

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136412/FO/2023
Date registered valid: 6 March 2023
Proposal: Erection of 2 no. two/three storey terraced houses
Address: Land To The East Of 21 Great Jones Street , Manchester, M12 5NX
Ward(s): Gorton & Abbey Hey Ward

Applicant: Andrzej Olzsanski Oslady Homes Ltd
Agent (if any): Mr Paul Carr Paul Carr Design Ltd
Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 27 April 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 21 March 2023 Expired: 11 April 2023

Neighbour notifications

Printed: 21 March 2023 Expired: 11 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:

Tree Preservation Order:

This application relates to part of a vacant site formerly occupied by 4 terraced houses, now demolished, at the end of a row of existing terraced properties (1-21 Great Jones Street). The whole of the vacant site therefore comprised of 23-29 Great Jones Street.

There is a previous permission on the site (125667/FO/2019 - Approved 25 February 2020) for the erection of 2 no. two/three storey terraced houses on the part of the land adjacent to no.21 Great Jones Street, which covered approximately half of the vacant land (i.e. it is the site of the former 23 and 25 Great Jones Street). This permission has now expired.

Subsequently, permission was granted, on the remaining part, of the vacant land, to erect a further two houses to be attached to the two approved houses on the site, subject of this application. (132856/FO/2022- Approved 23 June 2022). The intention is therefore to build all 4 houses at the same time. However the lapsing of the first permission (125667) means that the applicants are having to reapply for the development approved by that first permission. This was subject to conditions, which included the following:

12. The development hereby approved shall not be developed in isolation and shall only be developed in conjunction with the two houses approved by planning permission ref:125667/FO/2019 and as indicated in the email from Paul Carr, dated 14 June 2022.

The existing terrace (1-21 Great Jones Street) comprises of properties that are all two storeys at the front and three storeys at the rear due to a significantly higher eaves line at the rear. It is

again now proposed to erect two terraced properties on the site, which would be attached to no. 21 Great Jones Street. They would follow the same building line and would be two storeys at the front, and three storey at the rear, with matching eaves levels, and thereby are effectively reproducing a form of development which was previously present on the site. Together with the properties, allowed by the second permission (132856), the whole development would follow the same building line and would be two storeys at the front, and three storey at the rear, with matching eaves levels, and thereby effectively reproduce a form of development which was previously present on the site.

The proposal includes a rear yard, to each property, in which cycle and refuse storage facilities would be located. The proposal therefore includes no dedicated in-curtilage parking. The buildings would be constructed in materials to match the existing.

Consultations & Notification Responses

Local residents/adjoining occupiers - No objections received.

Highway Services - Makes the following comments:

TRIP GENERATION AND JUNCTION CAPACITY:

Given that the proposed development is resultant in 2 additional residential dwellings, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes.

PARKING AND ACCESS:

There is no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street. Considering the site's location and proximity to sustainable travel offer, this is acceptable in principle. As such, no parking concerns are raised from a Highways perspective by the proposals.

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. It is noted that there is a cycle space at the rear of the site, but confirmation is required that the cycle store is secure and sheltered.

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. 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. (In this case, there are no gates that directly adjoin the highway)

REFUSE AND SERVICING:

Designated refuse storage has been accommodated for each individual dwelling at the rear of the site with kerbside collection noted from Milne Close. 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.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to construction hours, refuse, contaminated land, and approval of the submitted acoustic measures.

Flood Risk Management Unit - Recommends that a condition is attached, to any permission, in relation to surface water drainage.

Greater Manchester Police - No objections in principle and a secured by design condition is recommended.

Issues

National Planning Policy Framework (February 2019) - 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 type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - 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 a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and communities' health, social and cultural well-being; and

An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve 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.

There should be a presumption in favour of sustainable development and planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality 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 124).

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 states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory overleaf provides an indication of the timescale over which development is likely to come forward. The proportionate distribution of new housing, and the mix within each area, will depend on:

- i. The number of available sites identified as potential housing sites in the SHLAA;
- ii. Land values and financial viability;
- iii. The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester;
- iv. Preserving and improving the quality of the existing housing stock;
- v. The management of areas where Houses in Multiple Occupation predominate.

Policy H1 states that 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.

Furthermore, policy H1 states that all proposals for new residential development should take account of the need to:

- i. Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people and people with specific support requirements;
- ii. Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- iii. Contribute to the design principles of Manchester's Local Development Framework, 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, including in high density development;
- iv. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate levels of sound insulation;
- v. Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- vi. Prioritise sites which are in close proximity to centres or high frequency public transport routes;
- vii. Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations);
- viii. Be designed to give privacy to both its residents and neighbours.

Policy H4 relates to sites in East Manchester and states that, over the lifetime of the Core Strategy, East Manchester will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton 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 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 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.

With regards to development and noise Development Control policy DC26 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 the effect of the new development proposals, which are likely to be generators of noise.

Guide to Development in Manchester Supplementary Planning Guidance - Recognises the importance of an area's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Under point 2.12 'Buildings should front onto streets', the Guide states that:

It is important to achieve an adequate level of enclosure if streets and open spaces are to provide a sense of place and help people feel comfortable and safe. Buildings should present their main face and pedestrian entrance to the adjacent main street, to contribute to its vitality and interest. Windows and entrances should ensure that the street is overlooked to promote informal surveillance.

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.

Principle of development - The application site lies at the end of a row of existing terraced residential properties and was previously occupied by two terraced residential properties. In addition, 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. Also, two houses have previous been approved, on this site, for a virtually identical development, which has recently lapsed .

Siting/layout - The properties front onto Great Jones Street and effectively replicate what was on the site previously. 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.

Each property includes a rear yard area, which is of a similar size, to that of surrounding properties, and which are considered to be of an ample size to provide some private outdoor space and an area for bin and cycle storage.

Scale/massing - At two storeys to the front, and three to the rear, the proposal responds to the massing of the remainder of the properties on the row, and those to the rear, on Corby Street, replicating the scale and massing of the buildings that were present on the site previously. It is therefore considered that the scale/massing, of the development, is an appropriate approach that is informed by its context.

Appearance/visual amenity - It is considered that the appearance of the development will be a good quality façade to the front street. 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 2 x three bedroom residential units that are in excess of 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.

Disabled persons access - Each property would have level access from Great Jones Street.

Residential amenity/privacy - The proposal is seeking to introduce two new residential properties on a site, adjoining a significant number of residential properties, where there were two residential properties previously, of the same size. The likely impact of the development, on surrounding occupiers, is therefore highly unlikely to be any different to the situation had those two properties not been demolished. In terms of privacy, the arrangement of properties at the rear is such that no habitable windows face onto the application site, with one opaquely glazed window facing diagonally across the rear of the site. It is not therefore considered that the proposal would result in 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 the preferred arrangement for new residential development, but this has been unable to be provided in this situation. Highways Services notes that this means that all vehicles requiring parking will add to demands on-street. Highways would prefer that each property has dedicated off-street car parking to prevent further accumulation of vehicles on-street. However, it is also noted that this is a similar arrangement experienced by all neighbouring terraced properties and therefore the parking demands associated with this site, are no different to other nearby properties and to what would have been the case if the original properties had remained on site. On balance, in this location, it is therefore considered that the development can be accommodated without the need for in-curtilage dedicated parking facilities. Secure cycle parking is offered for each property in line with Council guidelines.

Security/boundary treatment - The properties would have brick wall boundaries, which are compatible with surrounding properties, and a typical treatment for units of this type. The rear of the properties though would lie forward of the existing alley gate, which prevents access to the rear of the adjoining properties. In line with the previous comments of Greater Manchester Police these boundary walls have therefore been increased to 2.1 metres high. It is considered

that the proposal represents an appropriate treatment in terms of both boundary treatment and security. In terms of the latest comments, of Greater Manchester Police, it is considered that an informative is appropriate requiring doors and windows to be constructed to secured by design standards, as was the case with the most recent permission, on the adjoining site.

Climate Change - Due to the nature of the proposed development and its surroundings (i.e. terraced properties with no dedicated in-curtilage parking), Highways Services do not consider that electric vehicle charging points are required in this instance.

In addition the following measures would form part of the development:

- A reasonably sized private amenity space including the provision for external drying of washing.
- By providing waste storage facilities that allow segregation of recyclable materials and which achieve the requirements of Manchester City Council.
- Secure cycle parking provision in the rear yard areas.

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.

Air Quality - The site lies close to Hyde Road, which falls within an air quality corridor which has air quality issues, and therefore the issue 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. It is considered that the measures proposed as part of this application (e.g. 100% cycle parking) 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.

Waste - The application is accompanied by a Waste Management Strategy and adequate bin storage facilities are provided within the curtilage of the houses. These proposals are considered to be generally acceptable' although clarification of bin sizes, and the collection point is required, prior to occupation..

Conclusion - Whilst the creation of a new housing development would normally be expected to have in-curtilage dedicated parking, the proposal is essentially re-introducing a form of development that previously existed on this site. In addition, the remainder of the terrace is still in existence so the proposed houses match the scale, appearance and layout of the adjoining properties. The introduction of the development would have some impact upon existing residents, due to the development of this vacant site and increased traffic and general activity at the site, but it is not considered that any impacts would be significant. The applicants have proposed the introduction of this type of housing into an area where it is needed would provide significant regeneration benefits. On balance, it is therefore considered that the granting of planning permission, for the proposed residential development of this site, is appropriate. In this case, the two houses would be attached to the existing terrace, so could be developed independently of the two houses proposed, on the adjacent site. Condition 12 attached to planning permission ref: 132856/FO/2022 is not therefore considered to be necessary in this case.

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. The applicant has also been advised of a number of pre-development conditions, and these have been accepted. 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:

Drawings numbered 19.007-01 Rev C, 19.007-02 Rev C, 19.007-03 Rev B and 19.007-04 Rev A

RS Acoustic Engineering Noise Assessment Report dated 22 December 2022
(ref:RSA348/2021)

Waste Management Strategy (ref:19-007)

All stamped as received by the City Council, as Local Planning Authority on 6 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) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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

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

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

5) The development shall only be carried out in accordance with the acoustic insulation measures indicated in the RS Acoustic Engineering Noise Assessment Report dated 22 December 2022 (ref:RSA348/2021) and stamped as received by the City Council, as Local Planning Authority on 6 March 2023.

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance. pursuant to policies SP1 and DM1 of the 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) Prior to first occupation of any of the approved residential units, a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. 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)a) The development hereby approved shall be completed in accordance with the scheme for the provision of space for bicycle parking as shown on drawing number 19.007-01 Rev C, stamped as received by the City Council, as Local Planning Authority on 6 March 2023.

b) Prior to the occupation of the dwellinghouses, finalised details of the type of secure and sheltered cycle parking to be installed shall be submitted to and approved in writing by the local planning authority. 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) 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.

11) 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 drawings numbered P08, P09, P10, and P11, stamped as received by the City Council, as Local Planning Authority on 7 February 2022.

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.

12) Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the

approved details and details provided of how the scheme shall be maintained and managed after completion.

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

Informatives

1) 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.

2) 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/>

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

7 Great Jones Street, Manchester, M12 5NX
34 Milne Close, Manchester, M12 5PA
3 Great Jones Street, Manchester, M12 5NX
17 Great Jones Street, Manchester, M12 5NX
15 Great Jones Street, Manchester, M12 5NX
11 Great Jones Street, Manchester, M12 5NX
20 Milne Street, Milne Close, Manchester, M12 5WS
40 Great Jones Street, Manchester, M12 5NX
44 Milne Close, Manchester, M12 5PA
38 Milne Close, Manchester, M12 5PA
Belle Vue Works, Boundary Street, Manchester, M12 5NG
17 Runhall Close, Manchester, M12 5PY
9 Great Jones Street, Manchester, M12 5NX
5 Great Jones Street, Manchester, M12 5NX
19 Great Jones Street, Manchester, M12 5NX
13 Great Jones Street, Manchester, M12 5NX
1 Great Jones Street, Manchester, M12 5NX
40 Corby Street, Manchester, M12 5WX
42 Milne Close, Manchester, M12 5PA
40 Milne Close, Manchester, M12 5PA
36 Milne Close, Manchester, M12 5PA
15 Runhall Close, Manchester, M12 5PY
13 Runhall Close, Manchester, M12 5PY

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
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA