

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135285/FO/2022
Date registered valid: 13 January 2023
Proposal: Erection of two storey dwellinghouse (Class C3) with associated parking, landscaping and boundary treatment
Address: Land Adjacent To 6 Earl Walk , Manchester, M12 4PX
Ward(s): Ardwick Ward

Applicant: Mr. Malik
Agent (if any): Mr Muthahar Khan Studio Tashkeel Architecture
Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 19 April 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Standard consultations:

Printed: 2 March 2023 Expired: 9 March 2023

Neighbour notifications

Printed: 6 April 2023 Expired: 13 April 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

This application site lies in an area of mixed uses. It is predominantly residential, with housing to the north and east. To the west is a single storey building, which is used as a community centre and office of a church charity organisation, and an industrial estate lies to the south.

The site is the garden area of 6 Earl Walk, a two-storey semi-detached residential property, and which presently accommodates a single storey conservatory and outbuildings. It is proposed to demolish these buildings and to erect a new two storey detached 4 bedroom house on the site.

The site therefore sits between no. 6 Earl Walk and the community centre, with frontages onto Earl Walk and Linnet Close. The proposed house would follow the front and rear boundary lines, of the adjoining pair of semi-detached properties, and would be of a somewhat 'trapezium' shape, with a longer frontage, onto Earl Walk, than onto Linnet Close. The proposed house would, in effect, be double fronted, with doors on the elevations facing onto both Earl Walk and Linnet Close and would have eaves levels to match the adjoining residential properties.

The proposal also includes a vehicular access, onto Linnet Close, with a car parking space, for one vehicle, and this area also includes an EV charging point and a cycle/bin store. A garden area is proposed, between the proposed house, and Earl Walk, with a pedestrian access onto Earl Walk. The proposed boundary treatment comprises gates, low brick walls, with railings above, and brick piers.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services - Makes the following comments:

TRIP GENERATION AND JUNCTION CAPACITY:

Given that the proposed development is resultant in one additional residential dwelling, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes.

OFF-SITE HIGHWAYS WORKS:

It is understood that there is part of a dropped kerb in this location. It is requested that the dropped kerb meets MCCs minimum standard of 3m x 2m. Should the planning application be approved, the applicant will be required to enter into a Section 184 agreement.

PARKING AND ACCESS:

One car parking space will be located within the site's curtilage, thus equating to a provision of 100%. Highways requests that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway.

EV CHARGING

It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.

CYCLE PARKING:

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

BOUNDARY TREATMENTS:

It is recommended that all fencing/railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. It is noted that the footway is narrow in this location and therefore, the boundary treatment should meet the above requirement to ensure pedestrian safety. It is noted that the driveway has outward opening gates. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING:

A bin store is in place within the front yard of the site. Bins will be taken from the bin store to the collection point on Linnet Close on collection days. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

CONSTRUCTION MANAGEMENT:

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

The applicant submitted revised plans indicating an EV charging point, cycle storage, inwardly opening gates and clarification of parking arrangements, which Highways Services considered to be acceptable.

Strategic Area and Citywide Support Manager -Recommends that the following conditions are attached, to any permission:

Contaminated land (phase I report is considered to be acceptable and phase II condition is required).

Construction hours

Acoustic insulation in respect of ensuring that the recommendations set out in the submitted acoustic report are implemented as part of the development.

Approval of the submitted Waste Management Strategy

EV charging

Neighbourhood Officer (trees) -Makes the following comments:

There are no trees on the site and therefore they would have no objection to the proposed development.

The site does not look suitable for tree planting and therefore they would not propose any planting plans.

There is an offsite Cherry that should be considered when installing the new boundary fencing, however, they would not require a plan for this works so long as the applicant uses hand dig methods when installing the fence posts within the root protection area of the offsite tree. The applicant has confirmed agreement to this.

Greater Manchester Police - No objections in principle, although a number of security improvements were recommended. In particular, it was requested that the boundary treatment be 2.1 metres high, which is now proposed.

Greater Manchester Ecology Unit - they consider it unlikely that any of the structures to be demolished would support bats but as a precaution they would advise that an informative be attached to any permission:

United Utilities - No objections have been raised and no conditions are recommended.

Cadent Gas - Have no objection to this proposal from a planning perspective, however, to prevent damage to their assets, an informative is required to be attached to any planning permission.

Issues

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

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

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 126).

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

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents

- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

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.

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours. .

Policy H5 relates to sites in Central Manchester and states that over the lifetime of the Core Strategy, the area will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted or adjacent to the regional Centre as well as within Hulme , Longsight and Rusholme District Centres as part of mixed use schemes.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 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:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

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

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

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. At that time, Planning Policy Statement 3 'Housing' stated that to facilitate efficient delivery of high quality development, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques.

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Point 10.9 relates to external space and states that all residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area. Simply this means the provision of gardens that perform well as multi-functional space. Gardens are valuable within any development by contributing the following:

- A safe play area for children
- Additional storage outside the house
- The provision of outside drying area for clothes which additionally assists the environmental sustainability of a development
- Space in which to relax which helps the overall sense of well-being
- An increased amount of planting which enhances the quality of the natural environment
- The space to provide home grown food which benefits the health of the local community.

Manchester Residential Quality Guidance 2016 -Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses. In relation to one bedroom, one person, units the minimum standard of accommodation is set at 37 square metres (where a shower room is proposed).

Principle of development - The application site lies at the end of a small row of existing residential properties. This particular site is the garden area, to no.6 Earl Walk, but it is of a size equivalent to full size housing plots, in the surrounding area, and the existing property (no.6) would retain an adequately sized amenity area. The site adjoins some commercial uses, and a community use, but otherwise the site lies in an area where there are a significant number of residential properties. In terms of the possible development of the site a residential use is therefore considered to be in keeping with the character of the area and contributes to the quality and supply of housing in the area, and is therefore considered to be an acceptable use of this site.

Siting/layout - The property is effectively double fronted and responds to both street frontages that it sits between, with building lines that respect the adjoining semi-detached houses. It is therefore considered that the proposal responds to the surrounding context and maximise frontages with the street scene and the relationship, of the development, with the surrounding environment. The property includes an adequately sized garden, with space for a car to park, a cycle/bin store and an EV charging point. The proposed site layout is therefore considered to be satisfactory.

Scale/massing - At two storeys high, the proposal responds to the massing of the remainder of the properties on the row, and properties in the general surrounding area, with an eaves height and roof apex that replicates that of the adjoining properties, to give a relatively uniform appearance. It is therefore considered that the scale/massing, of the development, is an appropriate approach that is informed by its context.

Appearance/visual amenity - At present the site is in a fairly poor condition, with old timber fencing providing some partial screening of outbuildings, in a variety of conditions, and a shipping container type unit. It is considered that the appearance of the development will improve the visual impact, of the site, presenting a good quality façade to the adjoining streets, which is aided by the good quality boundary treatment that is proposed. It is considered that the simple and clean arrangements of the elevations along with the quality and use of materials, position of the building on the site and its scale, will be in keeping with its surroundings and enhance the setting of the site.

Residential space standards - The proposed development would deliver a four bedroom residential unit, with a floorspace of 100 square metres, which meets the Council's space standards. It is also considered that the proposed development would contribute to sustainable growth in Manchester and thereby responds positively to the newly adopted Manchester Residential Quality Guidance (which reflects, in part, the national standards). The proposal would also secure design characteristics that would also positively contribute to the quality of the streetscene, and be effectively linked to its surroundings.

Residential amenity/privacy - The proposal is seeking to introduce a new two-storey detached residential property on a site, where there are a number of similar style two-storey properties, albeit that the majority of these properties are in small terraces. It is not therefore considered that one additional residential property, in this area, would have an adverse impact on nearby occupiers. In terms of privacy, no side widows are proposed, with windows only to the front and rear. It is not therefore considered that the proposal would result in overlooking of adjacent properties, or any adverse privacy implications, for existing or future occupiers and, overall, the proposals are not considered to have a detrimental impact on the residential amenity of existing residents in this area.

Car/cycle parking - In-curtilage dedicated car parking is provided as well as secure cycle storage. Details of the proposed cycle store have been provided, which is considered to be

acceptable. An EV charging point is also proposed and other Highways Services comments have been satisfactorily addressed.

Security/boundary treatment - Good quality boundary treatment is proposed, which would be 2.1 metres high, in accordance with GMP requirements.

Air quality/Climate Change - The issues of air quality has been assessed as part of this application, although it is also noted that the site does not lie within an air quality management area. Environmental Health have referenced the need for an EV charging point, which is proposed, along with a good sized garden area and cycle and bin storage units. It is considered that the measures proposed as part of this application, and the proposed conditions, relating to sustainability, waste and air quality controls during the construction management phase, provide sufficient mitigation measures that will ensure that this development would not significantly impact upon air quality in this location. In addition the applicant will be provided with an informative relating to best practice guidelines, in relation to air quality, for both the construction and operational phases.

Accompanied by a condition relating to design measures to minimise the environmental impact and energy use, of the houses, these arrangements are considered satisfactory and it is considered that the development would contribute to the Council's aim of securing developments that are adaptable to climate change.

Waste - The application is accompanied by a Waste Management Strategy and adequate bin storage facilities are provided within the curtilage of the house. Elevational details, of the proposed bin store, have also been provided. These proposals are 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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case negotiations took place in relation to the standard of accommodation, provision of an Ev charging point and boundary treatment. The applicant has also been advised of a number of pre-development conditions. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Design and Access Statement

Waste Management Strategy

Braiden Acoustics Ltd Residential Acoustic Survey dated 28 September 2022 (Report no. 11064)

Adeptus Consulting Geo-Environmental Phase 1 Desk Study dated August 2022 (Report No.: A220837-R01)

All stamped as received by the City Council, as Local Planning Authority on 26 October 2022.

Drawing numbered 2003101_PL_001, and RIDA Detailed Drainage Design document dated December 2022 (ref: 453-Rev-V1), stamped as received by the City Council, as Local Planning Authority on 13 January 2023.

Email from Mahmoud Hreitani, dated 9 March 2023, which confirms that hand dig methods are used, when carrying out fencing works, adjacent to an existing Cherry tree.

Drawings numbered 2003101_PL_002 rev B, 2003101_PL_003 rev B, 2003101_PL_004 rev A and 2003101_PL_005 rev B, stamped as received by the City Council, as Local Planning Authority on 14 March 2023.

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

3) Notwithstanding any materials referenced within the application submission, prior to the erection of the above ground structure, samples and specifications of all materials to be used on all external elevations of the development should be submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Manchester Core Strategy.

4) When the development commences, the development shall be carried out in accordance with the measures for investigating the site, and recommendations, identified in the Adeptus Consulting Geo-Environmental Phase 1 Desk Study dated August 2022 (Report No.: A220837-R01), stamped as received by the City Council, as Local Planning Authority on 26 October 2022, and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

5) Prior to first occupation of the residential unit, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements set out in the Braiden Acoustics Ltd Residential Acoustic Survey document dated 28 September 2022 (Report no. 11064) and stamped as received by the City Council, as Local Planning Authority on 26 October 2022. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26, of the Unitary Development Plan for the City of Manchester.

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

- Display of an emergency contact number;
- Hours of working;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Phasing and quantification / classification of vehicular activity associated with planned construction, including commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway
- Routing strategy of construction vehicles;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

- A dilapidation survey, including photographs and commentary, on the condition of carriageway/footways of construction vehicle routes surrounding the site.

Development shall be carried out in accordance with the approved construction management plan.

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

7) The development shall be carried out in accordance with the Waste Management Strategy stamped as received by the City Council, as Local Planning Authority, on 26 October 2022 and indicated on drawing numbered 2003101_PL_005 rev B, stamped as received by the City Council, as Local Planning Authority on 14 March 2023. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

8) Prior to any above ground works commencing on site an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development. Prior to occupation of any of the houses a post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of Manchester's Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

9) The development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle parking as indicated on drawing numbered 2003101_PL_005 rev B, stamped as received by the City Council, as Local Planning Authority on 14 March 2023. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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

10) Prior to the first occupation of the development hereby approved the proposed electric vehicle charging point shall be fully implemented in accordance with the details indicated on drawing numbered 2003101_PL_005 rev B, stamped as received by the City Council, as Local Planning Authority on 14 March 2023, and thereafter retained.

Reason - In the interests of the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant to policies SP1, EN16 and DM1 of the Manchester Core Strategy and Greater Manchester Air Quality action plan 2016.

11) The car parking space indicated on the approved plans shall be surfaced and made available for use prior to the building hereby approved being occupied. The car parking space shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

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

Reason - In the exceptional circumstances of a proliferation of HMO's 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 provision of accommodation that is suitable for people living as families pursuant to policy 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 Manchester Core Strategy.

13) 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 openings, including windows and doors, shall be inserted within the elevations of the building, other than those shown on the approved drawing numbered 2003101_PL_004 rev A, stamped as received by the City Council, as Local Planning Authority on 14 March 2023.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

Informatives

1) It is noted that there is part of a dropped kerb in this location. It is requested that the dropped kerb meets MCCs minimum standard of 3m x 2m and the applicant will be required to enter into a Section 184 agreement. This will need discussion and agreement with the council's Highways Maintenance Team via Contact Manchester (Tel. 0161 234 5004), further information can be found on the MCC internet pages:

https://secure.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropped_kerb

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

3) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Your responsibilities and obligations

Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement.

This letter does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications.

Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

If you need any further information or have any questions about the outcome, please contact us at plantprotection@cadentgas.com or on 0800 688 588 quoting reference 28305045.

4) The proposed development should be designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors (please see www.designforsecurity.org/secured-by-design/ or www.securedbydesign.com for more information). Developments that are built to this standard are less likely to be susceptible to crime.

Entrance gates should be installed that lead to the rear of the property and should be set forward as close to the building line as possible.

Dusk til Dawn lighting should be installed on all external doors

Any external bin store should be a secure, lockable and fire resistant enclosure.

It is recommended that the pedestrian/vehicular route/parking area is well illuminated to provide a deterrent to would be criminals; this would also improve surveillance of the area.

5) Whilst the buildings to be demolished have been assessed as very low risk for bats, the applicant is reminded that under Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

6) For this development proposals for good practice principles, in relation to air quality for both the design and operational phases. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance/>

7) There is an offsite Cherry that should be considered when installing the new approved fencing and hand dig methods must be used, when installing the fence posts, within the root protection area of the offsite tree.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Greater Manchester Police
United Utilities Water PLC
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

8 Earl Walk, Manchester, M12 4PX
Unit 6B, Longsight Industrail Estate, Linnett Close, Manchester, M12 4EZ
Longsight Industrail Estate, Linnett Close, Manchester, M12 4EY
New Bank Health Centre, 339 Stockport Road, Manchester, M12 4JE
24 Mull Avenue, Manchester, M12 4PR
2 Mull Avenue, Manchester, M12 4PR
12 Mull Avenue, Manchester, M12 4PR
8 Mull Avenue, Manchester, M12 4PR
6 Mull Avenue, Manchester, M12 4PR
4 Mull Avenue, Manchester, M12 4PR
30 Mull Avenue, Manchester, M12 4PR
28 Mull Avenue, Manchester, M12 4PR
26 Mull Avenue, Manchester, M12 4PR
22 Mull Avenue, Manchester, M12 4PR
20 Mull Avenue, Manchester, M12 4PR
16 Mull Avenue, Manchester, M12 4PR
14 Mull Avenue, Manchester, M12 4PR
10 Mull Avenue, Manchester, M12 4PR

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA