Application Number	Date of Appln	Committee Date	Ward
139648/FO/2024	27th Mar 2024	30th May 2024	Harpurhey Ward

Proposal Erection of 7 no. residential dwellings (Use Class C3) and associated hard landscaping and infrastructure works

Location Land Adjacent To 32 Clevedon Street, Manchester, M9 5PL

Applicant Mr Z Ahmed, Tiny Estates Ltd

Agent Mr Tim Payne, Cartwright and Gross Architects

Executive Summary

The proposed application relates to the erection of a two-storey residential development comprising seven, two storey, terraced dwellinghouses.

Following notification of the application, 8 representations have been received, including 7 objections and 1 neutral response.

Key Issues

-Impact to the character and appearance of the street.

-Impact to residential amenity.

-Waste management.

-Impact to the operation of the highway and access.

Description

The application site relates to a rectangular shaped area of land, situated to the southern side of Clevedon Street, a residential cul-de-sac.

View looking towards the gable of the existing end terraced property on Clevedon Street.

The site comprises a combination of hard-standing and low-level scrub vegetation, which was until recently, partially occupied by dilapidated single storey garages which have now been demolished. The remainder of the site is used for informal parking.

The site is neighboured to the south by the rear of two storey terraced dwellinghouses situated along Windsor Road, separated by a gated alleyway. To the west, the site is adjoined by the gable end of an existing end terraced property along Clevedon Street. Opposite, to the other side of Clevedon Street is a further row of terraced properties.

Due to the topography of the local area, the site lies at a higher level to the rear facing properties along Windsor Road. The site slopes away towards Windsor Road, where a grassed embankment slopes towards metal railings which enclose the alleyway. The site also gently slopes towards the existing dwellinghouses to the west along Clevedon Street.

View of the site from Clevedon Street terminus

View looking toward the Clevedon Street terminus with arrow indicating the site location

The immediate area is largely residential in character, mainly comprising two storey, terraced dwellinghouses.

A short distance to the south-east, is Manchester and Cheshire Dogs Home, beyond which is the open space area of Moston Vale.

The Proposal

Planning permission is sought for the erection 7 x two storey, residential terraced dwellinghouses (Class C3), together with associated works and boundary treatment.

The development seeks to continue the line of the existing terrace along Clevedon Street, albeit with a gap to protect natural light to an existing, first floor gable window associated with the neighbouring terrace.

The proposed houses would reflect the existing design, scale and form of neighbouring properties and would maintain ridge height and the front building line of the existing properties along Clevedon Street.

The houses immediately adjoin the back of pavement to the front. To the rear would be a terraced yard area with steps leading to the rear alleyway for waste management purposes.

The proposal represents a revised scheme to that originally submitted. Alterations have been made to the rear of the proposed houses, including a reduced rearward projection, elevational alterations to prevent overlooking and the inclusion of some soft landscaping.

Consultations

Local Residents/Occupiers

8 representations have been received, including 7 objections. Principal comments are summarised below:

-The area is too small for 7 houses.

-There is already no parking along Clevedon Street. The proposed development would make the situation worse.

-The use of heavy machinery would destroy nearby foundations.

-The proposed houses would take away light from properties along Windsor Road at the rear, whilst also leading to the overlooking of these properties.

-Construction would cause disruption to the neighbouring properties including noise, disturbance, vibrations, parking problems associated with contractor's vehicles, lack of toilet facilities for workers, drainage issues, access problems along Clevedon Road and disruption caused by the storage of building materials.

Highways Services

It is noted that the site is located adjacent to the unadopted section of highway of Clevedon Street. The following comments are made:

Trip Generation - Given that the proposed development would result in 7 additional residential dwellings, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

Site Accessibility - The site is well accessed by sustainable modes. Regular bus services and tram services are available within walking distance of the development site.

Parking and Access - There is no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street. Pedestrian access will be directly from Clevedon Street. Plans show that a footway will be installed along the frontage of the properties and link to the existing adopted footway to the north. This footway should be a minimum of 2m and link to the existing footway. It is requested that the area of unadopted (proposed) footway and carriageway are offered up to adoption to link to the rest of the adopted Clevedon Road. If the developer adopts the section of Clevedon Street, the Council would require the existing carriageway to be resurfaced, and possibly reconstructed, if it's in a poor state.

Cycle Parking – Secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. Plans confirm that a cycle store will be in place within the curtilage of each dwelling for the provision of 2 cycles. This is acceptable.

Servicing - Designated refuse storage has been accommodated for each individual dwelling within the curtilage of the site. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway. It is understood that bin collection will be undertaken from Clevedon Street.

Construction Management – A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Environmental Health

Conditions are advised in relation to construction management, waste management, acoustic insulation and the remediation of ground conditions.

Flood Risk Management

Any comments received will be reported to the Committee.

United Utilities

A condition is requested in relation to the submission and agreement of a surface and foul water drainage scheme and for its subsequent maintenance.

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

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. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sited in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;

- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H2 (Strategic Housing Location) states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.

- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.

- Considering the scope to include a residential element as part of employment-led development.

The proposal will comply with the densities identified within this policy and bring about significant regeneration in an area identified for change.

Policy H3 (North Manchester) – relates to new housing in north Manchester and states that over the lifetime of the Core Strategy, north Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes, as well as along high frequency public transport routes.

Policy EN1 (Design Principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN4 (Reducing CO_2 Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO_2 emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy

supplies. The use of building materials with low embodies carbon in new development and refurbishment schemes is also sought.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that 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. 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.
Policy EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC7.1 (New Housing Development) state that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disable people, including those that use wheelchairs wherever this is practicable.

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

The Guide to Development in Manchester (SPD)

This document contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality

and inclusive design. The principles that development should seek to achieve include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is now 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.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Places for Everyone Greater Manchester Joint Development Plan (March 2024)

Places for Everyone Joint Development Plan was published in March 2024 and has been produced by Greater Manchester Combined Authority to provide a long-term

plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts.

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.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Manchester Climate Change Framework 2020 - 2025

The Manchester Climate Change Framework (2020-2025) was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines 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.

Sections 4, 5, 11 and 12 and are considered relevant to the consideration of this application.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.
The relevant sections of the NPPG in this case are as follows:

Design 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.

Issues

Principle

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

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

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

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

Policy H3 states further that north Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

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

In this case, the site would regenerate a vacant, infill site on brownfield land that makes no meaningful contribution to the function of the host street on the appearance of the street-scene.

The proposed dwellinghouses would make best use of the site to provide new dwellinghouses, adding to the diversification of housing stock in the area. The site is also appropriately situated within a sustainable location close to local amenities and existing housing stock. On this basis, the principle of the proposed development is considered acceptable.

Specific planning issues are addressed further below.

Redevelopment of the Site and Contribution to Regeneration

The proposed development would regenerate an unkempt and under used area of land which could otherwise be left to further deteriorate and would substantially uplift the appearance of the area, by providing a decent quality development which would

enhance the appearance of the street-scene whilst contributing to local housing growth objectives. On this basis, the proposal is considered to have a positive regenerative impact.

Site Layout

The proposed development is linear, with the layout influenced by the neighbouring terrace, responding to the local pattern of development along Clevedon Street and adjacent roads and has informed the building's orientation and position on the site, as well as the internal layout.

Proposed layout

The proposal makes efficient use of the land available, to provide a row of 7 self-contained dwellinghouses. The proposed terrace responds to the adjoining, front building line to provide a strong frontage to the road. To the rear, the ground floors lead to elevated, partially enclosed, external terraces with stepped access to the alleyway. The rearward projection has been pulled back 900mm when compared to the originally submitted layout to ensure the principal rear elevation aligns with the adjoining building line, except for a small projection to ensure the houses meet the required internal space standards.

It is considered that the proposed layout provides a satisfactory balance between built form and amenity space given the size constraints for the site and local pattern of development.

The arrangement maximises the main street frontage that the development addresses, reinforces the suburban grain and fulfils the potential of the site, without compromising the character and appearance of the area, or the setting of adjoining buildings. As such, the proposed layout is considered acceptable.

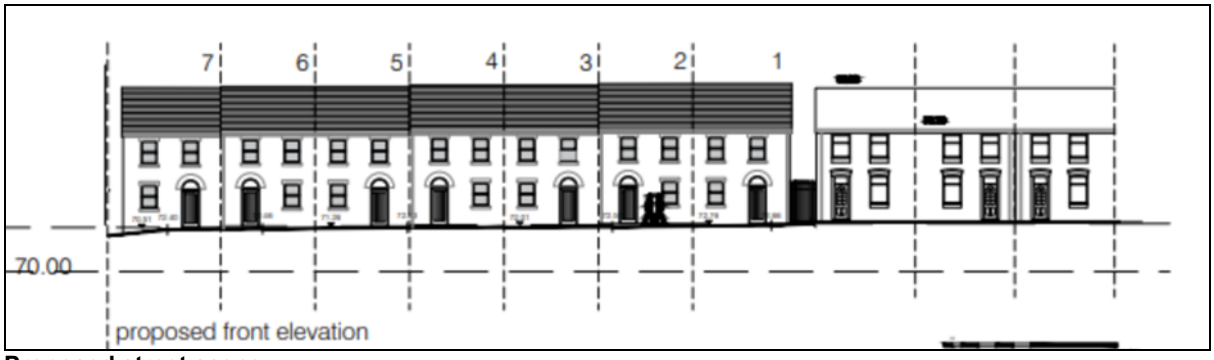
Density/Balance of Accommodation

The proposed development would deliver 7 x 2 bedroom residential dwellinghouses comprising living accommodation, including a downstairs WC to the ground floor and two bedrooms and a study to the first floor. The layout roughly mirrors that of the local context and is considered an appropriate density for this location. Internally, each property measures 80.1 sqm, which is compliant with City Council space standards.

Design, Scale and Appearance

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

It is considered that the layout reflects the pattern of development in the area and the development would assimilate sympathetically and effectively into the immediate context.



Proposed street scene

In terms of design and appearance, the design of the proposed houses adopts a simple, traditional approach, incorporating a gable roof to mirror the profile of the neighbouring terrace, arched detail over the front doors, cills and headers to windows and windows that reflect the style, position and proportions of the neighbouring terrace.

Proposed rear elevation

The proposed use of materials utilises a simple palette, including red facing brick work to match neighbouring houses, dark UPVC window frames, art stone cills and headers to the windows and natural slate tiles to match neighbouring properties. The exact specification will be controlled by way of planning condition, to ensure the materials reflects and respect the colour and texture of neighbouring properties.

On this basis, the design, scale and appearance of the proposed houses is considered satisfactory.

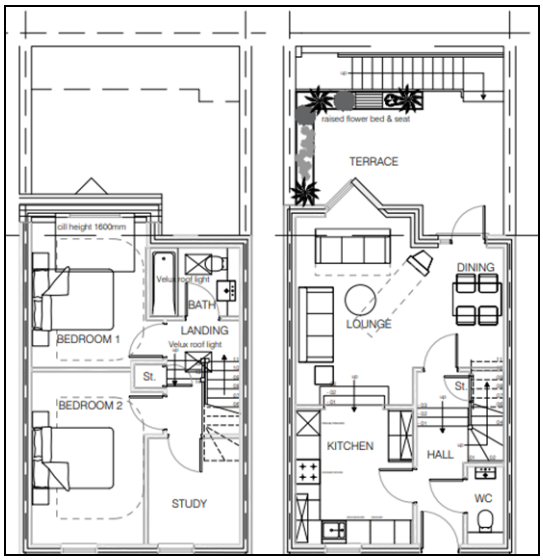
Residential Amenity

In this instance, the proposed development would introduce a residential use into the context of an established residential area and mirrors the arrangement of neighbouring terraces.
Whilst it is acknowledged that there will be some increase in activity at the site due to the introduction of new occupiers and as the site has been vacant for some time, the relatively limited number of prospective occupiers is unlikely to significantly undermine the amenity of existing residents in terms of coming and goings, noise and disturbance within the context of a dense residential area.

In terms of any impact because of the physical presence of the proposed houses, including any potential over-dominance, overshadowing or overlooking, it is believed that given the interface distance, relationship with neighbouring properties and proposed window positioning, there is unlikely to be any significant, adverse impact upon living conditions.

The interface distance of approximately 10 metres between principal, rear elevations it typical of the area and reflects the relationship of the existing terrace along the southern side of Clevedon Street with neighbouring Windsor Road.

To prevent any direct overlooking, each of the windows to the rear elevation windows are angled 45 degrees, with further daylight provided by a rooflights.



Proposed floorplan showing angled windows to the rear

With reference to the impact upon daylight/sunlight levels, like much of this part of Harpurhey the application site is located in a dense urban location along a narrow street, with buildings built close to property boundaries and the public highway. The proposed development is of the same scale as neighbouring properties and would continue the line of an existing terrace. The relationship is therefore not unusual.

Due to the position and orientation of the proposed development to the north of the most affected dwellings situated along Windsor Road, the impact on overshadowing and loss of light would be less than significant due to the path of the sun. Either side of the alleyway that dissects the proposed site and the neighbouring terrace to the rear, the surrounding area is relatively open and would afford light to penetrate from both the east and west to provide adequate light for most of the day.

To safeguard nearby occupiers from over intensification of use and the effects of any further physical alterations, a Class C3 use restriction condition is included to prevent the proposed properties from being occupied as HMOs, as well as a condition which removes permitted development rights for any extensions, roof alterations or new window/door openings, have been included.

It is considered that on balance, the impact upon the amenity of nearby occupiers would not be substantial and the proposed development can be satisfactorily accommodated in this location.

Impact to the Highway

In comparison to all other properties along Clevedon Street and the terraced nature and size constraints of both the host and nearby streets, no, in curtilage, off road parking is proposed. Any vehicles associated with the proposed houses would therefore park on the highway to the front of each house, reflecting the local context.

Whilst there is potential for a marginal increase in traffic along Clevedon Street, it is not considered that the anticipated amount and frequency of vehicle movements would be so excessive that it would jeopardise highway or pedestrian safety or cause any localised congestion. Highway Services have not expressed any concern in this regard and consider that any parking demand can satisfactory be sustained on-street. It is acknowledged that the proposed scheme would result in the loss of an area used for informal parking it is not considered that the loss of this informal facility would have any unduly harmful impacts which would warrant the refusal of this application.

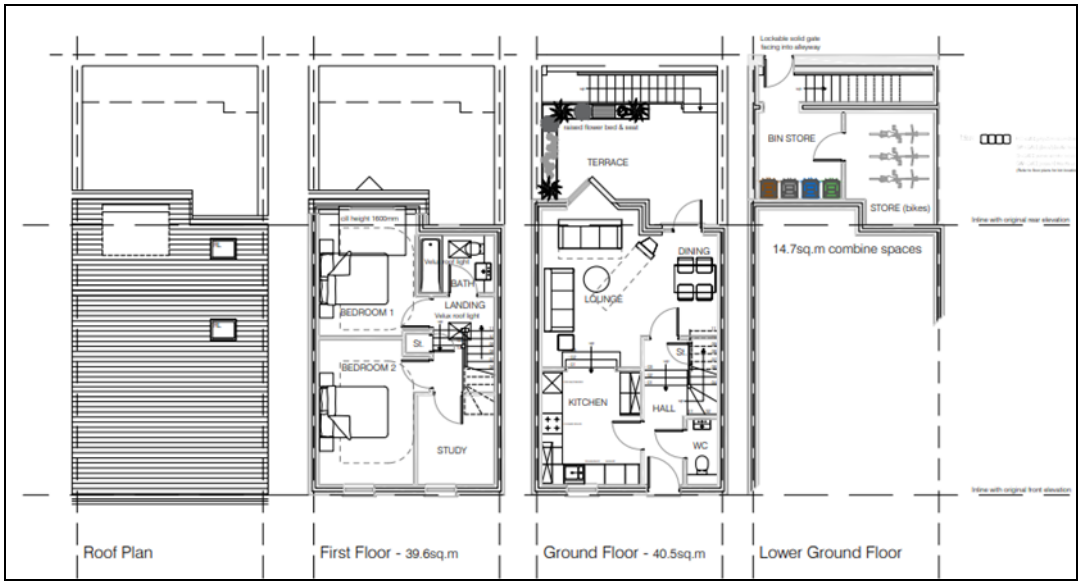
The submitted drawings show that a footway is to be created along the frontage of the proposed properties to link with the existing adopted footway. A condition has been included to ensure this is of a satisfactory standard to be agreed as part of S.278 agreement.

Cycle storage

The development includes a secure rear amenity space, where a cycle storage can be provided. A condition has been included which requires further details of the means of enclosure/shelter.

Accessibility

Each property includes level access from the front and incorporate ground floor WCs and satisfactory circulation space. To the rear, level access is afforded to external terrace area which serves as amenity space.



Proposed layout show rear access

Due to the topography of the site and the existing ground level which slopes both to the south and west, it would not be viable for level access to the rear alleyway. A series of steps lead down to the alleyway to allow access for waste management purposes.

Whilst access to the rear alleyway is far from ideal, options are limited due to the surrounding topography. It is believed that in this case, the contribution to the local housing supply outweighs the harm and the arrangement would allow the site to be developed and prevent the site from been sterilised from development.

Waste Management

The application has been accompanied by a waste management strategy which indicates that an appropriate number of receptacles and recycling arrangements would be provided within the rear yard areas.

The arrangement would adopt the same strategy used by the adjoining and rear terraces properties using the rear alleyway as a route for bins to be pulled to towards the street for collection.

Given the constraints of site, this arrangement is considered satisfactory and typical of the area. Highway Services and Environmental Health raise no objection to the arrangement.

Ecology and Bio-diversity

The site largely comprises surface level hardstanding and does not have any nature conservation designations. The site is considered of low ecological significance and would not result in any significant or undue harm to local ecology.

The planning application was submitted prior to statutory bio-diversity net gain requirements. However, in line with the requirements of the NPPF, a condition is included which requires bio-diversity enhancement as part of development. This is indicated as including the provision of bat and bird boxes and low-level planting to the rear. It is believed that through implementation of such measures, the proposal would lead to an improvement above exiting conditions.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives. A condition has therefore been included which requires further details of what measures are to be incorporated within the proposal in terms of energy efficiency and carbon dioxide emission reduction targets.

Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

In this case, the proposal relates to only 7 dwellinghouses and therefore falls below the policy threshold for affordable provision.

Climate Change

As the proposal would result in a modest number of additional residential units within the context of a principally residential environment, the impact upon climate change is considered less than substantial.

The proposed development would result in an appropriate density for this location and given the surrounding context, the impact upon climate change is considered less than significant.

Due to the low number of anticipated vehicle trips associated with the proposal and the lack of off-road parking, road traffic exhaust emission impacts are predicted to be less than significant.

Whilst there would be some limited impact upon air quality during the construction phase, the impact is not considered significantly harmful. Through effective mitigation and construction management, the impact upon air quality can be appropriately controlled.

On the basis, the impact to climate change should not form a barrier to redevelopment of the site for the proposed use.

Drainage and Flood Risk

The application site is located wholly in flood zone 1 '*low probability of flooding'*.

In line with the Government guidance relating to the provision of sustainable drainage systems (SuDs), it is necessary for the development to incorporate a surface water drainage scheme, as well as a scheme for its subsequent maintenance. Appropriate conditions are therefore included to ensure a robust surface water drainage strategy and its subsequent maintenance is achieved.

If such measures are successfully implemented, it is considered that any flood risk can be satisfactorily sustained.

Ground Conditions

An appropriate condition has been included which requires the submission and approval of a site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Construction Management

Of the representations received, concerns are raised in relation to noise and disruption during building works, as well as the impact to the operation of the highway.

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes to the site, a condition is included which requires the submission and approval of a construction management plan which would detail amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Crime and Disorder

It is considered that proposal would enhance natural surveillance to Clevedon Street and through boundary treatment to the rear would allow for a satisfactory level of defensible space and perimeter security.

To ensure the dwellinghouses incorporate sufficient security measures, a condition is included which require details of security measures to be included, which shall be 'Secured by Design' standards, as well as further details surrounding the proposed boundary treatment at the rear.

Conclusion

The proposed development would make effective use of the site and provide good quality residential accommodation, adding to the diversity of housing in the city within a highly accessible, sustainable location and would contribute to local and national residential growth objectives. The proposed development is in line with the aspirations of national and local planning policies which seek to boost the supply of housing and is entirely consistent with relevant, overarching planning policy. On this basis, the proposed development is considered acceptable.

Given the surrounding environmental context, the design, scale and appearance of the proposed houses and their relationship with neighbouring developments, it is believed that the proposed development would make the most efficient use of the land available and would assimilate effectively into its surroundings to offer social, environmental and economic improvements to the local area. Any other matters are considered to be outweighed by the provision of much needed in the housing in the area.

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 the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision

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) No above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be implemented in accordance with the agreed materials.

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, pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

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

Drawings referenced PL02-A, PL03-A, PL05-A and PL06-A received by the City Council as Local Planning Authority on 13 May 2024 and drawing referenced PL01-A and PL07 received by the City Council as Local Planning Authority on 14 May 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.

4) Notwithstanding the details submitted, prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
-Loading and unloading of plant and materials;
-Storage of plant and materials;

-Site hoarding; scaffolding and acoustic fencing.

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

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

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

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

6) The development hereby approved shall only be implemented in accordance with the waste management details shown on drawing referenced PL02-A received by the City Council as Local Planning Authority on 13 May 2024. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside the curtilage of the site other than on the day of collection.

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

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

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

8) Notwithstanding details submitted, prior to commencement of development (excluding demolition) a scheme for surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design, prior to the use of the building commencing.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

-A finalised drainage layout showing all components, outfalls, levels and connectivity, including connectivity to the public sewer and compliance with easements where applicable;

-Hydraulic calculation of the proposed drainage system consistent with the finalised drainage layout; including 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;

-Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland
flow routes with regards to the properties on site and adjacent properties off site.
-Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

9) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;
-As built construction drawings if different from design construction drawings;
-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 prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

10) Prior to above ground works for the development hereby approved commencing, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

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

11) Notwithstanding details submitted, no development shall commence until an updated landscaping treatment scheme, has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied.

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

12) Notwithstanding details submitted, no part of the development hereby approved shall be occupied until full details of the space and facilities for bicycle parking have submitted to and agreed in writing by the City Council as Local Planning Authority. This shall include means of enclosure. The agreed cycling parking space and facilities shall the implemented as part of the development and 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 and DM1 of the Manchester Core Strategy.

13) a) Notwithstanding details submitted, prior to the dwellinghouses hereby approved being occupied, a scheme for acoustically insulating the proposed residential accommodation against noise from Manchester and Cheshire Dogs Homes shall be submitted to and approved in writing by the City Council as Local planning authority. The potential for overheating shall also be assessed and the noise insulation scheme should take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the approved flats are occupied.

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

Reason - In order to safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Manchester Core Strategy.

14) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any

ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

15) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

16) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the residential units hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order

2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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

17) The residential units hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, serviced apartments/apart hotels, do not commence without prior approval; 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 and the guidance contained within the National Planning Policy Framework.

18) 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 building or roof extensions shall be erected to the proposed dwellinghouses without the prior consent of the City Council.

Reason - To prevent over development and to protect the amenity of nearby residential occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

19) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no windows or doors shall be inserted within the exterior of the dwellinghouse hereby approved, other than that expressly authorised by the granting of this planning permission.

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

20) Prior to first occupation of the development herby approved, full details of all necessary off-site highway works to be implemented via a S.278 agreement, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

-The creation of pedestrian footway to the front of the dwelliinghouses hereby approved along Clevedon Street to link with the existing footway. The footway shall be to adoptable standards.

-Any necessary mitigation works which arise from the submission of a Road Safety Audit (RSA1) which will required to inform the S.278 agreement.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

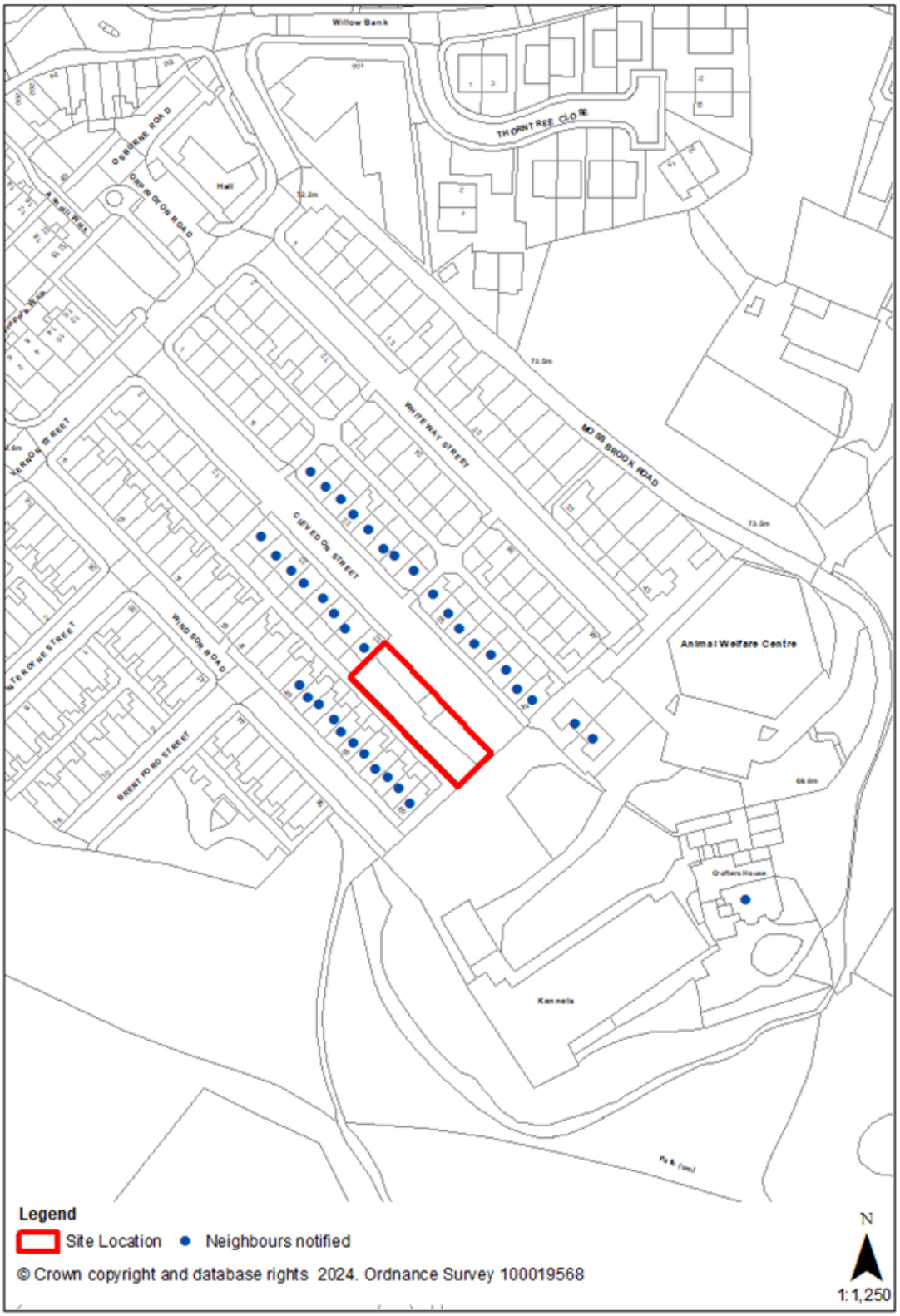
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 139648/FO/2024 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

A map showing the neighbours notified of the application is attached at the end of the report.

Relevant Contact Officer : Steven McCoombe
Telephone number : 0161 234 4607
Email : steven.mccoombe@manchester.gov.uk


Willow Bank
THORNTREE CLOSE
OSBORNE ROAD
ORPINGTON ROAD
Hall
WHITEWAY STREET
MOSSBROOK ROAD
VERNON STREET
CURVEDON STREET
WINDSOR ROAD
WATERHOUSE STREET
BRENTFORD STREET
Animal Welfare Centre
Crofters House
Kennels
Legend
Site Location
Neighbours notified
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