

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137364/FO/2023

Date registered valid: 14 August 2023

Proposal: Erection of 2no. single storey dwellings with associated car parking, landscaping and boundary treatments, following demolition of existing storage and depot facility

Address: Vacant Land Off Minden Close, Manchester, M20 6GS

Ward(s): Didsbury East Ward

Applicant: Mr Ryan Shenton, Southway Housing Trust

Agent (if any): Mr Harry Randhawa, Triangle Architects

Case officer: Janet Lawless
Tel: 0161 234 4535
Email: janet.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 10 October 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 03.10.2023

Standard consultations:

Printed: 17 August 2023 Expired: 7 September 2023

Neighbour notifications

Printed: 17 August 2023 Expired: 7 September 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 that is the subject of this application is located 4.15 miles from Manchester City Centre, the site has good public transport links with bus stops and tram services in close proximity on Fog Lane and Olive Shapley Avenue, as well as connections to the A34 to allow access to the Greater Manchester area. Nearby, St Catherine's Community Centre and Fog Lane Park can be found. There is a Tesco Superstore, a Shell petrol station and Didsbury District Centre which are all within 0.5 miles from the site providing for easily accessible local services.

Minden Close is located in the Didsbury East ward of the City, it is an existing cul-de-sac with the site being located towards the south of the original cul-de-sac, which provides access to several dwellings. The site is currently used as storage for Southway Housing Trust. The site is occupied by a single storey warehouse building in the east, and concrete surfaced hardstanding in the west. Three shipping containers were located within the area of hardstanding, including one perpendicular adjacent to the western side of the warehouse, and two in the south and southwest, sited north to south.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The area is residential in nature and is a mixture of post war former and current social housing stock, the residential properties are a mixture of semi-detached and quasi terraced two storey properties of brick/render finish with tiled roofs along Parrs Wood Road to the east, together with single storey buff brick bungalows which are located to the north of the site on the continuation of Minden Close. The nature of this area is of narrow cul -de sacs feeding off Parrs Wood Road serving these properties with many having their own off street car parking.

Description of development

The proposed scheme consists of 2 dwellings with the following mix: 2no. Bungalows which are 2 bed 3 person dwellings with a total area of 70m². All properties are being developed for social rent. They are to be constructed in brick with feature bronze effect single pitch roof. There is also a feature of an over sail of the roof creating a canopy which is also in the same bronze effect material, this would extend as a porch over the entrance to the properties. Off road parking is provided with 1 space per unit and private garden space for each property.

Consultations & Notification Responses

Local Residents were informed- no representations have been received.

Highway Services- no objections subject to the attachment of conditions relating to electric vehicle charging points, cycle storage, off site highway works and construction management plan.

Environmental Health-no objections subject to the attachment of conditions relating to construction, waste management, electric vehicle charging points and contaminated land.

Flood Risk Management- no objections subject to the attachment of a conditions relating to surface water drainage and sustainable drainage.

United Utilities- no objections subject to the attachment of conditions relating to sustainable drainage to any consent granted.

Corporate Property-no comments received.

Greater Manchester Ecology Unit- no objections subject to the attachment of appropriate conditions relating to tree protection, site clearance and the introduction of biodiversity measures.

Issues

Policy

Manchester Core Strategy

The adopted Core Strategy contains a number of planning policies relevant to the consideration of the application proposals. These are set out below:

Policy H1 - Housing Provision

This policy identifies that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027 equating to an average of 3,333 units per year although this rate will vary across the identified period. The policy identifies that the emphasis outside of the City Centre and the City's Inner areas is to increase the availability of family housing. It is expected that 90% of residential development will take place on previously developed land and sites in close proximity to centres and high frequency public transport routes.

The application proposals would contribute to the overall provision of new residential units in the City on previously developed land in a sustainable location close to services and public transport routes including Metrolink and Bus network. The proposals create an additional 2 houses adding to the housing choice across the City. On this basis the proposals are

considered to accord with the policy H1 of the Core Strategy subject to consideration of matters set out within the issues section of this report.

Policy H6 - Housing in South Manchester

This policy indicates that 5% of new residential development will take place in South Manchester over the lifetime of the Core Strategy. High density development will generally only be appropriate within district centres. Outside the district centres priorities will be for housing meeting identified shortfalls, including family housing and provision that meets the needs of elderly people with schemes adding to the stock of affordable housing.

The application proposals would provide residential accommodation on the site, with the accommodation complying with space standards and being fully accessible. The properties would contribute to the provision of housing choice within the area which is identified as required in South Manchester. On this basis the proposals are considered to be in accordance with policy H6.

Policy T1 - Sustainable transport

This policy embeds the delivery of a high quality integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. It indicates support for proposals that: improve choice by delivering alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; improve access to transport services and facilities for all; improve pedestrian routes and the pedestrian environment; facilitate modes of transport that reduce carbon emissions; reduce the negative impacts of road traffic.

Policy T2 - Accessible areas of opportunity and need

This policy indicates that the Council will actively manage the pattern of development to ensure that new development is located to ensure access to the City's main economic drivers; is easily accessible by walking, cycling and public transport; have regard to the need for disabled and cycle parking and the maximum car parking standards set out in the Core Strategy; and, includes proportionate traffic impact assessments and travel plans for all major applications.

The application site is located within a sustainable location close to the district centre in Didsbury, and the Metrolink and bus networks. It is also accessible by bicycle and on foot enabling future residents to access services across the city by alternative modes of transport to the car. The level of car parking at 1 space per unit is considered acceptable together with the provision of cycle storage. The application is supported by a Transport Statement. It is considered that the proposals accord with policies T1 and T2 of the Core Strategy.

Policy EN1 - Design Principles and Strategic Character Areas

Developments in Manchester are expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located and should be commensurate in scale with the surroundings.

The application proposals have been designed to reflect the context and residential character of the area.

Policy EN 4 - 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 CO2 emissions, and rising fossil fuel prices, through the following actions:

All development must follow the principle of the Energy Hierarchy, being designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero

carbon energy generating technologies. Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies.
This policy sets out that major developments are expected to meet the targets set out in the policy which are to be demonstrated through an energy statement.

Policy EN9 - Green infrastructure

This policy indicates that new development will be expected to maintain existing green infrastructure in terms of quantity, quality and function. Opportunities to encourage developers to 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.

Policy EN14 - Flood Risk

The policy reflects national planning policy to direct development away from sites at greatest risk of flooding, and towards sites with little or no risk of flooding. Site specific flood risk assessments are required for all development proposals on sites greater than 0.5 hectares.

The site falls within Flood Zone 1 and is at low risk of flooding, the applicant has provided a drainage strategy to accompany the application.

Policy EN16 - Air Quality

This policy indicates that the Council will seek to improve the air quality within Manchester and particularly Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers are 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 this includes cumulative impacts, particularly in AQMAs.

The applicant has provided an Air Quality Assessment of the air quality impact of the proposed development and the potential to expose future users to elevated pollution levels.

Policy EN18 - Contaminated Land

The policy outlines that the Council gives priority for the remediation of contaminated land to strategic locations. Proposals for development of contaminated land must be accompanied by a health risk assessment.

The application is accompanied by a ground conditions report that has been assessed by Environmental Health and it is recommended that a suitably worded condition be attached to any approval.

Policy DM1 - Development Management

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

Appropriate siting, layout, scale, form, massing, materials and detail.

Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

Community safety and crime prevention.

Design for health.

Adequacy of internal accommodation and external amenity space.

Refuse storage and collection.

Vehicular access and car parking.

Effects relating to biodiversity, landscape, archaeological or built heritage.

Green Infrastructure including open space, both public and private.

The use of alternatives to peat-based products in landscaping/gardens within development schemes.

Flood risk and drainage.

Existing or proposed hazardous installations.

Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:

Year 2010 - Code Level 3;

Year 2013 - Code Level 4;

Year 2016 - Code Level 6; and

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved policy DC26, Development and 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. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources.

It is considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was revised in July 2021 and is a material consideration in the determination of all planning applications.

There are three overarching objectives to sustainable development: economic, social and environmental:

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

- a social objective, supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible

services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- an environmental objective, contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, use natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Other Material Considerations

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

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines and appropriate elevational detailing and strong design particularly to corner plots.

The proposals are considered to have been designed to reflect the sites context and relationships with the surrounding area.

Residential Quality Guide

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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

South Manchester Regeneration Framework

South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the SRF is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness.

The opportunity for the SRF is to build on and improve its assets - the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester - and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods.

The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

Principle

The principle of providing affordable homes as residential development within a residential area is considered to be acceptable. This is subject to further consideration in terms of impacts on residential amenity, visual amenity, parking and the scale, massing and design of the proposed residential units.

Residential Amenity

The two proposed residential properties have been sited to maximise rear amenity space and accommodate off-street car parking. In terms of overlooking and loss of privacy implications to neighbouring properties given the single storey nature of the proposed dwellings and the considered placements of the windows it is not expected to result in overlooking or loss of privacy for the existing and proposed residential properties. It is considered that the proposed development would be pursuant to policy DM1 and SP1 of the Core Strategy.

The introduction of two residential properties in this area would give rise to some general noise and disturbance associated with the use of the properties, however, given the use that they are replacing which would have been a greater generator of noise due to the associated comings and goings, having a residential use will have less of a detrimental impact and given the residential nature of the area it is not considered that these impacts would be so great to give rise to unacceptable impacts on residential amenity.

Given the context and character of the area where similar relationships exist the proposals are considered acceptable.

Visual Amenity

The proposals are considered to have been appropriately designed and sited to be successfully accommodated into the area. There would be a visual change from the current condition of the site which would be a positive improvement and the introduction of modern contemporary designed residential accommodation is considered to be acceptable in this instance.

Affordable housing

The applicant is a Registered Provider of residential accommodation and it has been confirmed that the properties would be available for social rent. It is considered that the provision of affordable housing in the City is an importance element of the application proposals and would assist in broadening the housing choice in the city and increasing the supply of social housing.

Design and Appearance

The proposed houses would have a contemporary appearance with reference to traditional housing type and materials. The façade treatment will feature buff brick, buff soldier course

brick detailing with will emphasise the window detail and break up the front elevations. The entrance of the bungalow dwellings will feature a flat roofed canopy to bring a contemporary feel, however the scale and massing is reflective of the existing bungalows on Minden Close.

In terms of sustainability the applicant indicates a 'Fabric First' approach that ensures less energy consumption through maximising air tightness and not relying on add on solutions i.e. by instead providing higher U-values for building elements, it doesn't require a long-term maintenance cost for the property. Additionally, the thermal mass brick offers better noise and fire insulation. The design has also included PV panels, this is to reduce the cost of energy to socially rented properties.

Each property is served by an off road car parking space with front boundary treatment of low brick wall and railings, there are amenity areas to the front and rear and a landscaping condition is proposed to ensure that there are enhancement of the character and visual amenities of the area.

Security

The development would remove an area that is currently used as storage and is enclosed by high boundary treatment. It is not an area that currently benefits from good natural surveillance due to its solid boundaries. The residential properties replacing this will have the benefit of natural surveillance from other areas of the estate, together with the new properties contributing to natural surveillance of existing properties. The proposals incorporate robust boundary treatments (concrete post and timber panels) to rear garden areas up to 1.5 metres in height, a suitable worded condition is proposed to be attached to any approval to ensure the proposals achieve secured by design accreditation.

Air Quality

An air quality assessment was submitted with the application. Environmental Health officers were satisfied with the findings within the report and the air quality impacts were found not to be significant but recommend the submission by condition of details of electric vehicle charging points.

Waste

The submitted waste management strategy has been assessed as being adequate for the proposals, with the existing waste arrangements along the street will apply to the proposed properties. As such a suitably worded condition is to be attached to any consent granted to ensure the measures are implemented.

Trees

The proposals would result in the loss of some self- seeded saplings, however there will as part of the proposal be included a landscaping scheme. Ecology reports have been submitted as part of the application, and the Ecology unit have no objections, agreeing with the findings in those reports, however recommend the attachment of conditions relating to restriction of works during bird nesting season and the inclusion of soft landscaping measures or wildlife enhancement such as bat and bird boxes when compared to the current situation of the site, these would result in net gain.

Drainage

Flood Risk Management have no objections to the proposal subject to the attachment of surface water drainage and have asked for an appropriate pre-commencement condition be attached to

any approval to implement an agreed upon surface water drainage system approved by the City Council.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner.

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:

001- Location Plan 21.06.2023

002 Rev P01 Proposed Floor Plans and Elevations 21.06.2023

004 Rev P01 Proposed Site Roof Plan 21.06.2023
006 Rev P02 Visuals 30.06.2023
Design and Access Statement 21.06.2023
Energy Statement 21.06.2023
Demolition Plan 30.06.2023
Tree / Topographical Survey 01 21.06.2023
Phase 2 Geo-environmental 21.06.2023
Ascerta Ecology Report 21.06.2023
Waste Management 21.06.2023
Transport Assessment 21.06.2023

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

3) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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

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

- i. Display of an emergency contact number;
- ii. Details of wheel washing;
- iii. Compound locations where relevant;
- iv. Location, removal and recycling of waste;
- v. Routing strategy and swept path analysis;
- vi. Parking of construction vehicles and staff;
- vii. Sheeting over of construction vehicles.
- vii. Parking of construction vehicles and staff;
- viii. Dust suppression measures.

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. Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

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

5) The details of the approved waste management scheme plan 003 Rev P01 together with the waste proforma shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

6) Before the occupation of the development, car parking areas shown on 'Drawing- Proposed Site Plan- 003, stamped as received by the City Council as Local Planning Authority on 21st June 2023, shall be surfaced and made available for use. The car parking spaces shall be maintained in situ prior to the occupation of the authorised houses and remain in situ thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety, pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

7) Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority.

The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion. This shall include:

- o Finalised drainage layout showing evidence of appropriately located attenuation components. Appropriate easements between proposed attenuation tanks and buildings, which should be confirmed by the project engineer. To ensure future maintenance and functionality, attenuation components should not be in rear plots unless evidence is provided that there is no alternative location.

- o Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

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

8) Before the commencement of above ground construction works, details of highways works to Minden Close that are required as part of the implementation of the development, for the avoidance of doubt, including:

Footway reinstatement on Minden Close and installation of dropped kerbs for driveway access from Minden Close.

Shall be submitted to and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details, which shall be maintained in situ at all times thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

9) Prior to commencement of the development, a scheme for electric vehicle charging shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason: 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 Core Strategy.

10) Prior to first use, details of the specifications, elevations, siting and appearance of the secured cycle storage shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

11) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development 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 EN18 of the Unitary Development Plan for the City of Manchester.

12) Prior to the first occupation of the development the Boundary Treatment shall be implemented in accordance with the approved plans 'Drawing- Proposed- Boundary Treatment, numbered 005 Rev P01, stamped as received by the City Council as Local Planning Authority on 21st June 2023. The approved details shall be retained in accordance with the details and maintained in situ thereafter.

Reason - In order to secure the site boundaries, achieve appropriate noise attenuation and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for

the City of Manchester and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

13) Prior to occupation, details of a hard and soft landscaping scheme shall be submitted to and approved in writing by the City Council as local planning authority and once approved 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, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

14) Before the occupation of the authorised dwellinghouses, a scheme to encourage biodiversity within the application site shall be submitted to and approved in writing by the City Council as local planning authority, including the provision measures to encourage habitats for native species and bird and, if appropriate, bat species. The development shall be implemented in accordance with approved scheme prior to the occupation of the authorised properties and shall be maintained in situ thereafter.

Reason - in the interests of residential development and to encourage bio-diversity pursuant to policies SP1, EN1, EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

15) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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 Core Strategy.

16) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building 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 Core Strategy.

17) No vegetation clearance shall take place during the optimum period for bird nesting (March-September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

18) Prior to occupation, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details at all times thereafter.

The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

19) Upon first the occupation of the authorised houses, the development shall be fully implemented in accordance with the following document 'Supporting Information- Design and Access Statement', stamped as received by the City Council as Local Planning Authority on 21st June 2023, which confirms the provision of a total of 2 residential units for Social Rent in relation to the vacant land off Minden Close site.

The approved details shall be retained in accordance with the requirements of the statement at all times thereafter.

Reason - In order to provide affordable housing at the site in accordance with policy H8 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

20) 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, additional fenestration, roof alterations, porches or outbuildings shall be erected other than those expressly authorised by this permission.

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

21) 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 part of the residential units 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 2015, 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) not precluding occupation by two unrelated people sharing a property.

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

22) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the dwelling houses hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels 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(a) 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 2010, 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 - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as 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 Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

Informatives

1) The applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Minden Road and will require a crossing licence/agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161234 5004). This will be funded at the applicant's expense.

It is requested that the footway along Minden Road is resurfaced. This should be done via a S278 agreement. H-Bars are proposed along Minden Close and should deter inconsiderate parking and keep driveways clear. This is welcomed to Highways. The H-Bars should be undertaken as part of the S278 at the applicant's expense.

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
Greater Manchester Ecology Unit

292A Parrs Wood Road, Manchester, M20 6JY
292 Parrs Wood Road, Manchester, M20 6JY
7 Culbert Avenue, Manchester, M20 6HB
5 Culbert Avenue, Manchester, M20 6HB
296 Parrs Wood Road, Manchester, M20 6JY
294 Parrs Wood Road, Manchester, M20 6JY
290 Parrs Wood Road, Manchester, M20 6JY
288 Parrs Wood Road, Manchester, M20 6JY
4 Minden Close, Manchester, M20 6GS
2 Minden Close, Manchester, M20 6GS
13 Minden Close, Manchester, M20 6GS
11 Minden Close, Manchester, M20 6GS
7 Minden Close, Manchester, M20 6GS
5 Minden Close, Manchester, M20 6GS
3 Minden Close, Manchester, M20 6GS
1 Minden Close, Manchester, M20 6GS
11 Culbert Avenue, Manchester, M20 6HB
9 Culbert Avenue, Manchester, M20 6HB

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
Area Team Boundary - Name: SOUTH AREA