Application Number	Date of Appln	Committee Date	Ward
136171/FO/2023	17th Feb 2023	6th Jul 2023	Clayton & Openshaw Ward

Proposal Erection of 24 dwellinghouses and cottage flats (Class C3) with associated car parking, landscaping and the creation of a new vehicular access

Location Land Bounded By Brigham Street, Meech Street And The Rear Of Connie Street, Manchester

Applicant Mr Robert Pleasance , One Manchester

Agent Mr Mark Trayhorn, Triangle Architects

Executive summary

Proposal

The proposed development forms part of the first phase of Project 500, which seeks to provide 378 new, low carbon affordable homes on 27 sites owned by the Council across the city. Many of the sites are located in north and east Manchester and new development would respond to high demand for affordable housing. Project 500 is being delivered by registered providers.

This application relates to an area of grassed open space with a broadly rectangular configuration covering an area 0.56 hectares. The application site has been previously developed and is in a residential area. The site is enclosed by a mix of low railings and higher railings to neighbouring alleyways. Two storey terraced housing frontages to Connie Street and Meech Street respectively is located to the west and south of the site. Pockets of open space separate the site from two storey housing to the north. Two storey houses and flats are located to the east of the site along Brigham Street. The site is owned by the Council but the applicant is engaged in discussion to secure its acquisition.

Objections

One objection has been received and raises concerns regarding additional noise and disturbance and traffic generation and additional on-street car parking. There are concerns that the development would undermine the privacy of existing residents and potentially increase the occurrence of anti-social behaviour. There is also concern that ground disturbance during construction may increase the risk of rodent infestation.

Key Issues

The proposed development would be delivered by a social housing provider with a commitment to providing affordable housing. The development would provide a mix

of accommodation that would respond the local need for family type accommodation and individuals requiring smaller properties.

The development would deliver 24 affordable with the following tenures:

Four, 2 bed apartments for Social Rent (17%)
Seven, 3 bed 4 person houses for Shared Ownership (29%)
Three, 4 bed 5 Person houses for Shared Ownership (12%)
Ten, 2 bed 3 Person houses for Affordable Rent (42%)

The development would involve the loss of open space. However, the site is a Brownfield site being cleared of housing in the past and has been identified for potential residential development. The loss of open space is considered to be justified on the basis of existing local open space provision and the positive benefits of delivering high quality housing.

Description

The proposed development forms part of the first phase Project 500, which seeks to provide 378 new, low carbon affordable homes on 27 sites owned by the Council across the city. Many of the sites are located in north and east Manchester and new development would respond to high demand for affordable housing. Project 500 is being delivered by registered providers.

Fig.1 – Views of the application site from Brigham Street

The application site relates to an area of grassed open space with a broadly rectangular configuration covering an area 0.56 hectares. The application site has

been previously developed and is in a residential area. The site is enclosed by a mix of low railings and higher railings to neighbouring alleyways. Two storey terraced housing with frontages to Connie Street and Meech Street are located to the west and south of the site. Pockets of open space separate the site from two storey housing to the north. Two storey houses and flats are located to the east of the site along Brigham Street. The site has been identified as amenity green space in the Council's open space audit. Limited tree cover is situated along the western and southern perimeters of the site. The site is owned by the Council and the applicant is engaged in discussion to secure its acquisition.

The proposed development would comprise:

i. The formation of a new access road facilitated through the opening and extension of Stanton Street moving adjacent to the western site boundary and terminating at a turning head at the northern end of the site. Four apartments (in two separate units) and 3 pairs of semi-detached houses would be presented to the access road. Adjacent to the turning head, a pair of semi-detached houses with a staggered configuration would be formed.

ii. The east of the site, six pairs of semi-detached houses would be formed with frontages to Brigham Street.

Fig.2 - Proposed site layout

iii. A band of open space would bisect the centre of the site running from south to north. This space would be demarcated to form garden areas relating to the respective plots.

iv. The proposed units would be supported with in-curtilage car parking with direct access to the access road and Brigham Street respectively. Shallow garden areas would be formed to individual plots with the street boundaries defined by low walls and boundaries. Garden areas would be defined by close boarded fencing.

Fig. 3 – Street elevation to Brigham Street

v. The proposed units would all comprise of two storeys with pitched roofs set between gable elevations. The elevation would incorporate light brown brickwork with contrasting dental courses and contrasting dark grey vertical cladding panels to plots 13, 15, 23 and 34. Thin profile grey roof tiles would be used throughout the development.

vi. The following house types have been proposed and the achieved internal space has been specified:

- Type A – 10 x two bedroom, three person (70.6 sq. metres)
- Type B – 7 x three bedroom, four person (87.9 sq. metres)
- Type C – 2 x four bedroom, five person (102.4 sq. metres)
- Type C (Variant) 1 x four bedroom, five person (100.2 sq. metres)
- Flat Type D1 – 4 x two bedroom, three person (61.9. sq. metres)

Typical house and apartment types are shown below:

Fig. 4 – Typical house type (Type A)

Fig. 5 - Flat Type D1 and D2

vii. The proposed 24 affordable units would deliver the following tenures:

Four, 2 bed apartments for Social Rent (17%)
Seven, 3 bed 4 person houses for Shared Ownership (29%)
Three, 4 bed 5 Person houses for Shared Ownership (12%)
Ten, 2 bed 3 Person houses for Affordable Rent (42%)

Consultations

Local residents – One objection has been received and raises concerns regarding additional noise and disturbance and traffic generation and additional on-street car parking. There are concerns that the development would undermine the privacy of existing residents and potential increase the occurrence of anti-social behaviour. There is also concern that ground disturbance during construction may increase the risk of rodent infestation.

Highway Services – The following comments have been received:

i. The site is in an established residential area and is accessible by bus with services running along Greenside Street. It is not anticipated the development would generate highway safety or network capacity concerns.
ii. The application has been supported with a transport statement and an assessment of accessibility and trip generation. It has been demonstrated that the development would not generate a significant level of peak-hour vehicle trips. Furthermore, pedestrian, cycle and public transport trips would be accommodated within the existing surrounding infrastructure. The development would be supported with proposed dropped kerbs and tactile paving at the Staton Street, Brigham Street and Meech Street junctions. The assessment demonstrates that the site is located in an accessible location with community facilities and services situated within walking distance.
iii. The amount of car parking within individual plots is acceptable. It is recommended that individual driveway parking spaces achieve dimensions 3.0 metres x 6.0 metres.
iv. Each residential unit should include an electric vehicle charging point with a minimum charging a capacity of 7kW) is required.
v. Clarification is sought regarding the capacity of the proposed sheds to accommodate secured cycle storage for each of the proposed houses and apartments.
vi. The proposed boundary walls and railings to the street are considered to be acceptable.
vii. The proposed 2 metre wide footway is acceptable.
viii. The development should be related to an off-site highways works condition. The identified 2.4 metre x 25 metre visibility splay to the Meech Street and Staton Street junction should be protected by a double-yellow waiting restriction (traffic regulation order) part of the S278 highway works agreement. The full extent of the highways to be adopted has been identified and related works, including dropped kerbs and tactile paving, will also need to be implemented through appropriate highways agreements.
ix. The refuse vehicle tracking is acceptable.
x. The development should be related to a construction management plan condition.

Environmental Health – The following recommendations have been received:

i. The development should be related to a construction management plan.
ii. The submitted waste and recycling measures should be related to the development by condition.

iii. To safeguard air quality, a condition should be included to ensure the provision of electric vehicle (EV) charging points.
iv. The submitted land condition survey has been assessed and details of further ground investigations referenced within it will need to be submitted for consideration. To ensure the comprehensive assessment of ground conditions and the remediation of contamination issues an appropriate condition has been requested.
v. An acoustic insulation condition is requested to ensure that the development is appropriately attenuated from noise from industrial uses to the west of the application site.

Neighbourhood Team Leader (Arboriculture) – No objection to the removal of trees that have been identified as having limited amenity value. Whilst the site is relatively constrained, it is recommended that appropriate tree species are planted in rear gardens to offset tree loss. This request would be responded to through the recommended landscaping condition.

Greater Manchester Police – No objection subject to the development being implemented in accordance with recommendation contained in the submitted in the crime impact statement and the attainment of Secured by Design accreditation.

Greater Manchester Ecology Unit – The following comments have been received:

i. The development should be implemented in accordance with the details of the submitted ecology report, including the recommendation for the safeguarding of any protected species and their habitats.
ii. A condition is requested to ensure trees and shrubs in the site are removed outside the bird nesting season, unless the absence bird habitats within the trees is confirmed by a specialist consultant.
iii. A plant species, i.e., Cotoneaster, has been identified within the site. This plant and its seed can become potentially invasive if disturbed of inappropriately removed and transportation form the site. To address this issue, a condition has been included to ensure appropriate measures for the mitigation, treatment and removal of any invasive specified identified within the application site.
iv. Proportionate bio-diversity enhancement measures are recommended in the form of native tree and shrub planting and the provision of bat and bird boxes.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system `only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through `which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that `at the heart of the Framework is a presumption in

favour of sustainable development.' In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

i. Chapter 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, a sufficient amount and variety of land can come forward where it is needed. It requires that land with permission is developed without unnecessary delay. It also requires that the needs of groups with specific housing requirements should be addressed and this should be reflected in the consideration of the size, type and tenure of housing needed for different groups in the community. Chapter 5 states that the provision of affordable housing should be related to major developments and that the re-use of brownfield sites should be encouraged. The importance of small and medium sized sites to housing requirements is acknowledged along with delivery of development that supports housing for first time buyers. In this case, it is considered that the size the proposed development would positively contribute to the quality and supply of housing in the local area and secure the development of a brownfield site. It would also help to diversify size and character of accommodation in the local housing market and deliver high quality design with capability of achieving sustainable future occupation. The applicant has indicated that the development would deliver a mix of affordable housing. The development would thereby accord with chapter 5.

ii. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion. The development would present habitable room windows to the street, which would reflect the characteristics of neighbouring terraced houses and aid natural surveillance. The development would present opportunities for the incorporation of appropriate security measures and site management.

With regard to open space and recreation, chapter 8 states that existing open space, should not be built on unless:
a) An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements.
b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.

In this case, the application site relates to a previously developed brownfield site, that has been landscaped but identified for future residential development. The site is located immediately to the north of Openshaw Park, which incorporates a children's play area, multi-use sports area (MUGA), 5-a-side football, football pitch, tennis courts and a teen shelter. It is considered that the loss of the site as open space would be offset by the quality of the facilities available in the neighbouring park. Each property would also incorporate garden areas, which would be beneficial to residential amenity and would provide appropriate setting to the proposed houses and satisfactory private amenity space. The development would thereby accord with chapter 8.

iii. Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
b) Safe and suitable access to the site can be achieved for all users.

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The development would be supported with off-site car parking and cycle storage. The site is in a sustainable location benefitting from access to the local bus network. The development would thereby accord with chapter 9.

iv. Chapter 11: Making effective use of land - States that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. The use of previously developed or 'brownfield' sites is encouraged. Chapter 11 also states that planning decisions should support development that makes efficient use of land, whilst considering:
a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it.
b) The importance of securing well-designed, attractive and healthy places.

It is considered that chapter 11 has been positively responded to as the development would secure the re-use of a brownfield site and secures housing with a high quality of urban design and potential for sustained occupation. The scale, proportions and character development would also be appropriately related to the character of existing built form in the surrounding area.

v. Chapter 12: Achieving well-designed places - States that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. It is considered that the development would accord with the objective of ensuring that the development functions effectively and adds to the overall quality of the area. It would deliver a high quality of architecture and an appropriate layout and landscaped setting. The relationship to the street would establish a sense of space and satisfactory building types. Indicative material specifications give confidence regarding the quality of the appearance of the development with final details to be approved through a related condition.

vi. Chapter 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should:

a. Avoid increased vulnerability to the range of impacts arising from climate change;
b. Help to reduce greenhouse gas emissions, such as through its location, orientation and design.

It further states that all plans should apply a sequential, risk-based approach to the location of development - taking into account the current and future impacts of climate change to avoid where possible, flood risk to people and property.

The applicant has provided an environmental assessment that predicts that the development would achieve a 46% reduction in carbon emissions above the requirements of Part L of building regulations. The development has been related to a fabric first approach with U-values, design air permeability and ventilation targets that would potentially exceed building regulations. The above would be supplemented with measures to secure sustainable drainage and design measures to protect existing ecology, enhance biodiversity and provide cycle storage for residents. Air source heat pumps would also be incorporated into the development. These measures are capable of being related to the development by condition to secure compliance with chapter 14.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

i. Consultation and pre-decision matters - The PPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. All necessary local consultation has been undertaken, including the posting of site notices and a press advertisement;

ii. Design - Good quality design is an integral part of sustainable development. It is considered that the development presents a contemporary interpretation of family type housing that balances the functional requirements with a coherent and cohesive design. The above objectives would thereby be accorded with.

iii. Flood Risk Planning and Flood Risk - The potential for increase flood risk has been appropriately assessed and necessary conditions recommended to secure satisfactory drainage.

iv. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. In this case, the development would provide a high quality of design that would positively benefit the appearance of the area.

v. Air quality - The PPG states the relevance of air quality to a planning decision will be dependent upon the proposed development and its location. Consideration should be given to the likelihood that the development would:

a. Significantly affect traffic in the immediate and wider vicinity of development;
b. Introduce new point sources of air pollution;
c. Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor air quality;

d. Give rise to potentially unacceptable impacts during construction for nearby sensitive locations;
e. Affect biodiversity.

The development would be related to proportionate car parking with impacts offset through the provision of cycle storage and the provision of electric vehicles charging points for each house and apartment. Impacts, including those affecting air quality, would be managed during the construction phase through the construction management plan. Proportionate ecology enhancement would also be secured.

vi. Land affected by contamination - States that the contaminated land regime under Part 2A of the Environmental Protection Act 1990 provides a risk based approach to the identification and remediation of land where contamination poses an unacceptable risk to human health or the environment. The application has been accompanied with a ground condition survey and it is considered that identified land contamination issues will be addressed through details required by condition.

vii. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. The PPG sets out the potential approaches to responding to noise and appropriate mitigation, which have been applied in the consideration of the proposed development. The development is located in an established residential area with a commensurate immediate noise climate. However, to address any potential impacts from industrial units to the west of the site an acoustic condition has been recommended.

viii. Travel plans and traffic / transport assessments - The PPG has been related to the traffic and highways issues and potential measures to reduce reliance on private car usage, including cycle storage provision. It is considered that the local highway network can accommodate the additional traffic generated by the development.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 (`the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.' The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive

contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposed development would contribute positively to the formation of a sustainable community, which would be beneficial to the quality of the living environment experienced by existing and future residents. This would be achieved through the development of a high quality and sustainable design that would respond to the on-going need for housing in the local area. The development would secure the re-use of a brownfield site. Appropriate crime reduction and security measures would be capable of being incorporated into the development. Policy SP1 would therefore be positively responded to.

Policy EN1 (Design Principles and Strategic Character Areas) - States that opportunities for good design to enhance the overall image of the City should be fully realised to reinforce and enhance the local character and context of the development site. In this case, it is considered that the composition of the development would be appropriately related to the height and scale of development to the local area. The design has been informed by surrounding roofscapes and the coherent use of materials would give the development an appropriate identity. Policy EN1 would thereby be accorded with.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - Has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency. The development has been related to 'fabric-led' design approach that would accord with the principles of the energy hierarchy in line within policy EN 4, which is considered that, due to the proposed high quality of energy efficient design, the development would deliver effective measures to reduce carbon emissions that respond to the physical constraints of the site and magnitude of development. On this basis, policy EN4 would be accorded with.

Policy EN 6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) – States that applications for residential development of 10 or more units need to achieve a reduction in carbon emissions that exceed Part L of building regulations. In this case, the submitted environmental standards statement indicates that the achieved level of carbon emissions would significantly exceed Part L of the 2013 building regulations. Policy EN6 would thereby be accorded with.

Policy EN 7 (Energy Infrastructure opportunities) – The proposed development would incorporate airs source heat pumps and would thereby meet the policy objective of securing low carbon decentralised energy generation.

Policy EN 8 (Adaptation to Climate Change) - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case of this application reference has been given to the adaptability of the development to climate change with reference to:

i. Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability.
ii. The need to control overheating of buildings through passive design.
iii. The opportunity to provide linked and diverse green space to enhance natural habitats, which will assist species adaptation.

As stated, the development has been related to a satisfactory environmental statement that demonstrates measures to reduce carbon emissions. Opportunities for landscaping and biodiversity enhancement would be realised as part of the development. Conditions would secure the delivery of sustainable drainage and its management. Policy EN8 has would thereby be accorded with.

Policy EN9 (Green Infrastructure) - States that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies, the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management. As stated, the applicant has demonstrated that the loss of the open space would not undermine local provision and policy EN9 would be positively responded to.

Policy EN9 has been related to the character, use and quality of the existing green space and the local provision of open and formalised recreational space. The site has been used as an open, recreational space but has not been marked out as sports pitch or used for the siting of play equipment. The land is a brownfield site that has been identified for potential residential development. The locality would continue to be served by Openshaw Park to the south and areas of more informal open and green space to the north. It is therefore considered that future residents would have access to recreational and open space and the development would be suitably related to policy EN9.

Policy EN 10 (Safeguarding Open Space, Sport and Recreation Facilities) - States that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Policy EN10 states that the development of open space will only be permitted where it can be demonstrated that the land does not fulfil and unsatisfied need for such space. Given the amount of retained local open space provision, it is considered that the benefits of the development would outweigh its loss. The development would therefore be appropriately related to policy EN10.

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The submitted details and characteristics of the development have been assessed and it is considered that identified additional requirements for the provision of sustainable drainage and its management can be addressed through condition. On this basis, it is considered that policy EN14 can be complied with.

Policy EN15 (Biodiversity and Geological Conservation) – States that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. Ecological issues affecting the site have been appropriately assessed through the submitted statement and its recommendations relating to biodiversity enhancement and landscaping are capable of being delivered as part of the development.

Policy EN 16 (Air Quality) – Requires improvements to air quality that are sought as part the consideration of development. It also requires that measures are put in place to minimise and mitigate the impact of traffic generation from the development. In this case, the most significant impacts would be experienced during the construction phase, which would be manged through a construction management plan. The level of traffic movement during the operation phase would be limited and impact reduced through the provision of EV charging points and opportunities for the adoption of more sustainable transport modes. Policy EN16 would thereby be responded to positively.

Policy EN18 (Contaminated Land and Ground Stability) - States that any proposal for development of contaminated land must be accompanied by a health risk assessment. This application has been accompanied by a Desk Study and Geo-Environmental Assessment, which has been assessed by Environmental Health whose recommendations have given confidence that identified issues can be addressed through the recommended contaminated land condition thereby securing compliance with policy EN18.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements, which are acceptable in terms of capacity. These details are related to the development by condition, including requirements for bin enclosures. It is considered that appropriate waste and recycling management details can be delivered as part of the development to secure compliance with policy EN19.

Policy H1 (Overall Housing Provision) - Relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The proposed development responds positively to policy H1 by:

i. Contributing to the creation of mixed communities by providing house types to meet the needs of a diverse and growing Manchester populations.
ii. Supporting growth on previously developed sites in sustainable locations.
iii. Ensuring that the design and density of development contributes to the character of the local area.
iv. Making appropriate provision for parking cars and appropriate levels of sound insulation.
v. Being designed to give privacy to its residents and neighbours.

It is considered that the development would be positively related to the quality, supply and appearance of the housing stock in the local area Appropriate car parking would be provided and residential amenity maintained. Policy H1 would thereby be accorded with.

Policy H 4 East Manchester – States that East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. It also states that priority will be given to family housing. The development would respond positively to policy H4.

Policy H 8 (Affordable Housing) - Policy H8 sets the requirements for affordable housing or an equivalent financial contribution. It is relevant in this case as development would exceed the 15 or more threshold for affordable housing provision. Policy H8 requires that developers use a 20 % target for the incorporation of affordable housing. The applicant proposes that the houses would be available for affordable rent. A condition has been included to ensure that a mechanism for the future maintenance of affordable housing provision following the implementation of the development. On this basis, policy H8 would be accorded with.

Policy H11 (Houses in Multiple Occupation) - Has been related to a condition to ensure that the development is maintained as Class C3 accommodation and to prevent future occupation as small-scale houses in multiple occupation (Class C4) This requirement would ensure that a sustainable supply of family housing and appropriate mix housing types and tenure is maintained in accordance with policy H11.

Policy T1 (Sustainable transport) – Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would be supported with satisfactory car parking provision and arrangements for cycle storage. The site is in a sustainable location with access to local bus routes. The development thereby responds positively to policy T1.

Policy T2 (Accessible areas of opportunity and need) - States that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Given the

sustainable location of the application site, in terms of access to public transport, policy T2 would be accorded with.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

a. Appropriate siting, layout, scale, form, massing, materials and detail
b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development and its relationship to the character of the surrounding area.
c. Effects on amenity.
d. The accessibility to buildings and neighbourhoods, in relation to inclusive access and sustainable transport modes.
e. Community safety and crime prevention.
f. Design for health.
g. Adequacy of internal accommodation and external amenity space.
h. Refuse storage and collection.

The following assessment demonstrates how the development would accord with policy DM1 points a - h (inclusively). It is considered that the impact of the development on residential amenity would be suitably mitigated and managed through the details of the application and related conditions. Policy DM1 would thereby be accorded with.

Policy PA 1 (Developer Contributions) – States that the nature and scale of any planning obligations will be related to the form of development and its potential impact upon the surrounding area. In this case, the development would deliver affordable housing and its delivery would be addressed by condition. Any financial contribution required to address highways issues would be dealt with separately through any required s38 / s278 agreements.

Unitary Development Plan (saved UDP) Policies -The following Unitary Development Plan saved policies are relevant to the assessment of the development:

Part 2

Policy DC7 (New Housing Development) - States that 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. Policy DC7 also requires that a satisfactory quality of development is achieved. In this case, satisfactory inclusive access would be achieved and the layout of the proposed houses and the quality of design would accord with residential quality guidance. Policy DC7 would thereby be complied with.

Policy DC26 (Development and noise) - The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where 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, consideration is given to measures to deal with it satisfactorily.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The development site is in an established residential area, and it is considered that the activity associates with its occupation would be absorbed into the local noise environment. Given the distance of the site from the industrial units and the screening afforded by existing houses, it is considered that any related noise impacts are capable of being addressed through the recommended condition to secure compliance with policy DC26.

Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on-going shaping of the city by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester. The following paragraphs are of relevance and have been responded to appropriately:

i. Section 2 Design
ii. Section 3 Accessibility
iii. Section 4 Environmental Standards
iv. Section 7 Housing Density and Mix
v. Section 8 Community Safety and Crime Prevention

Providing for Housing Choice Supplementary Planning Document (SPD) and Planning Guidance (adopted 2nd September 2008) - This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision and the delivery of affordable housing. It states that everyone living in Manchester should have the opportunity live in a decent, affordable and accessible home. Furthermore, the range of available housing should support the City's economic growth and develop and sustain neighbourhoods that attract families and workers. In this case, the proposed development would exceed the 15 unit threshold for the provision of affordable housing. The development would provide affordable housing through the delivery of:

Four x 2 bed, 3 person apartments for social rent
Ten x 2 bed, 3 person houses for affordable rent
Seven x 3 bed, 4person houses for shared ownership and
Three x 4 bed, 5 person houses for shared ownership.

The mechanism for maintaining at least 20% of these units as affordable accommodation in perpetuity is set out in the recommended condition. In these circumstances it is consider that the above guidance would be accorded with.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live. It also seeks to raise the quality of life across Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need incorporate the most appropriate and up to date technologies to significantly reduce emissions. The guidance is therefore relevant to all stages of the development process, including construction and operational management. The proposed house types and apartments would meet the relevant space criteria as set out in the guidance. The quality of the design and layout of the development and quality of design would positively contribute to the character of the local area, encourage sustained long-term occupation and thereby secure compliance with the MRQG.

Manchester's Great Outdoors - A Green and Blue Infrastructure Strategy for Manchester (GI) (2015 -25) adopted July 2015 - The strategy sets out a framework to guide the maintenance of and access to green space and blue space, i.e. waterways, canals and rivers etc., within the city. The strategy builds on the investment to date in the city's green infrastructure (GI) and the understanding of its importance in helping to create a successful city.

The GI strategy recognises the significance of East Manchester to the delivery of new housing. It also acknowledges that East Manchester has the highest proportion of brownfield sites within the city. These sites may provide opportunities for the formation of 'meanwhile' temporary green spaces, However, ultimately many of the brownfield spaces will be rationalised for development and the opportunities for high quality multifunctional green and blue spaces to be delivered as part of attractive new neighbourhoods. The application site has been identified as an amenity green space in the most recent Open Space Audit. However, it shares the characteristics of a 'meanwhile site' and has been identified as a housing capacity site as part of the Strategic Housing Land Availability Assessment (SHLAA). The applicant has provided and open space assessment that identifies open and recreational space in the locality, which include Openshaw Park situated immediately to the south of the site. The development would also deliver garden areas, landscaping and proportionate biodiversity enhancement, which would contribute positively to the quality of the local environment. In these circumstances, is considered that the proposal would accord with the criteria for the development of open space referenced in the GI strategy.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, officers engaged in pre-application discussions with the applicant's agent and thereby established the parameters of the development and identified

pertinent material considerations. These discussions informed the subsequently submitted planning application. Further discussions were undertaken during the consideration of the development to secure appropriate changes to the proposed layout and positive responses to statutory consultation. It is considered that the submitted information has facilitated the appropriate assessment of the development.

Principle of the development – The development would contribute to the delivery and supply of affordable housing through the Project 500 programme. The application site has been previously developed and identified as being suitable for residential development. It is not considered that the development would unduly harm the local supply of open, green and recreational space. The magnitude of the development has been appropriately related to the constraints and configuration of the site. The nature of the proposed use would be acceptable within the context of a residential area. The design of the development has been suitably informed by the scale and character of surrounding housing. The quality of the elevational treatment would positively contribute and enhance the appearance of the streetscene. The internal layout would also encourage sustained occupation. The principle of the development is considered to be acceptable.

Publicity and local consultation – The application was the subject of the required neighbour and statutory consultation, press notices and display of site notices. In addition, the applicant engaged in local pre-application consultation event that provided local residents with an opportunity to view and comment on the proposal. Seven residents provided written comments (six were supportive and one objection was received).

Affordable housing contribution - An affordable housing statement has been submitted that confirms:

i. The development would deliver 24 affordable units in total, comprising:

Four 2 bed apartments for social rent
Seven 3 bed 4 person houses for shared ownership
Three 4 bed 5 Person houses for shared ownership
Ten 2 bed 3 Person houses for affordable rent
ii. The development would be related to 100% funding via a Homes England grant.
iii. The shared ownership products provide the ability to diversify the affordable home ownership offer and attract new residents into an area of close City location. As part of shared ownership residents can purchase an equity share in the property with a portion of rent at 2.75% of unsold equity with an option to staircase in future years.
iv. At least 20% of these homes will be held in perpetuity as affordable units subject to the statutory rights of the future residents.

The above measures give certainty regarding the delivery and future maintenance of affordable housing provision. The affordable housing statement has been linked to the development by a recommended condition.

Magnitude of development – It is considered that the development would provide an appropriate mix of house types and apartments with the density of the new built form being relieved by satisfactorily sized garden areas.

Siting – The proposed houses and apartments would be appropriately related to Brigham Street through the formation a formal building line with a distance of 13 metres maintained between existing and proposed principal elevations. The new access road and footpath would adjoin shallow front garden areas with boundary treatments to satisfactorily demarcate public and private spaces. A minimum distance of 16 metres would be maintained between the principal elevations of the proposed houses presented to the new access road and the rear elevations of houses with frontages to Connie Street. The existing houses to the south of the site do not incorporate extensions at first floor level. A distance of 10.3 metres would be maintained between the nearest existing houses (41 to 43 Meech Street) and the blank elevation to proposed Plot 12. A distance of 15 metres would be maintained between proposed plots 13 and 15 and the nearest existing house (35 Meech Street). These distances would be appropriate given the configuration of proposed windows and arrangement of solid brickwork. Where windows are incorporated into the rear elevations of existing neighbouring ground floor extensions views towards the site would be screened by boundary walls and new fencing. A distance of 12 metres would be maintained across the site between the blank elevations of the proposed units at plots 13 and 15 and windows to plots 11 and 12 thereby ensuring that there would be no undue overlooking. Given the constraints of the site and characteristics of development in the area, it is considered that the proposed layout and siting of individual units would be acceptable.

Height, scale and massing – The proposed development would be limited to two storeys. The housed with frontages to Brigham Street would have e common eaves and ridge line height, the articulation provided through the arrangement of windows and inclusion of textured brickwork panels. Similarly, three pairs of semi-detached houses and the apartment would have common ridge and eaves heights. The juxtaposition of units at plots 23 and 24 would result in a staggering of the ridge line with eaves maintained at a common height. The elevation treatment would be supplemented with the inclusion of contrasting cladding panels to relieve the massing of the brickwork. It is considered that the composition of the development would be proportionate and suitably informed by the scale of neighbouring built form.

Future use of the development - A condition is recommended to ensure that the proposed houses are maintained as single occupancy accommodation and to prevent future occupation as small-scale houses in multiple occupation (Class C4) proposed housing is retained as Class C3 accommodation. This approach would ensure that the development contributes to a sustainable supply of family housing and appropriate mix housing type and tenure.

Permitted development restrictions - In order to maintain and safeguard residential amenity and in response to the constraints of the substantive site, it has been considered appropriate to restrict the permitted development rights that would otherwise be available to householders. Conditions have therefore been recommended in the interests of residential amenity and to ensure that the following

development is not undertaken without the permission of the City Council as local planning authority:

i. The erection of extensions, porches and outbuildings.
ii. The replacement of authorised boundary treatments.
iii. The insertion of additional windows.

Design - The proposed development presents contemporary interpretation of semi-detached housing that has been informed by the characteristics of surrounding built form. The use of light brown brickwork and grey roof tiles throughout the development would secure visual cohesion. Matching brickwork would also be incorporated into the street boundary walls. Brickwork forming the elevations would be relieved by the configuration of windows, feature brick panels and incidental inclusion of dark grey horizontal cladding panels. The proposed design is considered to be acceptable and final details of the materials specifications would be agreed by condition. Details of the composition of the streetscene elevations and boundary treatment is shown at Fig. 6.

Fig.6 – Street elevations and boundary treatment

Inclusive access – The development would provide level thresholds to the front and rear entrances to each of the proposed houses. Suitably wide door sets would be provided. Satisfactory turning areas would be achieved within hallways to facilitate wheelchair access. The larger house Type C would have the potential for future adaptation. Level thresholds would be formed to the proposed apartments, with appropriate turning space in the hallways of the ground floor units. Proposed pavements would secure satisfactory widths and tactile paving has been indicated at crossing points. The proposed access arrangements are considered to be acceptable.

Residential amenity – The quality of proposed accommodation would encourage sustained occupation. Satisfactory amenity space would be proposed with appropriate separation between proposed houses and also, neighbouring properties. Impact of noise would be commensurate with residential occupation and any impacts

for neighbouring noise generating uses would be capable of being addressed by condition.

Residential space standards – All of the proposed units would meet or marginally exceed the relevant space criteria as specified in the Manchester Residential Quality Guidance. The achieved internal space would encourage the sustained occupation of the development.

Impact on local open space provision – The application site has been identified as an amenity green space in the most recent Open Space Audit . However, the application relates to a previously developed brownfield site that has been identified for future residential development. In addition to pockets of green space, the site is located in close proximity to Openshaw Park, which incorporates open spaces and more formal play and sports areas. The loss of the site as open space would be offset by the quality of these facilities in the neighbouring park. Each property would incorporate garden areas, which would be beneficial to residential amenity and would provide appropriate settings to the proposed houses and satisfactory amenity space. The loss of the open space is therefore justified.

Crime and Security – The development would provide satisfactory natural surveillance of the street and boundary treatment would satisfactorily define public and private space and the secure enclosure of garden areas. A condition has been recommended requiring that development meets the requirements of the submitted crime impact statement.

Boundary treatment – The demarcation of the public and private realm would be satisfactorily defined by low walls and railings to an overall height of 900 mmm along the street boundaries. Driveway demarcation would be achieved through the positioning of 900 mm railings along the shared boundary. Gate access to rear gardens would be incorporated into 1800 mm close boarded fencing, which would also extend along shared boundaries between individual gardens. The boundary treatment would effectively define the respective plots, enhance the security of the site and reduce the risk of crime. Notwithstanding the above, a condition has been included to ensure the approval of fencing to the northern and southern boundaries. The proposed arrangements would demarcate gardens using existing railing fencing, which would not secure necessary privacy for future residents.

Reducing carbon emissions and sustainable design – A statement has been submitted that relates the development to a ‘fabric first approach’, i.e., the design would incorporate measures to maximise environmental performance and thermal insulation through use of appropriate components and material as part of the development. The conditioned implementation of the environmental standards statement would provide a series of measures to enhance the environmental performance of the development. Internal fixtures would secure water efficiency and a sustainable drainage system would be incorporated into the development. Air source heat pumps would be provided. Measures to reduce waste and encourage recycling at the construction and occupational phases have been identified (in environmental standards statement and construction and residential waste management plans). Air quality would also be maintained through the implementation of a construction management plan and the provision of EV charging points during

the occupational phase. The site benefits from sustainable transport links, i.e., bus routes to the city centre and local centres. The provision of landscaping would also help to offset carbon dioxide emissions. Based on the above measures, it is predicted that a 46% improvement above Part L of the 2013 Building Regulations would be achieved. This would exceed the reduction in carbon emissions currently required by planning policy and is therefore acceptable.

Car parking and highways issues – There are no traffic regulation orders on the adjacent Brigham Street. There is some on-street car parking on Brigham Street due to the absence of car parking spaces relating to neighbouring terraced houses. However, it is not considered that the siting of driveways relating to the development would impact on the capacity of the neighbouring street to accommodate on-street car parking. The paired arrangement of driveways would reduce disruption of the footway to Brigham Street and the new access road. The development would provide 100% in curtilage car parking for two and three bedroom units and 200% car parking for four bedroom units due to the size of driveways. This level of car parking is considered to be acceptable given the characteristics of the area, access to public transport and provision of cycle storage. The submitted transport assessment incorporates a road safety assessment that indicates that no accident 'hotspots' in the study area, including the application site. Trip generation forecasts also indicate a minimal level of traffic activity.

Cycle storage – A condition has been included to ensure the approval of the appearance and specification of the sheds identified within each plot, including appartement. The details will need to confirm that the shed have the capacity to provide cycle storage. On this basis, a minimum of 100% cycle storage would be secured with the capability of providing other ancillary storage.

Off-site highways works – A condition has been included to ensure that all necessary works to the adjacent highways that are related to the development are undertaken prior to the occupation of the development. It is considered that these measures would ensure that the development would unduly harm the operation of the surrounding highway.

Electric vehicle (EV) charging points - The applicant has confirmed that EV charging points to all houses and apartments. A condition has been recommended to ensure that, before the occupation of the development, EV charging points are installed to an approved specification (including charging capacity of 7kw/H) and subsequently maintained in situ.

Construction Management Plan (CMP) - Given the relationship of the site to neighbouring houses, construction work will need to be implemented in accordance with a management plan. A CMP condition has therefore been recommended, which includes measures for dust suppression and wheel washing.

Waste management – The waste and recycling arrangements would be accorded with Council guidance and each dwelling would be supported with:

• 1 No. 240l wheeled bin for refuse
• 1 No. 240l wheeled bin for paper/cardboard recycling

• 1 No. 240l wheeled bin for glass/cans/plastics recycling
• 1 No. 240l wheeled bin for garden/food waste

The following collection arrangements are proposed:

• General Waste (grey bin) - Fortnightly
• Green & Food Waste (green bin/kerbside caddy) - Fortnightly
• Recycling Glass, Plastic, Tins (brown bin) - Fortnightly
• Recycling Paper, Cardboard, Cartons (blue bin/bag) - Fortnightly

The above arrangements have been related to a condition. Bins to proposed houses would be located within rear gardens and screened by fencing and related enclosures would not be necessary. As the bins to the proposed apartments would be located in communal garden areas, the approval of storage enclosure details has been related to a condition that is required to safeguard residential amenity.

Noise – The application site is located in and established residential area and noise generated by the site, including traffic noise, would be proportionate to the magnitude of proposed residential occupation and would thereby have a limited impact on residential amenity. The industrial uses are located approximately 120 metres from the application site and screening is provided by existing housing. However, as a further safeguard to amenity an acoustic attenuation condition is recommended to identify measures that may be required to address noise and disturbance from neighbouring industrial uses.

Air quality – Impacts on air quality would be most noticeable during the construction phase so the development. However, these impacts would be managed through the t construction management plan. As stated, that development would generate minimal traffic activity and any impact would be potential reduced through the provision of EV charging points and cycle storage. It is not considered that the development would unduly affect air quality during the operational phase of the development.

Land conditions - The applicant has submitted a ground condition survey that has been assessed and gives assurance that, subject to further information, issues relating to historic land contamination are capable of being addressed. A condition is recommended to ensure that submission of additional details pertaining to the report and to ensure the implementation of an appropriate remediation strategy and all necessary mitigation works.

Flood risk and site drainage - The application site is located within Flood Zone 1 and has low risk of flooding. The applicant has been advised of the conditions requested by Flood Risk Management Team are necessary to ensure the appropriate implementation of the development. It is considered that any additional risk of flooding can be addressed through a satisfactory sustainable drainage scheme related to the development by condition.

Ecology - The development has been related to an ecological assessment

The findings of the ecological assessment are accepted by the GM Ecology Unit, including its recommendation for the provision of the following:

i. Safeguarding of protected species and habitats;
ii. Bat and bird boxes;
iii. Replacement tree planting;
iv. Incorporation of native planting species within the landscaping scheme.

A condition has been recommended to ensure that the above measures are delivered as part of the development.

Tree removal and landscaping – In order to facilitate the development, including the formation of an access road, seven trees would need to be removed. Five replacement trees have bene identified. However, further tree and shrub planting can be delivered through the recommended landscaping condition, including native species. One cherry tree would be retained in the south-west corner of the site in an area of communal open space. Given the configuration of the housing layout, the formation of a small area of open space cannot be avoided. The recommended layout condition therefore included a requirement to ensure its future maintenance. The submitted arrangements for the protection of the retained tree have also been related to the development by condition.

Local labour agreement - A specific local labour agreement condition has not been included in this case. Instead, contributions toward social value, including local labour opportunities, would be co-ordinated across the Project 500 programme and delivered through the development contract.

Broadband connectivity – The applicant has confirmed that the site would have access to local broadband infrastructure.

Conclusion – The development would secure the residential use of a previously developed parcel of land. It is considered that a satisfactory quality of design and the proposed internal space would meet the Council's space criteria. Any potentially harmful impact of the development harmful impact of the development on residential amenity has been either addressed through the submitted details or is capable of being addressed by condition. The development would positively contribute to the supply of affordable family housing in the local area and the loss of open space is justified due to local access to Openshaw Park. The proposed development is therefore considered to be acceptable.

Other Legislative Requirements

Equality Act 2010

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

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application 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. Officers engaged in pre-application discussions with the applicant's agent and thereby established the parameters of the development and identified pertinent material considerations. These discussions informed the subsequently submitted planning application. Further discussions were undertaken during the consideration of the development to secure appropriate changes to the proposed layout and positive responses to statutory consultation. It is considered that the submitted information has facilitated the appropriate assessment of the development.

Condition(s) to be attached to decision for approval

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 stamped as received by the City Council as local planning authority on 6 February 2023, 17 February 2023 and 15 May 2023:

Planning application forms

Location Plan Ref: 20_051/01
Proposed Site Plan Ref: 20_051/02 Rev A

Roof plan Ref: 20_051/03 Rev A
House Type A Ref: 20_051/20 Rev A
House Type B Ref: 20_051/21 Rev A
House Type C Ref: 20_051/22 Rev A
Flat Types D1 and D2 Ref: 20_051/23 Rev A
Proposed External Materials Ref: 20_051/25 Rev A
Vehicle Tracking Ref: 20_051/10
Boundary Treatment Details Ref: 20_051/30
Brigham Street Development Openshaw (Part of MCC's Project 500 Phase 1) Design and Access Statement produced by Triangle Architects Ltd on behalf of One Manchester January 2023
Brigham Street Development Openshaw Amenity Space and Recreational Provision Statement by Triangle Architects received 1 June 2023
Brigham Street, Openshaw Transport Statement Ref: 230523/SK22337/TS01(-00) dated 23 May 2023 by SK Transport Planning Ltd
Building for a Healthy Life Assessment (June 2020 Edition) Job Title: Brigham Street, Openshaw by Triangle Architects
One Manchester Proposed Development at Brigham Street, Openshaw, Manchester, M11 2JJ Utility Feasibility Report Revision V0 by TDS relating to broadband connectivity

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) The authorised development relates to the erection of: 10 x two bedroom, three person; 7 x three bedroom, four person; 3 x four bedroom, five person and 4 x two bedroom, three person (24 units in total(Class C3)).

Reason - To safeguard the amenities of the occupiers of occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

5) Upon occupation of the development, the detail of the One Manchester Affordable Housing Statement for Brigham Street stamped as received by the City Council as local planning authority on 16 June 2023 (and detailing the provision of a total of 24 affordable units consisting of Four, 2 bed apartments for Social Rent, Seven, 3 bed 4 person houses for Shared Ownership, Three, 4 bed 5 Person houses for Shared

Ownership and Ten, 2 bed 3 Person houses for Affordable Rent shall be fully implemented and maintained in situ at all times thereafter.

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

6) 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.

7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches or outbuildings shall be erected other than those expressly authorised by this permission.

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

8) 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: Proposed Site Plan Ref: 20_051/02 Rev A; Roof plan Ref: 20_051/03 Rev A; House Type A Ref: 20_051/20 Rev A; House Type B Ref: 20_051/21 Rev A; House Type C Ref: 20_051/22 Rev A and Flat Types D1 and D2 Ref: 20_051/23 Rev A.

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

9) Before the occupation of the development windows to bathrooms / wet rooms as so indicated on the approved drawings ref: Proposed Site Plan Ref: 20_051/02 Rev A; Roof plan Ref: 20_051/03 Rev A; House Type A Ref: 20_051/20 Rev A; House Type B Ref: 20_051/21 Rev A; House Type C Ref: 20_051/22 Rev A and Flat Types

D1 and D2 Ref: 20_051/23 Rev A shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

10) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during the construction phase of the 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.

11) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority confirming the specification of the electric vehicle (EV) charging points as shown drawing referenced: Proposed Site Plan Ref: 20_051/02 Rev A. The EV charging points shall achieve a minimum charging specification of 7kw/H and be installed in accordance with positions shown on the approved drawings before first occupation of the development and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and to contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

12) The authorised development shall be undertaken in accordance with the waste management strategy comprising drawing and documents referenced:

Proposed Site Plan Ref: 20_051/02 Rev A;
Brigham Street Development. Openshaw, Waste Management Strategy, Brigham Street Development, Openshaw – Waste Management Strategy by Triangle Architects received 17 February 2023;

Waste Management Proforma Ref: 136171/FO/2023 dated 6 February 2023.

The agreed arrangements shall be implemented in full prior to the first occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure 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.

13) Before the first occupation of the development details of the elevational appearance of the bin storage enclosures relating proposed apartments (at Plots 23, 14 15 and 16) in the positions shown on drawing ref: Proposed Site Plan Ref: 20_051/02 Rev A shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented in full prior to the first occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure 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.

14) Before the first occupation of the development details of the elevational appearance of the gardens details as shown on drawing ref: Proposed Site Plan Ref: 20_051/02 Rev A, including confirmation of facilities for secure cycle storage with the sheds, shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented in full prior to the first occupation of the development and maintained in situ thereafter.

Reason - To ensure that adequate provision is made for cycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

15) Before occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the acoustic insulation of the residential accommodation against noise from industrial uses to the west of the application site. The approved noise insulation scheme shall be implemented before the development is occupied.

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

Reason - To secure a reduction in noise from industrial uses to the west of the application site and in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester.

16) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

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

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the

Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

18) Before the occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted to and approved by the City Council as local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details at all times thereafter. Those details shall include:

i. Verification report providing photographic evidence of construction as per design drawings;
ii. As built construction drawings if different from design construction drawings;
iii. 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, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

19) Before the occupation of the building, the car parking spaces and other hard surfaces relating to each plot shall be implemented in accordance with the details of drawing referenced: Proposed Site Plan Ref: 20_051/02 Rev A. Upon occupation of the building, the car parking area shall be made available for use in accordance with the authorised use only and maintained in situ thereafter.

Reason - In the interest of pedestrian and highways safety and to ensure the provision of appropriate car parking pursuit to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

20) Before the occupation of the authorised development, full details and specifications of all off-site highways works, including footpath reinstatement to Meech Street, Staton Street and Brigham Street, shall be submitted to and approved in writing by the City Council as local planning authority. The required works shall be fully implemented prior to the first occupation of any part of the development and maintained in situ thereafter.

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

21) The development hereby approved shall be implemented in full accordance with the measures as set out in document referenced: One Manchester Environmental Standards Statement Brigham Street, Openshaw, Manchester by Watt Energy and Consulting Engineers dated 26 April 2022, including: measures to secure predicted

carbon emissions and the attainment of specified environmental efficiency and performance.

Within 3 months of the completion of the construction of the development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

22) The authorised development shall be designed and constructed in accordance with the recommendations contained within sections 3.3 and 4 of document referenced: Crime Impact Statement: Brigham Street 20 No. Houses and 4 No. Apartments for One Manchester Version A: 17th October 2022 Reference: 2022/0453/CIS/01by GM Police Design for Security. The development shall only be carried out in accordance with these approved details and occupation shall not commence until the City Council as local planning authority has acknowledged, in writing, that it has received written confirmation of 'Secured by Design' accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

23) Before the occupation of any part of the development the details of document referenced: Preliminary Ecological Appraisal Land at Brigham Street, Manchester, M11 2JH dated November 2022 Ref: P.1592.22 (Section 5.0 Evaluation and Recommendations) by Ascerta shall be supplemented by additional details relating to the provision and position of bat and bird boxes, which shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be undertaken in accordance with the approved details before the occupation of the apartments and maintained in situ thereafter.

Reason - In order to enhance local biodiversity through the provision of wildlife habitats, pursuant to policy EN15 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

24) The development shall be implemented in accordance with the Arboricultural Impact Assessment Land at Brigham Street Manchester M11 2JH Ref: P.1592.22 dated October 2022, including arrangements for protection of tree during construction (6.0 Tree Protection Measures) and the retention of one Cherry tree (G1) as identified on drawings referenced P.1592.22.02. The retained tree (G1) shall not be removed without the prior written consent of the City Council as local planning authority.

Reason - In order to avoid damage to any retained trees adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy for the City of Manchester.

25) Before the occupation of the authorised development and notwithstanding the details of drawing referenced: Proposed Site Plan Ref: 20_051/02 Rev A, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the inclusion of native tree and shrub planting within the site and arrangements for the future maintenance of communal hard and soft landscaping within external communal areas. The approved landscaping scheme shall be fully implemented during the first full planting scheme following the occupation of the development and maintained in situ thereafter in accordance with the approved landscape maintenance scheme. 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 the development incorporates 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 for the City of Manchester.

26) No removal or other work to trees and or hedges shall be undertaken in the main bird breeding season (March to July inclusive), unless nesting birds are found to be absent, by a suitably qualified person.

Reason - To safeguard local biodiversity and nature conservation pursuant to policy EN15 of the Core Strategy for the City of Manchester.

27) Before the commencement of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing the measures for safeguarding protected species throughout the construction phase as set out in document referenced: Preliminary Ecological Appraisal Land at Brigham Street, Manchester, M11 2JH dated November 2022 Ref: P.1592.22 (Section 5.0 Evaluation and Recommendations) by Ascerta. The approved scheme shall be implemented upon commencement of works and throughout the construction phase.

Reason - To safeguard local biodiversity and nature conservation pursuant to policy EN15 of the Core Strategy for the City of Manchester.

28) The development shall be implemented in accordance with the measures for managing the spread of invasive species within the site as set out in document referenced: Preliminary Ecological Appraisal Land at Brigham Street, Manchester, M11 2JH dated November 2022 Ref: P.1592.22 (Section 5.0 Evaluation and Recommendations) by Ascerta stamped as received by the City Council as local planning authority on 6 February 2023.

Reason - To prevent the spread of an invasive species (Cotoneaster), which has been identified on part of the application site and in the interests of residential amenity pursuant to policies SP1, EN18 and DM1 of the Core Strategy for the City of Manchester and The National Planning Policy Framework.

29) The development shall be implemented in accordance with document referenced: One Manchester Proposed Development at Brigham Street, Openshaw, Manchester, M11 2JJ Utility Feasibility Report Revision V0 by TDS relating to broadband connectivity (Section 5.4 Telecoms).

Reason – In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and The National Planning Policy Framework.

30) Notwithstanding the detail of drawing referenced Boundary Treatment Details Ref: 20_051/30 and before the occupation of the development, details of fencing along the northern and southern boundaries shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be fully implemented along with all other boundary treatments specified on drawing referenced Boundary Treatment Details Ref: 20_051/30 upon first occupation of the development and maintained in situ thereafter.

Reason – In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and The National Planning Policy Framework.

31) The development shall be implemented in accordance with the Unexploded Ordnance Risk Assessment as set out in Section 5.0 (page 8) of document referenced Openshaw West Site Phase 1 Preliminary Risk Assessment by Curtins Ref: 077873-CUR-00-XX-RP-GE-032 Revision: V01 Issue Date: 28 April 2021.

Reason – In the interests of public safety and residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 136171/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

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

United Utilities Water PLC

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

Representations were received from the following third parties:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
Greater Manchester Ecology Unit

Relevant Contact Officer : Carl Glennon
Telephone number : 0161 234 4530
Email : carl.glennon@manchester.gov.uk

Legend
Site Location
Neighbours notified
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