts of movement should be required to provide a travel plan, and the

application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

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

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

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 130). Planning decisions should ensure that developments:

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

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

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

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, sites of biodiversity, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land. Paragraphs 10,

11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester’s development plan. To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council’s Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report. Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise

This section states that Local Planning Authorities’ should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved. Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:
 - engineering: reducing the noise generated at source and/or containing the noise generated;
 - layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
 - using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
 - mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design

This section states that where appropriate the following should be considered:

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

Health and Well Being

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

This section states that applications can positively contribute to:

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

Relevant Local Policies

The Development Plan consists of:

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

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF). Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement. The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. The proposal would contribute towards meeting housing growth in the City and contribute to local housing provision in an existing residential neighbourhood. Consideration has been given to minimising the impact on existing local residents along with promoting a sustainable development.

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to public transport modes, including regular bus services on Gorton Lane, Hyde Road, and Ashton Old Road . The scheme includes the provision of cycle storage and electric charging points. These aspects of the scheme would be conditioned. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 'Accessible areas of opportunity and needs'. It is considered that the proposed development is in a sustainable location and is close to forms of public transport includes bus services on Gorton Lane, and would not have a significant impact on the local highway network and encourage the use of other forms of transport.

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. Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. The redevelopment of this site would accord with policy H1. The development will form a medium density residential scheme (44 dwellings per hectare) within an area of East Manchester that is expected to accommodate housing growth. Consideration has been given to the access and the layout of the housing along with prioritising the re-use of the previously developed site. In addition, the proposal will also provide accommodation which will be attractive to families, contributing to a sustainable neighbourhood. The proposed accommodation would comprise 2 no. two bedroom ; 4no. three bedroom , and 1 no.four bedroom houses. These have been designed to comply with the guidance within the Manchester Residential Quality Guidance in regard to floorspace.

Policy H4 'East Manchester', over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority given to family housing, and other high value, high quality development where this can be sustained. The proposed development would accord with policy H4 by facilitating the delivery of 2, 3 and 4 bedroomed family accommodation. The residential development will provide high-quality homes to support the economic growth of the area and redevelop an underutilised brownfield site in what is a sustainable location. There is a continued demand for Manchester to provide quality homes to support its economic growth and increased population. The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families. As such, the delivery of 7 new homes will contribute to MCC's annual housing delivery target.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The proposed development falls below the threshold for delivering affordable housing in that the site covers an area of 0.16 ha and would involve the erection of 7 dwelling houses. However, it is proposed that the dwelling houses would be a mix of affordable rent and social rented units.

Policy EC2 'Existing Employment Space' seeks to retain and enhance the existing employment spaces and enhance existing employment space. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: The existing use is un-viable in terms of business operations, building age and format; The existing use is incompatible with adjacent uses; The existing use is unsuitable for employment having regard to the Manchester Salford - Trafford SFRA; or On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use. The Council will seek to retain and enhance existing employment space and sites. In this site has been vacant since 2010, and on balance the overall proposed development is considered to offer greater benefits in terms of the Core Strategy's spatial objectives.

Policy EN1 'Design principles and strategic character areas'. states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located. The proposed development has addressed the principles set out in policy EN1.

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies. The Design and Access Statement suggests a fabric first approach to reduce carbon dioxide emissions within the development to accord with the aspirations of policy EN4.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable. The Design and Statement which advises that the homes have been designed to meet Future Homes Standard 2025 with "fabric first" approach being used.

Policy EN 8 'Adaptation to Climate Change' states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. This is a vacant site that has the potential to be subject to contamination due to past use. There are, however, opportunities to create improved areas of green infrastructure as part of the development proposals in the form of garden areas for the dwellinghouses, and replacement tree planting.

Policy EN14 'Flood Risk' advises that in line with the risk-based sequential approach, that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Furthermore that a Flood Risk Assessment will be required for development on sites greater than 0.5ha within Critical Drainage Areas. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required, and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. This site is in Flood Zone 1 and the issue is dealt with in greater detail elsewhere in this report.

Policy EN15 'Biodiversity and Geological Conservation' states the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City, with particular consideration to sites of biodiversity value including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs). Policy EN15 requires developers 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. Measures to respond to ecological enhancement and biodiversity are considered in detail elsewhere in this report.

Policy EN16 'Air Quality' states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the remediation and construction processes to be undertaken. The proposal would not compromise air quality and would

incorporate measures to minimise dust from the construction process, and car usage during the operational phases in the form of Electric Vehicle Charging points. Measures to manage air quality impacts during construction process would be fully addressed as part of the construction management plan for the site.

Policy EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land. The applicant has provided details relating to ground conditions and further gas monitoring would be needed to confirm the findings of the provisional details and determine the levels of mitigation required. This matter is considered in detail elsewhere in this report.

Policy EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

Policy DM1 'Development Management' all development should have regard the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as proposals which would be sensitive to existing environmental conditions, such as noise;
- 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;
- Effect on biodiversity, archaeological or built heritage; - Green infrastructure;
- Flood risk and drainage. These matters have all been considered and assessed as part of the detailed analysis of the application. In addition to the proposal has been assessed against the Council's space standards.

As set out within the issues section of this report below, the application is considered to accord with these policies.

Saved UDP Policies

Saved policy DC7 advises that the Council will negotiate with developers to ensure new housing is available at ground floor level to people with a disability. All new developments containing family homes will be expected to be designed so as to include safe areas within which children can play.

Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city and will consider the effect of new development proposals that are likely to be generators of noise. Conditions will be used to control the impacts of developments.

Other material policy considerations

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides

guidance on the importance of creating attractive, well designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise. These documents reflect and provide guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Manchester Residential Quality Guidance (2016)

This is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a city of high-quality residential neighbourhood and a place for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows: Make it Manchester; Make it bring people together; Make it animate street and spaces; Make it easy to get around; Make it work with the landscape; Make it practical; Make it future proof; Make it a home; and Make it happen.

Providing for Housing Choice – Supplementary Planning Document and Planning Guidance (2008)

This document sets out in detail the Council's Affordable Housing Strategy and sets out the rationale for the target proportion of affordable housing and tenure mix. Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015) Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. There are four objectives in order to achieve this vision which relate to quality and function of green and blue infrastructure; its use as a component of new development; improving access and connectivity and promoting wider understanding and awareness of its benefits.

Residential Growth Strategy (2015-2025)

The Strategy aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities.

Manchester Climate Change Framework: 2020-2025 and Manchester Zero Carbon Framework (2020)

In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050. A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The Design and

Access Statement indicates utilising a “fabric first” approach , though maximising air tightness , and by providing higher U values as being the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of each dwelling.

Issues

Principle of Development

This is an important scheme in contributing to the city’s need for new affordable housing. The principle of the development accords fully with national and local planning policies but very clearly this key objective for the city. The applicant, a Registered Provider has a track record of delivering and managing homes in the city and are working with the Council on Project 500. There are detailed site-specific matters that have to be considered and addressed and these are set out in report.

Climate Change

How climate change is addressed is a key factor in the consideration of planning applications. The proposal and key issues, including air quality, flooding and environment standards are considered in detail in the following sections.

Proposed Residential Accommodation

There is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF and local policy, the mix of housing has been designed to take into consideration existing and future housing needs in this area of City. The homes have been designed to meet the Council’s clear design aspirations and requirements as set out in the Residential Quality Guide. This includes the provision of front and rear garden spaces to support place making. The units have been designed with consideration to the space standards outlined in the Manchester Residential Quality Guide. The house sizes would 71.1sqm for a 2 bedroom 3 person house; 87.9sqm for the type B1 3 bedroom 4 person house; ; 90.8sqm for the type B2 3 bedroom 4 person house ; and 102.4sqm for the 4 bedroom 5 person house, which exceeds the space standard guidance for 2 storey dwellings.

The site is within easy walking distance of local amenities, as well as public transport links to larger district centres and the main retail facilities.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives. The proposed development falls below the threshold for delivering affordable housing in that the site covers an area of 0.16 ha and would involve the erection of 7 dwellinghouses. However, it is understood that the scheme would deliver 3no. houses for affordable rent, and 4 no. for social rent (Plan ref: 20-050 02 rev.A).

Siting / Layout

The development has been designed with the proposed dwellinghouses fronting onto either Blackwin Street of Vallance Close. The houses with a street frontage to Blackwin Street have small front gardens, with hedging/shrub planting to soften the appearance on the street scene. The depth of the front amenity space to the houses facing Valance Close however, would enable the planting of trees within front garden / side garden areas .

The proposed layout would maintain active frontages and surveillance along the adjacent highways. Vehicle parking for the dwellings has been located to the front or side of the proposed houses. 8 no. spaces are proposed equating to 100% off street parking provision for the 2 and 3 bedroom properties and 200% for the 1 no four bedroomed house. Bin storage is shown in the rear /side gardens of four of the dwellings with gated routes between properties to enable bins to be brought to collection points on the street. The remaining mid terraced properties would have bin stores to the front of the houses within the curtilage of the house.

In line with the Residential Quality Guidance and the Guide to Development in Manchester, the new buildings and their key architectural features along with the proposed tree planting and landscaping to front garden areas, would contribute positively to the street scene. The closest location to existing residential properties is to the north on Valance Close. The potential impacts on residential amenity are discussed in more detail below, however in relation to the siting and layout of these properties, the positioning and orientation of the new properties are considered to be acceptable. The siting and layout of the development maximises the relationship with the adjacent road network. The siting and layout, provides a logical arrangement and is considered to be in accordance with the development plan.

Scale / Massing

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. The scale of existing buildings in the immediate surroundings consists of predominantly 2 storey housing, with a single storey therapy centre and single storey school in the vicinity of the site. Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the proposed family houses would be 2 storeys. The alignment of the properties would also reduce the impact from massing. The proposed buildings within the development have been sited throughout the site taking account of matters including privacy, overlooking and daylight and sunlight. The height of the scheme is considered appropriate given the location within the area. The matter of the scale of the buildings and the potential impact on residential amenity will be considered in more detail later in this report. The scale of the development responds appropriately to the scale of the existing developments in the area and is considered to be acceptable in this location.

Appearance

Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. It is considered that the design of the proposed development has incorporated many of the key characteristics of the surrounding area. The properties have clearly been designed to complement and enhance the existing environment. The new homes would be contemporary in design. In order to ensure appropriate modelling within the elevations, the depth of the window reveals will be of importance to ensure shadow lines and articulation to the elevations of the proposed dwellinghouses. It is therefore proposed that a condition is attached to any approval to enable window reveals of appropriate depth to be achieved within the development.



Traditional materials would be used, including a red/brown light textured facing brick type with grey thin profile roofs tiles with dark grey window frames, which reference themselves to the local vernacular without being a pastiche. It is recommended that a materials condition be attached to any approval to ensure the type and colouration of the proposed materials.

Residential Amenity

Residential properties are located to the north on the opposite side of Vallance Close. The minimum distance between the proposed houses and the existing residential dwellings to the north would be 18m, which would significantly reduce the potential for overlooking or loss of privacy. In order to protect the privacy of both existing residents and future occupiers, it is recommended that the first floor bathroom window to the side gable of plot no.4 is obscure glazed, and the first floor windows in the rear elevation of plot nos.1 and 7 are obscure glazed to a height of 1.7m above internal floor level to safeguard the privacy of the future occupiers and that this aspect of the scheme is conditioned.

As the site has not been in use for some time, it is inevitable that the development would have some impacts. This includes noise from site remediation, construction and once operational. It is not considered the levels of noise would be to such an extent to cause unacceptable harm, and that conditions set out in the report would enable those aspects likely to give rise to residential disamenity, to be effectively managed for the temporary period of for example, the construction works. It must also be noted that the former office use on the site would have led to comings and goings which would have been have occurred throughout the day. The proposed development would spread arrivals and departures to the site, and any noise and disturbance would not be unduly harmful in this context. The use of conditions in relation to boundary treatments would also enable privacy issues to be appropriately managed.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Phase 1 Preliminary Risk Assessment and Phase 2 Ground Investigation is submitted in support of the planning application. This advises that the surface cover at this site typically comprises Made Ground and/or topsoil deposits overlying cohesive Glacial Till deposits. During the site investigation no evidence of gross contamination was recorded within the Made Ground strata, however materials such as metals and plastics were occasionally observed.

Perched water may be encountered in shallow site soils. Six rounds of gas monitoring have been undertaken with the levels of carbon dioxide and methane being consistent with a green classification, requiring no gas protection measures. The report, however, recommends further monitoring as part of the site investigation works. No asbestos containing materials (ACMs) were identified during the ground investigation.

A Moderate/Low risk rating is currently identified to site end-users and construction workers, from soils and dust from inhalation and ingestion, accounting for the presence of asbestos containing materials (ACMs) in shallow Made Ground soils. A Low to Very Low risk rating is currently identified to controlled waters in relation to groundwater and surface water receptors, accounting for the limited sources of contamination encountered within site soils and limited pathways for migration. A Low-risk rating is currently identified to site end users from ground gases arising from Made Ground. This corresponds to a NHBC Green Classification. The assessments note that ground risk has not been fully uncharacterised and will require investigation and further assessment. A Remediation Strategy and Verification report will be required to detail and approve the measures within the Phase 2 report. An appropriately worded condition has been recommended to ensure the submission of these reports and the submission of final verification assessments in order to comply with policy EN18 of the Manchester Core Strategy.

Furthermore, the Phase 1 Preliminary Risk Assessment recommended that a detailed UXO risk assessment was undertaken as the risk from Unexploded Ordnance was considered to be moderate. It is recommended that a condition relating to this matter is attached to any approval.

Highway Related Matters and Car Parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments. It is noted that the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of public transport opportunities within acceptable walking distance on Gorton Lane, Hyde Road and Ashton Old Road. It is not envisaged that the proposed development of 7 dwellings would give rise to highway safety issues, and would have a negligible impact to the local highway network. There would be 8 off street car parking spaces proposed, with the two and three bedroom dwellinghouses having 100% provision, with the 1 no four bedroomed house having 2 spaces (200% provision). All of the proposed dwellinghouses would have an electric vehicle charging point.

The matter of providing permeable driveways was raised with the planning agent during consideration of the proposed development, but the project Structural Engineer has advised that they would not recommend use of permeable paving due to slightly elevated contamination levels, but primarily due to the stiff clay strata, which could lead to insufficient draining and therefore ponding. The use of permeable paving as a means to slowing surface water flows they advise would not work, as the water, once permeated into the ground, would not actually reach the drainage system, so in theory it would be diverting it away rather than slowing it. On

this basis the use of a tarmac product for the proposed driveways has been accepted as an approach.

There would also be 100% cycle storage for the dwellings in the form of secure storage in cycle sheds the rear / side gardens of the proposed houses. This level of car parking, cycle parking and electric vehicle charging points is considered to be acceptable for the proposed development in this location being appropriate to the scale, location and nature of the development. It is recommended that this aspect of the scheme is conditioned. Primary access to the proposed development is to be provided via driveways from Blackwin Street and Vallance Close. The provision of driveways would reduce availability of on street parking Blackwin Street and Vallance Close, but the provision of off-street parking proposed, in conjunction with the lack of traffic regulation orders on one side Blackwin Street should not give rise to significant parking issues locally. The TRO on the western side of Blackwin Street relates to keep clear requirements for the school.

There is some limited off-site highways work required as a result of the development. Some are necessary to achieve the access to the proposed driveways. It is therefore proposed to attach a condition relating to all highways works, including any off site works.

Due to the scale of the development and the proximity to existing properties, a Construction Management Plan (CMP) is requested to be submitted for this development. It has been agreed that this should be requested through the inclusion of an appropriately worded condition. Furthermore, travel planning would help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car. It is therefore recommended that a condition is attached to any approval to require the submission of a detailed Travel Plan following first occupation. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Manchester Core Strategy.

Landscaping

All of the proposed dwellinghouses would have grassed rear gardens. The soft landscaping scheme also includes the planting of both shrubs/ hedging and trees. However, no planting densities for the shrubs nor species of the trees have been submitted for consideration. In order to ensure a suitable mix of native and ornamental trees, and native hedging, it is recommended that this aspect of the scheme is conditioned.

A condition is recommended in regard to the requirement for the implementation of any subsequently approved planting scheme, together with a requirement for any soft planting which dies or is removed within 5 years of planting to be replaced, to be attached to any approval.

Trees

None of the existing trees on the site are covered by a Tree Preservation Order and the site is not located within a Conservation Area. The application is accompanied by an Arboricultural Impact Assessment. This identified one tree and four groups of trees on the site, and that all the trees would need to be removed. However, as the scheme has progressed, two existing trees would be retained, 1 in the rear garden of plot no.5 and 1 within the side garden of plot no.7. The 18 no. trees which would be removed are all category C's, the majority of which would appear to be self seeded multi stemmed forms.

The Assessment suggests that landscape and biodiversity enhancement could be achieved by the planting of trees, shrubs and where applicable hedges to replace any vegetation lost and to integrate the development into the wider landscape. Furthermore, that the use of a mix of native and ornamental species within planting scheme, where those species are suited to the site and local landscape.

The landscaping scheme would involve the planting of 10 new trees. Due to the size of the site, there is minimal open space for mitigation measures.

A root zone of a tree beyond the southern boundary within the Children and Young People's Therapy Centre has the potential to be affected by the development. It is therefore recommended that the measures set out in the Arboriculturist Impact Assessment (in particular the protection of the retained trees during the construction period) are implemented, and that all tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Ecology/Biodiversity

The application is accompanied by a Preliminary Ecology Appraisal which suggests that the survey identified that the habitats which would be lost due to the redevelopment of the site are small in area and not high in ecological value. The report suggests that their loss can be mitigated for and that the proposed development would not adversely affect the ecological value for the wider area, provided that an updated site visit is carried out.; that a Hedgehog RAMS is implemented; that a method statement to prevent the spread of Cotoneaster is submitted; that landscape planting includes native, species rich hedgerows, trees, bat and bird boxes, a Biodiversity Net Gain calculations to minimise the impacts on biodiversity and provide a net gain, that vegetation is not removed during bird nesting season and a management plan to manage planting and protection and enhancement of biodiversity.

The survey which was undertaken found birds present at the site, but due to the trees being immature there was negligible potential to support a bat roost. Furthermore, no badgers or hedgehogs were identified within the site at the time of the survey.

The Preliminary Ecology Appraisal recommends that a small site metric be completed. This has subsequently been provided and has been considered by appropriate consultees, who have advised although the Biodiversity Metric shows a small overall loss in habitats, it is noted that habitats to be lost to the scheme are not significant or of substantive local importance, and that the proposed enhancements which are now included in the proposal would benefit local species (birds, bats and small mammals). Furthermore, that although these enhancements will not be measured by the Metric calculation, nevertheless they have local value.

Additional information has been provided includes the design and location of an integral sparrow terrace, an integral swift box and integral bat box. It is therefore considered that enhancements for species are reasonable and proportionate, and it is recommended that this aspect of the scheme is conditioned.

It is also recommended that any approval be subject a condition to ensure trees are not removed during the bird nesting season, unless a qualified ecologist has surveyed them for the presence of nests before their removal.

Non -native Invasive Species

The submitted reports refer to the presence of cotoneaster on site. A method statement relating to the treatment of the invasive species has been provided. The measures proposed for the control of invasive plants are considered to be acceptable, and it is recommended that this aspect of the scheme is conditioned.

Noise

The main source of existing noise would be from the local school and from road traffic on the roads in the wider area. The need for any acoustic insulation of the proposed houses has not been identified by relevant consultees.

Comments received from Environmental Health officers have recommended an external plant condition in regard to the electricity substation. However, the electricity substation is an existing facility, and not in the control of the applicant. As such it is not proposed to attach this condition in regard to the substation.

Flood Risk / Surface Water Drainage

The site is located in Flood Zone 1 (area at low risk of flooding), i.e., land defined as having an annual probability of flooding less than 0.1% (1 in 1000 years), and covers an area of 0.16ha. The development would be classed as 'More Vulnerable' under the NPPF vulnerability classification due to the residential nature of the proposed development. The NPPF however, does not require that the Sequential Test be applied to development proposals in Flood Zone 1. Driveway surfacing would comprise an impermeable product. This is on the basis for the reasons cited earlier in this report, in particular due to slightly elevated contamination levels, but primarily due to the stiff clay strata, which could lead to insufficient draining and therefore ponding.

The comments of the Local Lead Flood Authority have been noted, together with observations by United Utilities, it is recommended that conditions relating to the details of surface water drainage, and that the system that is put in place is managed and maintained thereafter, are attached to any approval.

Sustainability and Energy Efficiency

The Design and Access Statement indicates utilising a "fabric first" approach, though maximising air tightness, and by providing higher U values as being the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of each dwelling.

Designing out Crime

Due to the scale of development this application is not accompanied by a Crime Impact Statement, but the layout incorporates boundary treatments of an appropriate height to lead to the secure enclosure of private gardens and defensible space to separate front gardens/driveways from the street and each other, and robust protect of the rear boundaries of the proposed dwellings.

Refuse Storage

The waste strategy includes the provision of bins stored in the curtilage of each dwellinghouse in the rear gardens of the houses, or in gated enclosures to the front of mid terraced dwellings) for general waste, pulvable recycling, mixed recycling and for green waste.

A condition is proposed to be attached to any approval in regard to refuse storage arrangements within the scheme. A condition is recommended in relation to the finalised design of the bin stores to the front of the mid terraced houses to ensure they would be form an incongruous feature in the street scene.

Broadband

There is existing Openreach infrastructure in the vicinity of the site. It is therefore anticipated that the application properties would have access to good download speeds.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights, otherwise such conditions

are deemed to be unreasonable. In order to protect the nature of the accommodation being proposed it is considered there is a case for ensuring the dwellings are not converted into multiple occupation without proper consideration. It is recommended that a condition should therefore clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) without the requirement for formal planning permission. A further consideration to prevent upwards extensions is also recommended, together with a condition to prevent additional windows and doors being incorporated within the dwellings without further planning permission being sought, and condition to prevent house extensions/garages without further planning permission being sought

Inclusive Access

All dwellings will be accessible in line with Approved Document M (M4(1)). Level access to both front and rear doors would be provided, being achieved through the installation of ramped routes.

Boundary treatment

The proposed boundary treatment to the side boundaries of rear gardens would comprise 1.5m fencing with a 300mm trellis above, with a 1.8m post and timber fence to the rear boundaries. A low wall with railings above is proposed to form the boundary treatment to the front of the proposed dwelling houses on Vallance Close and Blackwin Street with hedging / shrub planting proposed to the rear of the low wall. The treatment to the boundary to part of the back of the substation and the rear of parking spaces within the turning head on Vallance Close would comprise a 1.8m post and timber fence with the remainder of the boundary to the rear of the substation being a 2.1m post and timber fence. A 1.5m concrete post and timber panel fencing would be used around the bin stores in rear gardens.

A condition is recommended in relation to the implementation of these details.

Community Consultation

Prior to the submission of the application the applicant distributed a public information sheet to all residents in the local area which described and included visuals of the proposed development. It has been advised that only 1 response was received, which commented on the preference for the site to be turned into additional green space.

This site, however, is not designated as Amenity green space in the Open Space and Recreational Needs Assessment. Furthermore, the site lies in close proximity to Gorton Park, which has open grassed areas, play area and outdoor sports facilities.

Conclusion

This development would deliver a further phase of project 500 and contribute to the Councils' objective for affordable homes adding to the mix of tenures in the city. It represents a welcome investment and its delivery would clearly meet an identified need. All material issues have been set out and addressed and this includes where any necessary mitigation to ensure the schemes delivery.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns regarding the loss of trees , and biodiversity , and loss of privacy , and this matter has been satisfactorily resolved and the appropriate conditions have been attached

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:

Location plan ref:20 050 /01;

Proposed roof plan ref: 20-050 03;

House Type A ref: 20-050 20;

House Type B1 and Type B1 VAR ref: 20-050 21;

House Type B2 ref: 20-050 22;

House Type C ref: 20-050 23;

Proposed external materials plan ref: 20-050 25;

Boundary treatment plan ref: 20-050 30;

Design and Access Statement Dated October 2023;

Building for a Healthy Life Assessment document;

Statement of Community Involvement:

Utility Feasibility Report Version V 0 by TDS (notwithstanding site layout or numbers of dwellings within the document);

Phase 1 Preliminary Risk Assessment Curtins Ref: 0077873-CUR-00-XX-RP-GE-031 Revision: V01 Issue Date: 28th April 2021;
Arboricultural Impact Assessment ref: P.1591.22 dated October 2022
Preliminary Ecological Report ref: P1591.22 dated November 2022
Waste Management Strategy proforma
Received 30.10.2023

Plan ref: Proposed site plan 20-050 02 rev.A received 30th November 2023
Phase 2 Ground Investigation Curtins Ref: 081862-CUR-XX-XX-RP-GE-00003 Revision: P02
Issue Date: 24th July 2023 received 30th November 2023;
and
Construction Management Plan dated 11.12.2023 Issue 1
Received 11th December 2023

Invasive Species Method Statement ref:P1591 .22 dated December 2023; Bird and Bat box plan ref: P159.22 .04; and Small site metric ref: P1591 .22 received 20th December 2023.

Street Elevations ref: 20-050 24 A received 2nd January 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 (2012).

3. Notwithstanding the Construction Management Plan information referenced in condition no.2; (and with the exception of the removal of trees and vegetation) , prior to the commencement of the development 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:-

- The routing of construction traffic;
- Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete; - Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

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

4. Notwithstanding the references to materials in documents in condition no.2; prior to above ground 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 development shall be carried out in accordance with the agreed details.

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5. Prior to any above ground works, finalised detailed designs (including specifications) of all on site and off site highways works (including any Traffic Regulation Orders, dropped crossings, tactile paving) 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, and all the agreed works shall be completed prior to the proposed dwellinghouses being occupied, and thereafter retained and maintained in situ.

Reason - In the interests of pedestrian and highway safety, pursuant to policy T1, and DM1 of the Manchester Core Strategy (2012).

6. The car parking indicated on the approved plans development be surfaced, demarcated and made available for use prior to the new dwellings hereby approved being occupied. The car parking shall then be available at all times whilst the dwellings are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the dwellings are occupied, pursuant to policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

7. a)The cycle storage arrangements shall be implemented in accordance with the locations on the Proposed site plan 20-050 02 rev.A received 30th November 2023 .

b) Finalised elevational designs of the proposed cycle stores shall be submitted to and approved by the local planning authority.

The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation being occupied, and be retained thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN8 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

8. Prior to the occupation of the development, finalised details of the location and specifications of the provision of electric vehicle charging points on plan ref: Proposed site plan 20-050 02 rev.A received 30th November 2023 shall be submitted to and approved by the local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation being occupied, and thereafter managed and maintained in accordance with the approved details.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

9. Prior to first occupation of the development, a repaving strategy for the public footpaths and redundant vehicular crossings on Proposed site plan 20-050 02 rev.A received 30th November 2023 shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with an implementation programme to be approved by the City Council as Local Planning Authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant policy DM1 of the Manchester Core Strategy (2012).

10. a) Before the development hereby approved is first occupied a full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes: i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time iii) mechanisms for the implementation of the measures to reduce dependency on the private car iv) measures for the delivery of specified travel plan services v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car. b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

11.a) Before the development hereby approved commences (with the exception of the removal of trees and vegetation) , 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 commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation 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 policy EN18 of the Manchester Core Strategy (2012).

12. Before the development hereby approved commences, an Unexploded Ordnance mitigation strategy outlining what measures, if any, are required to remediate the land shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be carried out in accordance with the agreed details

Reason - To ensure that the presence of or the potential for any Unexploded Ordnance is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policy EN18 of the Manchester Core Strategy (2012).

13. The waste management strategy for the storage and disposal of refuse shall be implemented in accordance with the details on the Waste Management Proforma and Proposed site plan 20-050 02 rev.A, prior to first occupancy of the development and shall remain operational thereafter.

Reason - To protect the amenity of the occupants of the residential accommodation once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

14. Prior to the installation of the bin stores shown on Proposed site plan 20-050 02 rev.A, finalised elevational details of the brick bin stores to serve the mid terraced houses , shall be submitted to and approved in writing by the City Council as local planning authority. The approved measures shall be implemented prior to first occupancy of the development and shall remain in situ thereafter.

Reason - To protect the amenity of the occupants of the residential accommodation once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

15. Notwithstanding the information referenced in condition no.2; (and with the exception of the removal of trees and vegetation) no development shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved in writing by the Local Planning Authority. The approved surface water drainage scheme shall be implemented prior to occupation of the dwellings hereby approved, in accordance with those details that have been approved in writing by the Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and policies EN08 and EN14 in the Manchester Core Strategy (2012).

16. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The approved scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;

o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason- To manage flooding and pollution and ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

17. No site clearance works, including works to trees or shrubs, shall commence between 1 March 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 that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to policy EN15 of the Manchester Core Strategy (2012).

18. If no development has commenced 12 months after the removal of the trees and scrub from the site, details of a soft landscaping scheme to form a wildflower meadow on the site in order to support local ecology in the event of a significantly delayed scheme, shall be submitted to and approved in writing by the Local Planning Authority. The approved wildflower meadow shall then be implemented, within 3 months of the approval of the scheme.

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

19. If no development commences within 12 months of the date of consent, a further survey of the site and locality for protected species shall be undertaken and the findings shall be submitted to and approved by the local planning authority. The development shall be undertaken with any measures identified as being necessary following the outcome of the survey.

Reason - to minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994), pursuant to policy EN15 of the Manchester Core Strategy (2012).

20. The bat and bird bricks shown on the Bird and Bat box plan ref: P159.22 .04; shall be implemented in accordance with the approved scheme, prior to the occupation of the buildings, and retained at all times thereafter.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

21. The gaps below rear garden fencing for hedgehogs shown on the Bird and Bat box plan ref: P159.22 .04; shall be implemented in accordance with the approved scheme, prior to the occupation of the buildings, and retained at all times thereafter.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

22. a) Prior to above ground works finalised details relating to planting densities and species relating to the soft landscaping scheme shown on plan ref: Proposed site plan 20-050 02 rev.A, shall be submitted to and approved in writing by the City Council as local planning authority.

b) The approved landscaping scheme and arrangements for management and maintenance shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

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 Manchester Core Strategy (2012).

23. In this condition "retained tree" means an existing tree in the rear garden of plot no.5 and the side garden of plot no.7, and tree outside the southern site boundary but with a root zone shown which is referenced in the Arboricultural Impact Assessment ref: P.1591.22 dated October 2022 specified in condition no.2 and particulars; and paragraphs (c) and (d) below shall have effect until the expiration of 5 years from the date of the first occupation of the development for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

24. The development shall be implemented in accordance with Invasive Species Method Statement ref:P1591 .22 dated December 2023.

Reason - To prevent the spread of invasive species in accordance with the Wildlife and Countryside Act 1981, and in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

25. a) The development shall be implemented in accordance with a fabric first approach terms of sustainability and energy efficiency as referenced in the Design and Access Statement.

b) A post construction review certificate/statement shall be submitted for approval for the development, within a timescale that has been previously agreed in writing for the development, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

26. a) The boundary treatment shall be implemented in accordance with shown on plan ref: Proposed site plan 20-050 02 rev.A and Boundary treatment plan ref: 20-050 30, before the dwellings are first occupied and retained as such thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

27. The bathroom window at first floor level in the southern gable to plot no. 4 , shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, and maintained in perpetuity.

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy (2012).

28. The windows at first floor level in the rear elevation of plots nos.1 and 7 shall be obscurely glazed to a height of 1.7m above internal floor level to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, and maintained in perpetuity.

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy (2012).

29. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

30. 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, roof alterations or outbuildings shall be erected onto the dwellings within the development hereby approved other than those expressly authorised by this permission.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

31. 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 specified in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

32. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings shall be undertaken save where it is authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012).

33. Prior to the commencement of any above ground works, finalised detailed designs (including cross sections) of the windows reveals on the elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

1. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2. Construction/demolition works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Electricity Northwest
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

United Utilities Water PLC

All Saints Primary School, Belle Vue Street, Manchester, M12 5PW

26 Valance Close, Manchester, M12 5LB

2 Valance Close, Manchester, M12 5LB

46 - 48 Blackwin Street, Manchester, M12 5JY

7 Valance Close, Manchester, M12 5LB

Flat 2, 2A Danett Close, Manchester, M12 5LU

Flat 1, 2A Danett Close, Manchester, M12 5LU

7A Valance Close, Manchester, M12 5LB

38 Blackwin Street, Manchester, M12 5LD

34 Blackwin Street, Manchester, M12 5LD

13 Laurence Close, Manchester, M12 5LX

1 Laurence Close, Manchester, M12 5LX

24 Valance Close, Manchester, M12 5LB

18 Valance Close, Manchester, M12 5LB

10 Valance Close, Manchester, M12 5LB

40 Blackwin Street, Manchester, M12 5LD

Flat At, 44 Blackwin Street, Manchester, M12 5LD

44 Blackwin Street, Manchester, M12 5LD

32 Blackwin Street, Manchester, M12 5LD

30 Blackwin Street, Manchester, M12 5LD

28 Blackwin Street, Manchester, M12 5LD

10 Danett Close, Manchester, M12 5LU

8 Danett Close, Manchester, M12 5LU

6 Danett Close, Manchester, M12 5LU

4 Danett Close, Manchester, M12 5LU

15 Laurence Close, Manchester, M12 5LX

11 Laurence Close, Manchester, M12 5LX

9 Laurence Close, Manchester, M12 5LX

5 Laurence Close, Manchester, M12 5LX

3 Laurence Close, Manchester, M12 5LX

28 Valance Close, Manchester, M12 5LB

22 Valance Close, Manchester, M12 5LB

20 Valance Close, Manchester, M12 5LB

16 Valance Close, Manchester, M12 5LB

14 Valance Close, Manchester, M12 5LB

12 Valance Close, Manchester, M12 5LB

8 Valance Close, Manchester, M12 5LB

6 Valance Close, Manchester, M12 5LB

5 Valance Close, Manchester, M12 5LB

2 Danett Close, Manchester, M12 5LU

7 Laurence Close, Manchester, M12 5LX

4 Valance Close, Manchester, M12 5LB

42 Blackwin Street, Manchester, M12 5LD

36 Blackwin Street, Manchester, M12 5LD

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA