

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137764/FO/2023

Date registered valid: 4 August 2023

Proposal: Erection of 22 x 2 storey houses (Class C3) with associated car parking, landscaping and boundary treatment on land to the North and South of Princedom Street.

Address: Land Between Simister Street And Jonas Street, Princedom Street, Manchester, M9 4JL

Ward(s): Harpurhey Ward

Applicant: Mr Jon Benson, Mosscafe St Vincents Housing Group

Agent (if any): Miss Kyra Jennings, AEW Architects

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 15 December 2023

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 8 September 2023

Standard consultations:

Printed: 16 August 2023 Expired: 6 September 2023

Neighbour notifications

Printed: 16 August 2023 Expired: 6 September 2023

Site notice

Posted: 8 September 2023 Expired: 29 September 2023

Press advert

Published: 22 August 2023 Expired: 5 September 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site relates to Land Between Simister Street And Jonas Street within the north Manchester ward of Harpurhey.

The site is split into two parcels of land. The northern parcel of land is rectangular in shape and is bounded by Sequoia Street to the north, Simister Street to the east, Princedom Street to the south and Jonas Street to the west. The southern part of the site is irregular in shape and is bounded by Princedom Street to the north, communal alleyways from Cicero Street to the east, the rear of properties/ gardens on Kingscliffe Street to the south and communal alleyways from Stanway Street to the west.

Both parcels of land are characterised by grassland which are bounded by low knee rails. Both have a flat topography. Both parcels of land have been previously developed as terraced housing.

Both parcels of land are surrounded by residential low rise accommodation.

The northern parcel of land benefits from natural surveillance in the form of Victorian terraced properties on Simister Street which look onto the application site, amenity spaces in connection with properties on Sequoia Street and the rear gardens of Jonas Street also look onto the land.

Whilst properties along Jonas Street and Sequoia Street appear to benefit from a Radburn style layout with the main entrances turned away from the street, properties along Simister Street are characterised by Victorian style terraced properties with small courtyards to the rear of the properties. Despite the differences in layout and form, all surrounding properties around the northern parcel of land are characterised by being two storey and are brick built, with some elements of rendering.

The southern parcel of land is bound by existing gated alley schemes to the east and west. The rear of properties along Stanway Street look onto the west of the site- the properties are characterised by Victorian terraced, red brick two storey dwellinghouses with small courtyards which benefit from access onto the communal alleyway. Properties along Kingscliffe Street which look onto the rear of the southern parcel of land are characterised by two storey, terrace properties which appear larger in form and a motor garage business with several outbuildings also looks onto the site. Properties which look onto the southern parcel of land from the east are sited on Cicero Street. Again, the properties benefit from an existing gated alleyway scheme. The properties along Cicero Street are of a Victorian period, characterised by red brick, box bay windows and small courtyards to the rear.

The applicant site sits to the east of the Harpurhey District Centre.

Description of development

The submitted application seeks planning permission for the erection of 22 x 2 storey houses (Class C3) with associated car parking, landscaping and boundary treatment on land to the North and South of Princedom Street.

The proposal would create:

8 no. 3B4P end terraced properties (internal floor space of 87.16m²) and 14 no. 3B4P mid terrace properties (internal floorspace of 88.12m²).

The site would be split up into 4 blocks. Within the northern parcel of land block 1 would look onto Sequoia Street and block 2 would look onto Princedom Street. Within the southern parcel of land blocks 3 and 4 would sit next to one another and look onto Princedom Street.

Block 1 and block 2 would have 6 units each (4 mid terraced properties and 2 end terraced properties each), whilst block 3 and block 4 would have 5 units each (3 mid terraced properties and 2 end terraced properties each).

Each property would benefit from one off street parking space, a section of soft landscaping to the front of the property and a private rear amenity space. Blocks 1 and 2 would benefit from an alleyway to the rear of the property where bins and cycle stores would be stored within private rear amenity spaces. Blocks 3 and 4 would have a different arrangement. For the four end terraced properties, bins would be stored within the rear amenity space and brought forward on the day of collection. The mid terraced properties would store bins within the front amenity space. The mid terraced properties within block 3 would have access to the rear gardens via proposed steel gates with lock through the existing alleyway. The mid terraced properties within block 4 would have access to a new alleyway with a proposed steel gate with lock to be installed. Boundary treatment would be installed throughout the site, incorporating the use of soft landscaping where possible.

Plans show each property would benefit from an EV charging point and Air Source Heat Pump (ASHP) on the rear elevations of the property. End terraced properties would benefit from ASHPs located on the gable elevations.

Amended Plans

Plans have been amended from those originally submitted. Amendments through the course of the application involved changes to layout, changes to boundary treatment and changes of the site's interaction with the existing alleyways close to block 3 and 4.

Further information was provided in relation to ASHPs, EV charging points, accessibility and an open space assessment. Conversations with MCC Flood Risk Management Team, Highway Services and United Utilities took place during the course of the application to try to overcome issues raised.

A re-notification period for 14 days was undertaken to ensure consultees and neighbours had sufficient time to consider changes to the scheme and additional supporting documentation.

Planning History

092558/FO/2010/N1- Land At Princedom Street, Jonas Street And Simister Street (Site 2)- Erection of 22 (total no.) two, three and four bedroom houses with associated car parking and landscaping.

Approved 8 June 2010.

*Permission never implemented.

052080/FH/NORTH2/97- 2, Winford Street- Extension at rear of dwellinghouse to form a garage after demolition of existing garage.

Approved 28 July 1997.

050684/FH/NORTH2/96-2, Winford Street- Extension at side of dwellinghouse to form a garage. Refused 23 December 1996.

018138- 2 Wimford Street- Conversion of shop to a dwellinghouse including the erection of a domestic garage.

Approved 21 October 1982.

Consultations & Notification Responses

Local Residents

Local residents were consulted on the application and during the consultation period four comments were received- two objections and two of a neutral position. All responses highlighted the same concern:

The proposed concealed alleyways, due to the existing vandalism and arson surrounding the site, could give rise to adverse privacy and security implications to the surrounding dwellinghouses and businesses. The proposed alleyways could result in a space for crime, anti-social behaviour and fly tipping. Clarification was sought to understand if the new alleyways would be gated or open.

No further neighbour comments were received during the re-notification period.

Highway Services

Highway Services were consulted on the application and the response can be summarised as follows:

Trip Generation and Junction Capacity:

The number of vehicular trips associated with site is expected to not be significant and therefore it is accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

Highway Safety Record:

Based on The Department for Transport database, Highways have no concerns about highway safety issues within the vicinity of the site.

Site Accessibility:

The site is well accessed by sustainable modes- bus services along Moston Lane and Metrolink facility at Central Park.

No concern.

Parking and Access:

There are 22 car parking spaces located within the site's curtilage, thus equating to a provision of 100%. It should be noted that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway. H-Bars are to be installed along Jonas Street and Simister Street. It is requested that H Bars are installed along Princedom Road driveways to reduce inconsiderate parking.

It is noted that Block 1 and 2 eastern and western most driveways are less than 10m from the highway. Highways requests that driveways are 10m from the junction to ensure highway safety.

It is noted that no junction Protection is in place at Simister Street / Princedom Street and Jonas Street / Princedom Street. It is requested that junction protection is put in place.

It is requested that dropped kerbs and tactile paving are installed across Simister Street / Princedom Street and Jonas Street / Princedom Street. It is also requested that the footways adjacent to the site on Sequoia Street, Jonas Street, Simister Street, Jonas Street and Princedom Street are resurfaced.

Driveways are proposed directly from the highway with the development of dropped kerbs.

It is important to note that Highways would not support any greater than a double dropped kerb and therefore the driveway should be positioned at an appropriate point away from the neighbouring driveway.

Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, installation of HBars on Simister Street and Jonas Street and for construction of the proposed vehicular access and dropped kerbs on Sequoia Street, Simister Street, Princedom Street and Jonas Street and H-bar 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. 0161 234 5004). This will be funded at the applicant's expense.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being

discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

It is also recommended that the applicant liaises with MCC's Street Lighting Team regarding the potential requirement to relocate an existing street lighting column on Princedom Street.

EV Charging Points:

Request for an Electrical Vehicle charging point (minimum 7kW) is made available for each dwelling. The Design and Access statement confirms that each driveway will have an EV Charge point in place.

Cycle Parking:

Request for secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. Plans demonstrate that one enclosure and secure cycle store is in place for each dwelling. This is acceptable to Highways.

Boundary Treatment:

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Refuse and Servicing

Designated refuse storage has been accommodated for each individual dwelling with kerbside collection. This will form part of the collection vehicles existing route.

Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

Construction Management Plan:

Highway Services requested a Construction Management Plan condition be attached to any approval granted.

Further comments from Highway Services following a meeting between the LPA and Highway Services:

Highways note the constraints on-site and will accept the proposed driveways. However, the developer must provide TROs at the junctions to protect them from parked vehicles and ensure good visibility from the proposed driveways. We also request that the applicant consider the boundary treatments at the Block 1 and 2 eastern and western most driveways. It is requested that boundary treatment be visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians and the location of any proposed vegetation / landscaping and the impact this may have on driver visibility should also be considered.

Further comments from Highway Services following re-notification period (21 November 2023):

Highways have no further comments. All previous comments still remain applicable.

Further comments from Highway Services during email conversation (dated 6 December 2023):

I am happy with the updated EVC information and the information is now sufficient.

Thanks for the confirmation of the boundary treatment. This is noted and is also acceptable to Highways.

Environmental Health

Environmental Health were consulted on the application and the responses can be summarised as follows:

Construction Management Plan:

Environmental Health requested a Construction Management Plan condition be placed on any approval granted.

Construction Hours:

Environmental Health requested a condition restricting construction working hours should be attached to any approval granted.

NSE4 acoustics:

Environmental Health requested an acoustic insulation condition be attached to any approval granted.

A noise assessment was submitted as part of the supporting documentation of the application. Environmental Health reviewed the report and provided the following comments:

*We have reviewed the submitted Professional Consult Noise Impact Assessment, Reference: 21.158.1.R1 Issue Date: 20 May 2023, and can provide the following comments:

1.The report states that measurements were obtained during 10:00 – 13:00 hrs on a weekday. Clarification should be provided for why an extended survey in accordance with MCC's guidance, including night-time monitoring, was not undertaken.

2.The report refers to a nearby car repair garage with the potential to produce adverse noise impacts upon the development, but it is not stated whether the garage was operational during the survey and it's not included in the impact assessment, which only considers road traffic noise.

3.The proposed air source heat pumps should be included in the assessment.

Refuse/ Waste:

Environmental Health requested a refuse/ waste condition be attached to any approval granted. The Team reviewed the submitted proforma/Waste Management Strategy and provided the following comments:

*The submitted proforma/Waste Management Strategy should include details of internal stores for both waste and recycling, including any plans and designs.

Air Quality:

Environmental Health requested an air quality condition be attached to any approval granted.

Contaminated Land:

Environmental Health requested a CLAND01 (contaminated land) condition be attached to any approval granted.

A contaminated land condition was submitted as part of the supporting documentation of the application. Environmental Health reviewed the report and provided the following comments:

*We have reviewed the submitted phase 1 and 2 ground contamination reports and can advise that the findings and recommendations of the Brownfield Solutions Ltd Phase II Geo-Environmental Assessment Report, Ref. PH/C4656/10673 dated February 2022 are generally accepted; in accordance with part a of the above standard condition, a detailed Remediation Strategy is required, and confirmation of the ground gas regime should be made following completion of the monitoring. The Remediation Strategy, including proposals for imported materials or site-won topsoil reuse, and site completion/verification reporting, should comply with MCC's guidance. We would also advise that, given the presence of asbestos, the inclusion

of a warning membrane at the base of the clean soil will be required rather than the hard dig layer option.

Further comments from Environmental Health following re-notification period (21 November 2023):

Noise - The applicant previously advised (email below from Adam dated 20 Sep23) that "The air source heat pumps are now proposed to be internal and no externally mounted air source heat pumps will be used." The revised submitted plan titled 'Proposed Waste Management Strategy, EV Charging Ports and ASHP Locations' states 'Air Source Heat Pump condenser units located on rear elevations. End terraces' ASHPs located on gable elevations.' The submitted technical datasheet for the ASHP states that it's an outdoor unit. The sound data provided indicates that the units should be generally acceptable for the proposed locations, but this should be confirmed by the acoustic consultants.

Air Quality - EV charging - The submitted plans indicate that each house is to be allocated an EVC point. As per our comment in the email below, the developer should refer to MCC's guidance for charge point recommendations including output specs. This detail remains outstanding.

Waste - Details of internal stores for W&R, as per our comments below, remain outstanding.

Further comments from Environmental Health during email conversation (dated 6 December 2023):

Confirmation the EV charging point specification and supporting information is adequate to satisfy the condition prior to determination.

MCC Flood Risk Management Team

MCC Flood Risk Management Team were consulted on the application and the response can be summarised as follows:

The information uploaded to the Planning Portal from 04 Aug 2023 has been considered.

- Finalised drainage layout to be provided.
- Applicant to provide dimensions from tank to boundary. Please note the LLFA require SW features to be 5m of a building or highway and 2.5m of a boundary.
- A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.
- Evidence of UU approval for diversions.
- Evidence of drainage survey (northern plot), approval from UU to be provided.
- Hydraulic calcs - "WARNING: Half Drain Time has not been calculated as the structure is too full." The LLFA require a half drain time of less than 24 hours.
- Permeable paving on top of an attenuation tank is not a suitable arrangement.
- Flow control and SUDS elements to be provided.

The Team requested a pre-commencement flood condition be placed on any approval granted. The Team requested a pre-occupation flood condition be placed on any approval granted.

The Team requested the following informative be attached to any approval granted:

MCC records highlights an underground culverted ordinary watercourse (Moss Brook Brook) is located within close proximity to the site (approximately 40m south of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site,

then further investigation works should take place to identify the asset and MCC should be contacted immediately.

Further comments from Flood Risk Management following re-notification period (21 November 2023):

The developer requested a meeting with the MCC Flood Team.

The meeting took place on 11/12/23. Following the meeting, the Flood Risk team provided the following comments, requesting the following conditions:

Condition 1: No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

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;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less than 5 l/s. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- 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;
- Assessment of overland flow routes for extreme events. 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.
- 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.
- Where a public sewer diversion is required, an agreement in principle from United Utilities is required. An email of acceptance will suffice.
- Hydraulic calculation of the proposed drainage system;
- 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. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

Condition 2: No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- 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 manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

INFORMATIVE:

MCC records highlights an underground culverted ordinary watercourse (Moss Brook Brook) is located within close proximity to the site (approximately 40m south of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

The flood consultant working on behalf of the developer submitted further information for review by the Flood Team. However, this could not be assessed prior to the determination of the application due to time constraints.

Neighbourhood Trees (Arboriculture)

Neighbourhood Trees (Arboriculture) reviewed the relevant documents and confirmed they were happy with the proposed planting scheme for the site.

Further comments from Neighbourhood Trees (Arboriculture) following re-notification period (21 November 2023):

No objections to the proposals for the site.

The Officer was happy with the proposed planting plan.

Trees					
Number	Species	Common Name	Girth	Height	Specification
11 -	Acer palmatum	Japanese Maple		200-250cm	Branched: 4 brks: C
21 -	Amelanchier 'Ballerina'	Snowy Mespilus 'Ballerina'	18-20cm	450-650cm	Extra Heavy Standard: 3x: RB: Clear Stem min. 200cm
12 -	Carpinus betulus 'Frans Fontaine'	Hornbeam 'Frans Fontaine'	18-20cm	450-500cm	Extra Heavy Standard: 3x: RB: Clear Stem min. 200cm

Hedges					
Number	Species	Common Name	Pot Size	Height	Density Specification
418 -	Carpinus betulus	Common Hornbeam		100-125cm	5/m 1+2: Feathered: B
144 -	Crataegus monogyna	Common Hawthorn		125-150cm	5/m 1+2: Transplant - seed raised: B
144 -	Ilex aquifolium 'Alaska'	Holly 'Alaska'	10L	80-100cm	5/m Leader with Laterals: C

Greater Manchester Police

Greater Manchester Police considered the application – proposals and submitted Crime Impact Statement and were not too concerned with the proposals.

The following comments were raised:

The proposed houses on Princedom Street should not compromise the integrity of the existing alleyway gating scheme.

The houses should be built to a Secured by Design standard.

Further comments from Greater Manchester Police following re-notification period (21 November 2023):

No additional comments to make.

United Utilities

United Utilities were consulted on the application and the responses can be summarised as follows:

Objection:

Following our review of the proposed site layout (Drawing No: 12192-AEW-XX-XX-DR-A-0502) it appears that our access to the sewer will be compromised by the proposed dwellings, which is not acceptable to United Utilities. This will require resolution by the applicant at their earliest convenience. Until the applicant has contacted Developer Services, United Utilities must OBJECT to this planning application.

We recommend the applicant seeks advice on this matter from our Wastewater Engineer in the Developer Services team (email: SewerAdoptions@uuplc.co.uk) at the earliest opportunity as a diversion of the affected public sewer or reconfiguration of the proposed layout will be necessary.

United Utilities requested a drainage condition is attached to any subsequent approval. The consultee also suggested a further condition is attached to any subsequent approval- prior to occupation condition- management and maintenance.

United Utilities provided a detailed response/ advisory notes in relation to:

The importance of Sustainable Drainage Systems (SuDS)

Adoption and construction of drainage systems

United Utilities Property, Assets and Infrastructure

Water and Wastewater Services

Useful contacts

Further comments from United Utilities following conversation with the developer (4 October 2023):

We have reviewed the submitted Drainage Statement and in particular Drawing Number 'PV2309-APP-92-XX-DR-C-2001-S1 Rev P01 - Drainage Strategy' which now shows the sewer to be diverted.

On this basis we can confirm that whilst the proposals are acceptable in principle, there is insufficient information on the detail of the drainage design.

We therefore request a prior to commencement drainage condition is attached to any subsequent approval.

A long advisory note was provided by United Utilities.

Further comments from United Utilities following re-notification period (21 November 2023):
No further comments received.

Greater Manchester Ecology Unit

Greater Manchester Ecology Unit were consulted on the application and the response can be summarised as follows:

The information submitted with the application includes a Preliminary Ecological Appraisal and a Biodiversity Net Gain Report.

While a net gain assessment has been submitted, the actual metric spreadsheet does not appear to have been submitted. The calculations cannot therefore be verified. We would ask for the metric spreadsheet to be submitted.

Nevertheless the BNG Report states that the proposals will result in a net loss of biodiversity and that off-site compensation will be needed. However, no details have been provided as to where and what habitats will be created and managed. Without this information the proposals are contrary to the National Planning Policy Framework. This information should be required prior to the grant of any permission or the application be refused.

Further comments from Greater Manchester Ecology Unit following email exchange (2 October to 11 October 2023):

Submitted metric appears to have been completed correctly.

Confirmation from the Unit of there being no ecological constraints for the actual construction side of the works.

Further comments from Greater Manchester Ecological Unit following re-notification period (21 November 2023):

No new information appears to have been submitted in relation to the net loss of biodiversity at the site- our advice remains unchanged.

MCC Corporate Property

MCC Corporate Property were consulted on the application and were fully supportive of the scheme.

Further comments from MCC Corporate Property following re-notification period (21 November 2023):

No further comments received.

MCC Strategic Development Team

MCC Strategic Development Team were consulted on the application and no responses were received during the consideration of the application.

Issues

POLICY

The National Planning Policy Framework (NPPF) (September 2023)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): a) an economic objective, b) a social, and c) an environmental objective.

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 5. Delivering a sufficient supply of homes
- ii. Chapter 8. Promoting healthy and communities
- iii. Chapter 9. Promoting sustainable transport
- iv. Chapter 11. Making effective use of land
- v. Chapter 12. Achieving well-designed places

vi. Chapter 14. Meeting the challenge of climate change, flooding and coastal change

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:

Policy DM1 (Development Management);
Policy SP1 (Spatial Principles);
Policy EN1 (Design Principles and Strategic Character Areas);
Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development);
Policy EN 8 (Adaptation to Climate Change);
Policy EN9 (Green Infrastructure);
Policy EN14 (Flood Risk);
Policy EN15 (Biodiversity and Geological Conservation);
Policy EN 16 (Air Quality);
Policy EN18 (Contaminated Land and Ground Stability);
Policy EN19 (Waste);
Policy T1 (Sustainable Transport);
Policy T2 (Accessible Areas of Opportunity and Need);
Policy H1 (Overall Housing Provision);
Policy H3 (North Manchester);
Policy H 8 (Affordable Housing);
Policy T1 (Sustainable Transport).

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC7.1 states the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

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

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

DC26.2 states new noise sensitive developments (including large scale changes of use of existing land or buildings) such as housing, schools, hospitals, or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

DC26.4 states where the council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following

- a) engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers
- b) layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it and screening by natural barriers or other buildings or noncritical rooms within a building; and
- c) administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit.

Any or all these factors will be considered appropriate for inclusion in conditions on any planning permission

DC26.5 states the council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Of relevance are paragraphs 2.3, 2.7, 2.14 and 2.16.

Manchester Residential Quality Guidance 2016

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and raise the quality of life across Manchester. 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.

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The following policies are relevant:

- i.JP- S1- Sustainable development
- ii.JP- S2 – Carbon and energy
- iii.JP- S5 – Flood risk and the water environment
- iv.JP- H1 – Scale, distribution and phasing of new housing.
- v. JP-C1- An integrated network
- vi. JP- H2- Affordability of new housing
- vii. JP- G9- A net enhancement of biodiversity and geodiversity
- viii. JP- S6- Clean Air

ISSUES

Principle of Development

The application site has been brought forward as part of Manchester City Council's Project 500 scheme. The project is a housing initiative that will deliver new low carbon affordable housing on smaller Council-owned brownfield sites across the city in partnership with Manchester's network of registered housing providers. The first phase of the project will build 378 new low carbon affordable homes across 27 sites, predominantly in the north and east of the city.

The Land Between Simister Street And Jonas Street is identified within Manchester City Council's SHLAA capacity map. The site is registered as a capacity site within the Brownfield Register 2023 and as a 2023 Capacity Site. The site is not recorded as green amenity space by the City Council. Further, the site is identified within an appendix to a report taken to Executive in relation to Project 500, as one of the approved sites/ schemes. The Council has therefore identified the site as having potential for future new housing development subject to assessment via the planning process. MCC Strategic Housing have agreed the principle of erecting 22 units on this site.

The site was previously as terraced housing, although little planning history exists for the use. The site also benefits from planning approval previously for the erection of 22 dwellinghouses in 2010, although consent was never implemented and the time for implementation has now lapsed (see planning ref: 092558/FO/2010/N1).

For the reasons mentioned above, the site is considered suitable for redevelopment for residential accommodation. The proposal would be in keeping with the uses of residential accommodation surrounding the site, with residential accommodation sitting previously on the site.

The site is considered to be well accessed by sustainable modes, including regular bus services and a fairly close to a Metrolink stop. The site is located to the east of the shopping district centre of Harpurhey.

The development of the site would contribute positively towards the supply of housing to meet national and city wide targets and increase the provision of affordable, social housing and diversity of tenure in accordance with Chapter 5 of the NPPF and Manchester Core Strategy policies H3 and H1.

It is therefore considered that the principle of development on the site is acceptable subject to the consideration of the following material considerations as impacts of the proposed development: Affordable Housing, Residential Amenity, Space Standards, Accessibility, Siting, Scale, Height and Massing, Design, Boundary Treatment, Crime and Security, Highways and Car Parking, Electric Vehicle Charging, Construction Management, Waste, Cycle Storage, Noise and Disturbance, Air Quality, Ground Conditions, Flood Risk and Drainage, Landscaping, Ecology and Loss of Green Space. Consideration will now be undertaken on the listed impacts.

Affordable Housing

Policy H8 of the Manchester Core Strategy establishes that new development (above 10 units) should contribute to the City-wide target for 20% of new housing provision to be affordable and that developers are expected to use the 20% target as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

The scheme will be brought forward by Mosscafe St Vincent's Housing Group, a Registered Provider of Social Housing and being brought forward as Mosscafe St Vincent's Housing Group's sites as part of the Manchester City Council led Project 500 initiative.

This particular proposal will provide 22 homes and as such triggers the need to consider the 20% affordable housing target. The tenure break down of the units would be as followed: 12no. 3 bed affordable rented housing units and 10no. 3 bed rent to buy housing units. Affordable rented housing units would be plot 1 to 12 inclusive and Rent to Buy are located at plots 13 to 22 inclusive. The Registered Provider will manage all the rented units and be responsible for future lettings and maintenance. All properties to be considered affordable housing.

As such, this will exceed the 20% affordable housing provision according to the definition of affordable housing in Annex 2 of the NPPF. The scheme is therefore in accordance with Core Strategy Policy H8. This is in accordance with the City's 'Providing for Housing Choice - Planning Guidance', whereby the City identifies that alongside a need for good quality, private housing, that, many more people now need affordable housing options due to the sharply increasing market rent prices.

The Affordable Housing statement was sent through to internal colleagues in Strategic Housing who confirmed the submitted statement matched what had been agreed by Strategic Housing, confirmed via email on 4 October 2023. A condition would be attached to any approval granted ensuring that the commitment within the Affordable Housing Statement is adhered to across the lifetime of the homes.

Space Standards

The proposed development has been assessed against the criteria set out in Manchester's emerging space standards as adopted within the Manchester Residential Quality Guidance. As such, the design of the proposed houses would achieve the required internal floor spaces of:

- 8no. 3B4P end terraced property- with an internal floor space of 87.16m².
- 14no. 3B4P mid terraced property- with an internal floor space of 88.12m².

Manchester's Emerging Space Standards require an internal floor space of 3B4P dwellinghouses with 2 storeys of 83m². As such, the proposed dwellinghouses exceed Manchester's Emerging Space Standards and are therefore considered to provide a good standard of accommodation.

Residential Amenity

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents as well as creating places that make a positive contribution to neighbourhoods of choice. Policy DM1 goes further by stating that the effect on amenity is a key consideration, particularly effects on privacy and noise. It is considered that there are three potential impacts associated with this development which require consideration:

- a loss of privacy from overlooking;
- any overbearing or overshadowing impacts;
- and
- any unacceptable noise and disturbance from comings and goings.

Overlooking:

Blocks 1 and 2:

Although block 1 and 2 would involve the insertion of windows within the side elevations of the proposed end terraced properties, plans show all windows in this location would be conditioned to be obscure glazed and adverse privacy in terms of overlooking would be considered minimised. Due to the orientation of properties along Jonas Street, they could at first floor level look into the rear amenity spaces of proposed block 1 and 2. However, given the approximate 20 metre gap between the neighbouring property and rear gardens, any overlooking opportunities would be considered minimal. A similar relationship would be visible from properties off Simister Street looking onto the rear amenity spaces of properties to the east of block 1 and 2. An approximate 13 metre gap would be retained, being more restricted in nature. However, given the boundary treatment in place separating the eastern boundary of the site and the distance between the existing properties and proposed, any level of overlooking would not be considered severe.

The front of block 1 would look into the rear amenity spaces of properties along Sequoia Street and the proposed windows within the front of block 1 could look directly into the first floor windows of properties on Sequoia Street. However, given the 24 metre distance between the two sets of windows, any opportunity for overlooking is considered minimal.

The rear of block 1 and block 2 would look onto one another. However, given the approximate 28 metre distance between the two building lines, any overlooking opportunities in addition to the proposed 1.8 metre boundary treatment would not be considered significantly harmful.

The primary elevations of block 2 would look onto the proposed block 3 and 4, separated by the existing street of Princes Street. The 26 metre gap between the three blocks would ensure any level of overlooking is not considered severe.

Blocks 3 and 4:

Although block 3 and 4 would involve the insertion of windows within the side elevations of the proposed end terraced properties, including plot no.17 and no.18, plans show all windows in this location would be conditioned to be obscure glazed and adverse privacy in terms of overlooking would be considered minimised.

Whilst the mid terraced properties within block 3 benefit from extensive gardens, plots including no.13 have a tighter relationship with the properties along Stanway Street, in terms of overlooking. However, given the 13 metre gap between the rear elevations of properties and the rear elevation of unit 13, any overlooking implications are not considered severe. Further, the existing gated alleyway would restrict visibility.

Properties along Kingscliffe Road due to the gardens are not considered to be adversely impacted in terms of overlooking.

Further, soft landscaping including tree planting and low hedges would also create obstacles within the proposed scheme to offer privacy to individual homes. Boundary treatment with heights appropriate to its location would also offer separation and privacy between the individual homes, including the use of 1.8 metre timber fencing between the rear private gardens.

Overbearing or overshadowing impacts:

Due to the distance between the proposed dwellinghouses and the existing neighbours, the proposal is not considered to give rise to adverse loss of light implications due to the separation from existing roads and alleyway. However, as existing the surrounding neighbours benefit from an outlook of an open, low grassed communal space and the proposal would result in additional built form much closer to the neighbours than existing. Given the proposal respects the site of the previously developed land and considering the tight relationships between existing properties in the wider area, the space between the units and existing built form is not considered to be dissimilar.

Unacceptable noise and disturbance:

The introduction of the 22 new homes at the site, would create some additional comings and goings in the local area as a result of traffic and pedestrian activity. However, it is not considered that this level of activity would be harmful given the largely residential context surrounding the application site.

Accessibility

The topography of the site is relatively flat and as stated within the Design and Access Statement, all proposed units would have levelled access. This is considered acceptable to ensure a good standard of accessibility.

Siting, Scale, Height and Massing

The development utilises the existing roads of Princedom Street and Sequoia Street to access the properties and as such the layout is considered sympathetic to the existing road formations and pedestrian movements. Whilst it is not possible to replicate the existing building lines of the surrounding properties, all units within a block are of the same positioning and thus creates terraces which replicates the property types of the surrounding properties. Each unit would have the same arrangement of a driveway, amenity space and siting of the dwellinghouse where possible. As such, the development is considered to have a strong and cohesive relationship to the street scene. Whilst many of the neighbouring properties do not benefit from off street parking, the provision of 1no. off street parking space per unit is considered to reduce pressures on the existing road networks in terms of parking and would be considered cohesive across the scheme.

Whilst each property would benefit from a larger amount of external amenity space than the immediate surrounding neighbours, the scheme is still reflective of the local area in terms of the use of terraces. Further, the additional amenity space retains a sense of openness at the site. As such, the overall configuration is considered to be appropriately related to the existing neighbouring housing, and the street scene.

The immediate residential context is of two storey properties either attached or semi-detached in form. Whilst properties along Jonas Street and Sequoia Street appear to benefit from Radburn style layouts with the main entrances turned away from the site, properties along Simister Street are characterised by Victorian style terraced properties with small courtyards to the rear of the properties. Properties along Stanway Street are characterised by Victorian terraced, red brick two storey dwellinghouses with small courtyards which benefit from access onto the communal alleyway. Properties along Kingscliffe Street which look onto the rear of the southern parcel of land are characterised by two storey, terrace properties which appear larger in form and a motor garage business with a number of outbuildings also look onto the site. Properties which look onto the southern parcel of land from the east are sited on Cicero Street. Again, the properties along Cicero Street are of a Victorian period, characterised by red brick, box bay windows and small courtyards to the rear.

The scheme proposes two storey, terraced properties which would use red brick work, brick feature panels and detailing to break up the faces and add interest whilst acknowledging the patterns of brickwork in the immediate context. As such, the proposed development would take inspiration from the materials used in the existing neighbouring properties.

In addition, the two storey and terraced formation of the properties would match similar relationships in the immediate area, in terms of height and scale.

Furthermore, the same types of boundary treatments would be used throughout when appropriate.

As such, the proposal would look uniform and would give the scheme a sense of identity. The application is therefore considered to be in accordance with Core Strategy Policies EN1 and DM1, along with the Guide to Development in Manchester SPD and the Residential Quality Guide.

Design

The design of the proposed houses would incorporate active frontages throughout the development using front doors, small canopies to the front doors and generous glazing, where appropriate. As all properties would benefit from a front door into the property and rear door into the rear amenity space, the proposal is considered to provide clear indication of the primary elevations of properties.

The housing typology adopts a grid system unique to its façade design. This imbues a vertical rhythm across the façade resulting in an aesthetic elevation. Within the overall order and consistency of form and materials, the character and identity of each individual home is legible through 'own front doors', canopies, fenestration patterns and distinct brickwork detailing.

Although the agent provided details on the materials to be used- red facing brick, solar shading above windows, composite grey coloured doors, grey concrete roof tiles, UPVC rainwater goods coloured grey, further information on the materials to be used is needed and a condition to this effect would be added to any approval granted. The use of the red brick is considered to allow the properties to add a sympathetic addition to the surrounding area.

During the course of the application, details were sought from the agent in terms of window reveals, to ensure the windows were of good architectural design features. However, the set back of the windows could not be finalised during the course of the application. As such, a condition would be attached to any approval granted for details to be agreed after any permission is granted.

The overall proposed design is considered to be acceptable and in accordance with Core Strategy Policies DM1 and SP1.

Boundary Treatment

There are a mix of proposed boundary treatments across the site. This includes:

- Boundary treatment no.1- 600mm masonry wall with low maintenance hedge/ shrubs behind.
- Boundary treatment no.2- 900mm masonry wall with low maintenance hedge/ shrubs behind.
- Boundary treatment no.3- 600mm low maintenance hedge/ shrubs located behind masonry walls.
- Boundary treatment no.4- 900mm low maintenance hedge/ shrubs located behind masonry walls.
- Boundary treatment no.5- 900mm metal powder coated railings.
- Boundary treatment no.6- 1800mm timber fence with timber gates.
- Boundary treatment no.7- 100mm masonry wall to bin enclosures brick to match facing brick on houses and metal gate.
- Boundary treatment no.8- 2200mm metal powder coated door to match existing metal powder coated railings.

A site plan and elevational drawings were provided to show boundary treatment arrangements. The boundary treatment across the site is considered to enhance the appearance of the development site, define public and private spaces and suitably enhance the security of the development. The boundary treatment is considered appropriate in terms of height and appearance. Highway Services reviewed the proposal in terms of boundary treatment and accepted the proposals provided to the front of properties offer sufficient vehicle/pedestrian intervisibility, especially those units on block 1 and 2 close to the junction.

Crime and Security

A Crime Impact Statement (CIS) was submitted as part of the formal planning application, as the application is considered a major application. This was reviewed by Greater Manchester Police who provided the following comments:

- 1.The proposed houses on Princedom Street should not compromise the integrity of the existing alleyway gating scheme.
- 2.The houses should be built to a Secured by Design standard.

During the re-notification period, the Police had no further comments to make.

Block 3 and 4 back onto and relate to the existing alleyways to the east and west of the plot. During the course of the application, the concerns of the Police were raised to the applicant. In turn, the use of the existing alleyway to the rear of properties of block 3 and 4 has been reduced substantially. However, a small element of alleyway is present and this is due to the developer's requirement to gain access to the rear of the properties for mortgage purposes. As such, a compromise is considered to have been sought. Whilst this is not the ideal solution, the amount of connectivity with the existing alleyway has reduced substantially.

Three properties within block 3 would be able to access the rear of the properties by using the existing alleyway to the west of the site. A proposed steel gate with lock would replace the

portion of the existing steel railing. They would be installed behind the proposed timber gate. The scheme is not considered to compromise the integrity of the existing alleyway by restricting access to 3no. properties only and having locks and two doors before gaining access to the rear gardens.

For the same reason, the applicant requested similar access to the mid terraced properties of block 4. In this instance, a new alleyway would need to be created, accessible off the existing alleyway to the east of the site. Similar measures would be put in place to minimise any harm to the integrity of the alleyway gating scheme.

Further, GM Police have requested a Secured by Design condition is placed on any approval granted. This requires a good level of physical security that will reduce the opportunity for crime and antisocial behaviour. This will also consider the proposed access to alleyways in further detail and ensure adequate measures are in place. A prior to occupation condition has been added to any approval granted to reflect the Police's recommendations.

Carbon Reduction, Climate Change Mitigation and Sustainability

Within the Design and Access Statement submitted (page 31), it discussed how the properties will be designed in accordance with Passivhaus principles. The properties will be built in a fabric first approach. The development is designed to benefit from air source heat pumps and is designed to be Solar PV ready. The proposed improvements in energy efficiency through following Passivhaus principles are expected to result in improvement of 27 to 52% against Part L 2021 Building Regulations. The development also aims to use lower embodied carbon building materials and modern methods of construction.

EN6 within the Core Strategy states an Energy Statement should be submitted with a planning application if the development has over 10 units. An Environmental Standards Statement was supplied for consideration. The statement showed how the scheme could improve on the uplift of Part L 2021 and the methods that could be used to achieve these targets.

The development would involve the installation of 1no. ASHP per unit. The agent provided details of where the units would be positioned and a specification of the units to be installed- these would be a Mitsubishi Electric PUZ-WM50VHA(-BS) Ecodan R32 Monoblock Air Source Heat Pump. However, no acoustic enclosures were provided and a condition requesting further information in relation to the heat pumps would be required. Environmental Health reviewed this information and stated the acoustic NSE4 condition would consider the noise impact of the ASHP. This condition would be placed within any approval granted.

Furthermore, a landscaping condition would be attached to any approval granted, as it was agreed with the LPA that details be conditioned and discharged at a later date. This is to ensure the insertion of soft and hard landscaping, to the benefit of environmental improvement.

Across the site the applicant has indicated that all properties will be wired to facilitate the future charging of electric vehicles. Location of the points and a specification was provided and reviewed by both Highway Services and Environmental Health. Both consultees were happy with the details and a condition has been included to ensure that these charging points are delivered as part of the development.

The development is therefore considered to be in accordance with Core Strategy Policies EN4.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should

conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is considered that it would be appropriate and reasonable to attach conditions to prevent the new homes becoming HMOs to ensure they remain in family use. In addition to ensure visual amenity is protected a condition is required to avoid additional extensions or outbuildings being erected without an assessment of their impact.

Highways and Car Parking

Highways were consulted during the consideration of the application and accept the development is unlikely to generate any highway safety, traffic or network capacity concerns and be absorbed on the existing highway network with no capacity or safety concerns. Highways highlighted several sustainable modes for the proposal to be reached via public transport. Highways reviewed the quantum of on-site car parking and was considered acceptable. Highways sought confirmation the parking spaces were a minimum of 3 x 6 metres. The plans were subsequently annotated to show the spaces measured 3 x 9 metres and are therefore considered acceptable.

Highway Services raised concerns that Block 1 and 2 eastern and western most driveways are less than 10m from the highway, and requested driveways are 10m from the junction to ensure highway safety. During the course of the application, a meeting took place between the LPA and Highway Services. Given the constraints on site, Highways were willing to accept the proposed driveway, given the developer provides TROs at the junctions. This would be conditioned accordingly within a highway works condition attached to any approval granted. Highway Services requested a number of additional requirements in relation to highway works and they would all be included within the off-site highway works condition. Highways were to only accept the proposal if the boundary treatment at the Block 1 and 2 eastern and western most driveways were visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. Amended boundary treatment plans show how the boundary treatment closest to the junction would take the form of a 600mm masonry wall fence to match facing brick on houses with low maintenance hedge/ shrubs behind. This is considered to overcome Highways' concerns whilst at the same time providing soft landscaping at the site.

Highway Services requested an EV charging point is required for each dwelling. During the course of the application, further information was supplied in relation to the siting and specification of the EV charging point to be installed. Highway Services reviewed this information and were satisfied the condition could be discharged prior to determination. This would be reflected within the decision notice of any approval granted.

Highway Services requested a cycle store condition be attached to any approval granted. Whilst the location of the cycle store is shown on the site plan, no further details were provided and as such, the condition would remain as standard.

Highways were happy the refuse and storage arrangements were acceptable. The Team also requested a Construction Management Plan be attached to any approval granted.

As the main Highway concerns have either be addressed through changes to the layout, further information or through condition, the proposed development is therefore considered to be in accordance with Core Strategy policies T1 and DM1.

Construction Management

The work would take place close to existing dwellings and comings and goings from the site are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition is recommended which would require the submission of highways management plan and details of use of machinery, site management and waste management. Providing the inclusion of the construction management condition, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

Waste

For properties within block 1 and block 2, bins would be stored within the private rear amenity spaces and taken to Jonas Street or Simister Street for collection. No bin store designs have been provided during the course of the application and a condition requesting further information would be placed on any approval granted.

The end terraced properties would store the bins within the side amenity spaces and being sited behind boundary treatment, the bins would not be visible from the streetscene. This is considered acceptable.

However, for units 14,15 and 16 and 19, 20 and 21, a bin store would be provided within the front amenity space. This is necessary given the properties are terraced and it is not possible to store bins within the rear amenity space. The design of the bin stores to the front have been considered during the application and would consist of a 1100mm masonry wall enclosures built of brick to match the facing brick on the houses and metal gate. The design is considered appropriate to ensure the bins are stored neatly and the bins would not lead to clutter within the front amenity spaces of the proposed units. The use of the same materials as within the proposed homes ensures continuity across the scheme. These details would be conditioned within any approval granted.

The applicant has submitted a waste management strategy which has been reviewed by Environmental Health. During the course of the application, Environmental Health requested details of internal stores for both waste and recycling, including any plans and designs. The agent stated a minimum 23-litre waste caddy will be stored within the kitchen unit provision. Details of the exact kitchen layout are yet to be designed so the agent was unable to share further details. As such, a pre-commencement waste condition would be attached to any approval granted to ensure the development secures appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

Cycle Storage

The applicant has indicated that the proposed houses would incorporate a secured bicycle storage which would sit within every rear private amenity space of the properties, providing 100% cycle storage. All the cycle storage areas would be accessible from the street, except the mid terraces within block 3 and 4 where cycles would need to be taken through the house to reach the cycle store to the rear of the properties. No design details or further information with regards to cycle storage for the dwellinghouses has been submitted, therefore a pre-commencement condition has been proposed to ensure these details are submitted and agreed, thereby contributing to the provision of sustainable transportation options in accordance with Manchester Core Strategy policies T1, EN4 and EN8.

Noise and Disturbance

Environmental Health requested a residential acoustic (and overheating) condition be placed on any approval granted. A noise assessment was submitted as part of the supporting documentation of the application. Environmental Health reviewed the report and provided the following comments:

*We have reviewed the submitted Professional Consult Noise Impact Assessment, Reference: 21.158.1.R1 Issue Date: 20 May 2023, and can provide the following comments:

1. The report states that measurements were obtained during 10:00 – 13:00 hrs on a weekday. Clarification should be provided for why an extended survey in accordance with MCC's guidance, including night-time monitoring, was not undertaken.

2. The report refers to a nearby car repair garage with the potential to produce adverse noise impacts upon the development, but it is not stated whether the garage was operational during the survey and it's not included in the impact assessment, which only considers road traffic noise.

3. The proposed air source heat pumps should be included in the assessment.

No response was given from the agent. As such, a pre-commencement condition is therefore recommended to address the above issues and provide a scheme for acoustically insulating the proposed residential properties. The proposal is therefore considered to be in accordance with saved UDP Policy DC26 subject to this condition.

Air Quality

Environmental Health requested a pre-commencement condition be attached to any approval granted, in relation to air quality. This would include information in relation to electric vehicle charging and any other considerations, for example boiler emissions.

The development would involve the installation of 1no. ASHP per unit. The agent provided details of where the units would be positioned and a specification of the units to be installed- these would be a Mitsubishi Electric PUZ-WM50VHA(-BS) Ecodan R32 Monoblock Air Source Heat Pump. However, no acoustic enclosures were provided and a condition requesting further information in relation to the heat pumps would be required. Environmental Health reviewed this information and stated the acoustic NSE4 condition would consider the noise impact of the ASHP. This condition would be placed within any approval granted.

Across the site the applicant has indicated that all properties will be wired to facilitate the future charging of electric vehicles. Location of the points and a specification was provided and reviewed by both Highway Services and Environmental Health. Both consultees were happy with the details and a condition has been included to ensure that these charging points are delivered as part of the development.

In addition, the implementation of development in accordance with a construction management plan, as required by condition, is considered to be satisfactory with regards to air quality control during the construction period reducing potential harmful impacts to surrounding existing residents.

With the above conditions and measures in place, the proposed development is therefore considered to be in accordance with policies EN16, SP1 and DM1 of the Core Strategy.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. The initial phase 1 and phase 2 site investigation report has been considered by Environmental Health and the findings and recommendations of the Brownfield Solutions Ltd Phase II Geo-Environmental Assessment Report, Ref. PH/C4656/10673 dated February 2022 are generally accepted; in accordance with

part a of the above standard condition, a detailed Remediation Strategy is required, and confirmation of the ground gas regime should be made following completion of the monitoring. The Remediation Strategy, including proposals for imported materials or site-won topsoil reuse, and site completion/verification reporting, should comply with MCC's guidance. Environmental Health advised that, given the presence of asbestos, the inclusion of a warning membrane at the base of the clean soil will be required rather than the hard dig layer option.

A condition to this effect would be attached to any approval granted.

Flood Risk and Drainage

During the original consultation, MCC Flood Risk Management Team requested two conditions be attached to any approval granted, as well as an informative in relation to an underground culverted watercourse (Moss Brook). During the course of the application, a meeting took place between MCC Flood Risk Team and the developer. Following the meeting, the developer's flood consultant provided additional information for the Flood Team to review to satisfy concerns. However, there was not adequate time for the supporting information to be reviewed prior to determination of the application. As such, the pre-commencement and pre-occupation condition would be attached to any approval granted.

The response received from United Utilities stated the proposals were not accepted from a UU perspective, as plans showed access to the sewer would be compromised by the proposed dwellings. During the course of the application, conversations took place between United Utilities and the developer. Following this, a response was received from United Utilities stating a revised drainage statement shows the sewer to be diverted. On this basis, UU confirmed that whilst the proposals are acceptable in principle, there is insufficient information on the detail of the drainage design. As such, the Team requested a prior to commencement drainage condition is attached to any subsequent approval.

Conditions relating to the provision of a scheme to be implemented in accordance with measures to secure sustainable drainage for the site and manage the risk of flooding and water pollution in accordance with Manchester Core Strategy policies EN8 and EN14 were sent through to the agent and would be placed on any approval granted.

Landscaping

A landscaping scheme was submitted as part of the submission of the application. However, the agent stated that during the timeframe of the application, it was not possible to update the landscaping plan to reflect the amendments to the scheme. Whilst the Agriculturist was happy with the proposed planting plan this is still yet to be updated and further details would be required after determination.

It is considered a proposed landscaping scheme would improve the quality of the development and the visual amenity of the area in accordance with Manchester Core Strategy policies SP1, EN9 and DM1.

Ecology

The Ecology Unit stated there were no ecological constraints at the site to be considered during the course of the application.

An ecological survey was submitted as part of the development which was reviewed by the Greater Manchester Ecology Unit. The Ecology Unit stated concern the proposals would result in a net loss of biodiversity and that off-site compensation will be needed.

Whilst biodiversity net gain conditions are not yet mandatory until January 2024, a condition would be placed on any approval granted for the developer to consider what biodiversity net gain principles would be implemented at the site. It is therefore considered that the development presents opportunities for bio-diversity enhancement subject to the relevant conditions in accordance with Core Strategy Policy EN15.

Loss of Green Space

As the proposal is a major development, the developer was requested to supply an Open Space Assessment in relation to the scheme. This was supplied and reviewed internally. It is noted the site is not recorded as a green amenity space or open space. The development would deliver garden areas, landscaping and proportionate biodiversity enhancement, which would contribute positively to the quality of the local environment and the loss of green space.

In these circumstances, it is considered that the proposal would accord with the criteria for the development of open space referenced in Manchester's Great Outdoors - A Green and Blue Infrastructure Strategy for Manchester (GI) (2015 -25), adopted July 2015. Further, the site has been identified within the Council's SHLAA capacity map as a capacity site and brownfield site to accommodate 22 units. Whilst the loss of the green space is regrettable, given the space is not recorded as green space or amenity space, the loss of the green space outweighs the need to provide additional affordable housing for the public members of the City Council.

Local Labour Agreement

During the course of the Project 500 scheme, discussions between MCC Strategic Housing and MCC Work and Skills occurred relating to local labour agreements for the construction phase were undertaken. An agreement was reached between all parties that local labour conditions were retracted from any decision notices. Instead, any Social Value/Local Labour that is derived will be reported into Strategic Housing as part of the Projects as they are developed/completed and be fed back to Work and Skills via that mechanism. This was considered acceptable by the LPA and the decision notice would not include the insertion of a local labour condition.

Conclusion

Overall, the development is considered to be acceptable as it would contribute positively towards the supply of housing to meet targets and increase the provision of affordable housing. It is considered that the quality of design and the internal space is satisfactory. Any potentially harmful impacts of the development on highways, ecology, landscaping and flood/ drainage has been either addressed or mitigated through the submitted details or appropriate conditions.

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

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. On balance, it is considered that the development is of a scale and magnitude that would relate positively to the surrounding area and would be capable of achieving a high quality development in accordance with Core Strategy Policies DM1 and SP1.

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:

-Application Form, stamped as received by the City Council as Local Planning Authority on 4 August 2023.

-Drawing- Proposed- Buried Services Survey, numbered RBS - 20/2172/003, stamped as received by the City Council as Local Planning Authority on 4 August 2023.

-Environmental Statement- Phase 1- Geo-Environmental Study, stamped as received by the City Council as Local Planning Authority on 4 August 2023.

-Environmental Statement- Phase 2- Geo-Environmental Assessment Report, numbered PH/C4656/10673, stamped as received by the City Council as Local Planning Authority on 4 August 2023.

-Supporting Information- Affordable Housing Statement, stamped as received by the City Council as Local Planning Authority on 4 August 2023.

-Supporting Information- Arboricultural Implications Assessment, stamped as received by the City Council as Local Planning Authority on 4 August 2023.

-Supporting Information- Arboricultural Method Statement, stamped as received by the City Council as Local Planning Authority on 4 August 2023.

- Supporting Information- Broadband Connectivity Assessment, stamped as received by the City Council as Local Planning Authority on 4 August 2023.
- Supporting Information- Crime Impact Statement, stamped as received by the City Council as Local Planning Authority on 4 August 2023.
- Transport or Travel Information- Transport Assessment, stamped as received by the City Council as Local Planning Authority on 4 August 2023.
- Drawing- Proposed- Boundary Treatment Elevations, numbered 2192-AEW-XX-XX-DR-A-0509-S2-P1, stamped as received by the City Council as Local Planning Authority on 20 October 2023.
- Supporting Information- EV Specification, stamped as received by the City Council as Local Planning Authority on 23 October 2023.
- Supporting Information- Open Space Assessment, stamped as received by the City Council as Local Planning Authority on 23 October 2023.
- Design & Access Statement, stamped as received by the City Council as Local Planning Authority on 30 October 2023.
- Supporting Information- Monobloc Air Source Heat Pump Product Information, stamped as received by the City Council as Local Planning Authority on 30 October 2023.
- Drawing- Proposed- House Type North Facing- 3B4P, numbered 12192-AEW-XX-XX-DR-A-0550-S2-P05, stamped as received by the City Council as Local Planning Authority on 2 November 2023.
- Drawing- Proposed- South Type North Facing- 3B4P, numbered 12192-AEW-XX-XX-DR-A-0551-S2-P04, stamped as received by the City Council as Local Planning Authority on 2 November 2023.
- Drawing- Proposed- Waste Management Strategy, EV Charging and ASHP, numbered 12192-AEW-XX-XX-DR-A-0507-S2-P04, stamped as received by the City Council as Local Planning Authority on 10 November 2023.
- Supporting Information- Energy and Environmental Statement, stamped as received by the City Council as Local Planning Authority on 10 November 2023.
- Drawing- Proposed- Site Layout- Boundary Treatments, numbered 112192-AEW-XX-XX-DR-A-0504-S2-P09, stamped as received by the City Council as Local Planning Authority on 11 December 2023.
- Drawing- Proposed- Site Layout- Presentation, numbered 12192-AEW-XX-XX-DR-A-0502-S2-P11, stamped as received by the City Council as Local Planning Authority on 11 December 2023.
- Drawing- Proposed- Ground Floor Site Plan, numbered 12192-AEW-XX-XX-DR-A-0505-S2-P05, stamped as received by the City Council as Local Planning Authority on 11 December 2023.
- Drawing- Proposed- Street Elevations, numbered 12192-AEW-XX-XX-DR-A-0506-S2-P06, stamped as received by the City Council as Local Planning Authority on 11 December 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 for the City of Manchester.

3) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development 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) Before the commencement of above ground construction works, details of window reveals across 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 - In the interest of visual amenity pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

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

-Drawing- Proposed- House Type North Facing- 3B4P, numbered 12192-AEW-XX-XX-DR-A-0550-S2-P05, stamped as received by the City Council as Local Planning Authority on 2 November 2023.

-Drawing- Proposed- South Type North Facing- 3B4P, numbered 12192-AEW-XX-XX-DR-A-0551-S2-P04, stamped as received by the City Council as Local Planning Authority on 2 November 2023.

-Drawing- Proposed- Ground Floor Site Plan, numbered 12192-AEW-XX-XX-DR-A-0505-S2-P05, stamped as received by the City Council as Local Planning Authority on 11 December 2023.

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

6) 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.

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.

7) Before the commencement of above ground construction works, details of highways works to Sequoia Street, Simister Street, Princedom Street and Jonas Street that are required as part of the implementation of the development, for the avoidance of doubt, including:

- H-Bars installed along Jonas Street, Princedom Street and Simister Street.
- Junction protection at Simister Street / Princedom Street and Jonas Street / Princedom Street.

- Dropped kerbs and tactile paving are installed across Simister Street / Princedom Street and Jonas Street / Princedom Street.
- Footways adjacent to the site on Sequoia Street, Jonas Street, Simister Street and Princedom Street are resurfaced.
- TROs at junctions to protect them from parked vehicles and ensure good visibility from the proposed driveways.

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.

8) a) Notwithstanding the details as shown on 'Drawing- Proposed- Waste Management Strategy, EV Charging and ASHP, numbered 12192-AEW-XX-XX-DR-A-0507-S2-P04', stamped as received by the City Council as Local Planning Authority on 10 November 2023, before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

9) Before the occupation of the development, car parking areas shown on 'Drawing- Proposed- Waste Management Strategy, EV Charging and ASHP, numbered 12192-AEW-XX-XX-DR-A-0507-S2-P04', stamped as received by the City Council as Local Planning Authority on 10 November 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.

10) Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable;

and

(v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Reason- To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

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

Reason- To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

12) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Rochdale Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

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

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

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

13)

a) The development hereby approved shall be carried out in accordance with 'Environmental Statement- Phase 1- Geo-Environmental Study', stamped as received by the City Council as Local Planning Authority on 4 August 2023 and 'Environmental Statement- Phase 2- Geo-Environmental Assessment Report, numbered PH/C4656/10673', stamped as received by the City Council as Local Planning Authority on 4 August 2023, in relation to all potential sources

and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site.

Before development commences a report outlining measures required to remediate the land (Site Investigation Report and Remediation Strategy) 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 Core Strategy for Manchester.

14)

a) The development hereby approved shall be carried out in accordance with 'Drawing- Proposed- Waste Management Strategy, EV Charging and ASHP, numbered 12192-AEW-XX-XX-DR-A-0507-S2-P04', stamped as received by the City Council as Local Planning Authority on 10 November 2023 and 'Supporting Information- EV Specification', stamped as received by the City Council as Local Planning Authority on 23 October 2023, in relation to a scheme for electric vehicle charging and any other considerations, for example boiler emissions, shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason- 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.

15) Prior to the first occupation of the development the Boundary Treatment shall be implemented in accordance with the approved plans 'Drawing- Proposed- Site Layout- Boundary Treatments, numbered 112192-AEW-XX-XX-DR-A-0504-S2-P09, stamped as received by the City Council as Local Planning Authority on 11 December 2023 and 'Drawing- Proposed- Boundary Treatment Elevations, numbered 2192-AEW-XX-XX-DR-A-0509-S2-P1', stamped as received by the City Council as Local Planning Authority on 20 October 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.

16) No development shall commence until a hard and soft 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. 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.

17) 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.

18) 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.

19) The development hereby approved shall be carried out in accordance with the 'Supporting Information- Monobloc Air Source Heat Pump Product Information', stamped as received by the City Council as Local Planning Authority on 30 October 2023, 'Drawing- Proposed- Waste Management Strategy, EV Charging and ASHP, numbered 12192-AEW-XX-XX-DR-A-0507-S2-P04', stamped as received by the City Council as Local Planning Authority on 10 November 2023 and 'Supporting Information- Energy and Environmental Statement', stamped as received by the City Council as Local Planning Authority on 10 November 2023.

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

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to

Development in Manchester SPD (2007) and the National Planning Policy Framework.

20) Prior to any above ground works, details of any locations of enclosures and samples of the materials, design and colouration to be used for any acoustic enclosures of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall be constructed only using the approved materials and shall be retained as such at all times thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policy DM1 of Manchester's Core Strategy.

21) The development hereby approved shall be carried out in accordance with the 'Supporting Information- Crime Impact Statement, stamped as received by the City Council as Local Planning Authority on 4 August 2023. 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.

22) Prior to the commencement of the development (excluding demolition works), a scheme for the provision of affordable housing on the site shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall comprise:

- i. the type and tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) which shall consist of 100% of the dwelling houses;
- ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to such exclusions and exemptions as may be approved by the City Council); and
- iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).
- iv. The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

Reason - In order to provide affordable housing at the site and to deliver an identified housing need in accordance with policies H6 and H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

23) 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, 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

24) 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.

25) 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) It is also recommended that the applicant liaises with MCCs Street Lighting Team regarding the potential requirement to relocate an existing street lighting column on Princedom Street.

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

3) MCC records highlights an underground culverted ordinary watercourse (Moss Brook Brook) is located within close proximity to the site (approximately 40m south of the site), while our

records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

4) Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Neighbourhood Team Leader (Arboriculture)

Corporate Property

MCC Flood Risk Management

Strategic Development Team

Greater Manchester Police

United Utilities Water PLC

Greater Manchester Ecology Unit

5 Cicero Street, Manchester, M9 4GX

15 Stanway Street, Manchester, M9 4JQ

23 Stanway Street, Manchester, M9 4JQ

29 Stanway Street, Manchester, M9 4JQ

1 Burntwood Walk, Manchester, M9 4HP

3 Burntwood Walk, Manchester, M9 4HP

4 Naunton Walk, Manchester, M9 4JR

6 Simister Street, Manchester, M9 4JL

4 Simister Street, Manchester, M9 4JL

43 Princedom Street, Manchester, M9 4GQ

16 Naunton Walk, Manchester, M9 4JR

14 Naunton Walk, Manchester, M9 4JR

8 Brownson Walk, Manchester, M9 4HT

11 Kingscliffe Street, Manchester, M9 4WJ

7 Augustine Webster Close, Manchester, M9 4DG

21 Kingscliffe Street, Manchester, M9 4WJ

7 Stanway Street, Manchester, M9 4JQ

12 Stanway Street, Manchester, M9 4JQ

5 Saltburn Walk, Manchester, M9 4HQ

6 Naunton Walk, Manchester, M9 4JR

1 Stanway Street, Manchester, M9 4JQ

9 Cicero Street, Manchester, M9 4GX

7 Cicero Street, Manchester, M9 4GX

5 Darlton Walk, Manchester, M9 4JS

17 Darlton Walk, Manchester, M9 4JS

23 Darlton Walk, Manchester, M9 4JS

19 Darlton Walk, Manchester, M9 4JS

22 Hillier Street North, Manchester, M9 4HW

17 Augustine Webster Close, Manchester, M9 4DG

5 Augustine Webster Close, Manchester, M9 4DG

3 Cicero Street, Manchester, M9 4GX

3 Stanway Street, Manchester, M9 4JQ

13 Stanway Street, Manchester, M9 4JQ

2 Stanway Street, Manchester, M9 4JQ

6 Stanway Street, Manchester, M9 4JQ
12 Naunton Walk, Manchester, M9 4JR
10 Naunton Walk, Manchester, M9 4JR
17A Cicero Street, Manchester, M9 4GX
15 Cicero Street, Manchester, M9 4GX
39 Princedom Street, Manchester, M9 4GQ
10 Hillier Street North, Manchester, M9 4HW
14 Hillier Street North, Manchester, M9 4HW
25 Darlton Walk, Manchester, M9 4JS
22 Simister Street, Manchester, M9 4JL
15 Kingscliffe Street, Manchester, M9 4WJ
7 Kingscliffe Street, Manchester, M9 4WJ
19 Augustine Webster Close, Manchester, M9 4DG
Flat 1, 19 Kingscliffe Street, Manchester, M9 4WJ
19 Stanway Street, Manchester, M9 4JQ
4 Stanway Street, Manchester, M9 4JQ
8 Stanway Street, Manchester, M9 4JQ
20 Stanway Street, Manchester, M9 4JQ
1 Saltburn Walk, Manchester, M9 4HQ
2 Naunton Walk, Manchester, M9 4JR
20 Simister Street, Manchester, M9 4JL
10 Simister Street, Manchester, M9 4JL
1 Darlton Walk, Manchester, M9 4JS
20 Hillier Street North, Manchester, M9 4HW
13 Kingscliffe Street, Manchester, M9 4WJ
21 Augustine Webster Close, Manchester, M9 4DG
15 Augustine Webster Close, Manchester, M9 4DG
25 Kingscliffe Street, Manchester, M9 4WJ
11 Stanway Street, Manchester, M9 4JQ
17 Stanway Street, Manchester, M9 4JQ
14 Stanway Street, Manchester, M9 4JQ
16 Stanway Street, Manchester, M9 4JQ
3 Saltburn Walk, Manchester, M9 4HQ
5 Burntwood Walk, Manchester, M9 4HP
11 Cicero Street, Manchester, M9 4GX
16 Simister Street, Manchester, M9 4JL
12 Simister Street, Manchester, M9 4JL
41 Princedom Street, Manchester, M9 4GQ
9 Darlton Walk, Manchester, M9 4JS
15 Darlton Walk, Manchester, M9 4JS
21 Darlton Walk, Manchester, M9 4JS
4 Brownson Walk, Manchester, M9 4HT
2 Brownson Walk, Manchester, M9 4HT
9 Augustine Webster Close, Manchester, M9 4DG
1 Augustine Webster Close, Manchester, M9 4DG
9 Stanway Street, Manchester, M9 4JQ
13 Cicero Street, Manchester, M9 4GX
6 Hillier Street North, Manchester, M9 4HW
8 Hillier Street North, Manchester, M9 4HW
18 Naunton Walk, Manchester, M9 4JR
11 Darlton Walk, Manchester, M9 4JS
5 Stanway Street, Manchester, M9 4JQ
31 Stanway Street, Manchester, M9 4JQ
2 Simister Street, Manchester, M9 4JL

47 Princedom Street, Manchester, M9 4GQ
37 Princedom Street, Manchester, M9 4GQ
35 Princedom Street, Manchester, M9 4GQ
12 Hillier Street North, Manchester, M9 4HW
16 Hillier Street North, Manchester, M9 4HW
13 Darlton Walk, Manchester, M9 4JS
6 Brownson Walk, Manchester, M9 4HT
17 Kingscliffe Street, Manchester, M9 4WJ
23 Augustine Webster Close, Manchester, M9 4DG
13 Augustine Webster Close, Manchester, M9 4DG
1 Cicero Street, Manchester, M9 4GX
Flat 2, 19 Kingscliffe Street, Manchester, M9 4WJ
21 Stanway Street, Manchester, M9 4JQ
25 Stanway Street, Manchester, M9 4JQ
27 Stanway Street, Manchester, M9 4JQ
10 Stanway Street, Manchester, M9 4JQ
18 Stanway Street, Manchester, M9 4JQ
8 Naunton Walk, Manchester, M9 4JR
7 Burntwood Walk, Manchester, M9 4HP
17B Cicero Street, Manchester, M9 4GX
18 Simister Street, Manchester, M9 4JL
14 Simister Street, Manchester, M9 4JL
8 Simister Street, Manchester, M9 4JL
45 Princedom Street, Manchester, M9 4GQ
4 Hillier Street North, Manchester, M9 4HW
2 Hillier Street North, Manchester, M9 4HW
3 Darlton Walk, Manchester, M9 4JS
7 Darlton Walk, Manchester, M9 4JS
10 Brownson Walk, Manchester, M9 4HT
18 Hillier Street North, Manchester, M9 4HW
24 Hillier Street North, Manchester, M9 4HW
9 Kingscliffe Street, Manchester, M9 4WJ
11 Augustine Webster Close, Manchester, M9 4DG
3 Augustine Webster Close, Manchester, M9 4DG
23 Kingscliffe Street, Manchester, M9 4WJ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA