

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134748/FO/2022

Date registered valid: 10 November 2022

Proposal: Erection of a pair of two storey semi-detached dwellinghouse (Class C3) together with parking, landscaping and boundary treatment

Address: 53-55 Heathbank Road, Manchester, M9 0NB

Ward(s): Higher Blackley Ward

Applicant: Mr Andrzej Olszanski, Oslady Homes Ltd

Agent (if any): Mr Paul Carr, Paul Carr Design Ltd

Case officer: Janine Renshaw-Livesey
Tel: 0161 234 4555
Email: janine.renshaw-livesey@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 10 January 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 20 June 2022

Standard consultations:

Printed: 6 December 2022 Expired: 27 December 2022

Neighbour notifications

Printed: 24 November 2022 Expired: 15 December 2022

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: No

Tree Preservation Order: No

This application relates to a piece of vacant land in-between 2 semi-detached properties located at Heathbank Road in the Blackley area in North Manchester. The land is rectangular in shape and has been reclaimed by vegetation over time, and a small wooden fence flanks the principal elevation fronting Heathbank Road. The area surrounding the application site is residential in nature.

Outline consent for 2 residential units with means of access and all other reserved matters application has been approved and is no longer extant.

Description

The proposal includes the erection of two semi-detached 3 bedroom dwelling houses which would be situated on vacant land between 51 and 57 Heathbank Road. The properties that surround the site are similar in size, scale and mass to the proposed properties. No 57 Heathbank Road has a blank gable facing the development site and no 51 Heathbank has three windows on the gable that overlooks the site. The proposal would include car parking provision for four cars and would have amenity space at the front, side and rear of the proposed dwellings.

Planning History

133864/FO/2022 Erection of a pair of two storey semi-detached dwellinghouse (Class C3) together with parking, landscaping and boundary treatment Vacant Site Formerly 53 & 55 Heathbank Road Manchester Withdrawn.

127473/MO/2020 Application for approval of reserved matters for the appearance, landscaping and layout of 1 pair of semi-detached houses approved in outline under reference 115658/OO/2017 Approved

115658/OO/2017 Outline Application for 2 residential units with means of access and all other matters reserved Approved.

Consultations & Notification Responses

The occupiers of the surrounding properties were consulted and no representations were received.

The Highways Team were consulted and confirmed the car parking, cycle parking and EV charging points are acceptable. Highways recommend off site highways works are required and an informative has been added to the consent. Furthermore, a condition relating to a construction management plan has also been added to the consent.

Environmental Health were consulted and recommended a contaminated land, waste, construction management plan condition, air quality conditioned added to the consent and recommended the construction hours be restricted and an informative has been added to the consent.

The Flood Team were consulted and recommended a drainage advisory be attached to the consent.

Greater Manchester Police were consulted and requested security measures be added to the consent and an informative has been added.

Issues

National Planning Policy Framework - Sets out the Government's Planning Policies for England and how these are expected to be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that the planning system should perform:

An economic role - contributing to 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 and innovation; and by identifying and co-ordinating development requirements, including the provision of infrastructure;

A social role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and supports its health, social and cultural well-being; and

An environmental role - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources

prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Pursuing sustainable developments involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure, and
- widening the choice of high quality homes.

There should be a presumption in favour of sustainable development and plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.

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 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 within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes

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.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007. 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.

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.

Principle of development

The proposal seeks to develop land to the side of an existing dwelling for residential purposes. This accords with policies SP1 and H1 which seek to re-use previously developed sites before other sites are considered. The creation of a residential units at the application site will also help to support the objectives of policy H3 in terms of meeting the housing growth in the City. Matters which require consideration are the type of accommodation and density, siting, scale and appearance of the resulting building. In addition, matters of access, car parking,

landscaping/boundary treatment, sustainability, designing out crime, waste and impact on residential amenity will be considered.

Each matter will be considered in turn below.

Appearance - The proposed house would be two storeys with an eaves and roof height which matches the neighbouring properties and surrounding properties where a pattern of 2 storey houses largely exists. The elevational drawings submitted, show window and door positions, which aligns with the fenestration on the row of properties in which it is sited and which are of a similar style. The proposed drawing shows an architectural feature apex design to the front a characteristic found on some close by properties.

It is therefore considered that the proposed houses respects its relationship with the adjoining properties, whilst also offering a more contemporary style on what will be the main frontage of the house. This approach is considered to be acceptable and the proposed appearance, of the house, is therefore satisfactory.

Layout - The details indicate that the building has the same building line as the adjoining property on Heathbank Road. The building is set forward of the site and would not have an immediate impact on the properties on Plant Hill Road and Tweedale Avenue. The development provides for an adequately sized garden area and two dedicated car parking spaces provides a separation distance of approximately 3 metres at the closest point between the proposed property at 51 Heathbank Road and 3 metres from the proposed dwelling at 57 Heathbank Road. Highways have assessed the scheme and have confirmed that the swept path details provided ensure adequate space to enter and leave the car parking area is considered to be acceptable. Therefore, the proposed layout is considered to be acceptable.

Scale - The drawings provided indicate that the proposed building would be two storey with an eaves and apex height which matches the surrounding properties where a pattern of 2 storey semidetached houses largely exists. The proposed scale of the development is therefore considered to be acceptable.

Residential amenity - it is not considered that the proposed development would have a direct impact upon the outlook or privacy of the occupiers of the neighbouring properties specifically 57 and 51 Heathbank Road. The site adjoins 57 Heathbank Road which has a blank side gable and obscurely glazed bathroom windows and an obscurely glazed kitchen window are the only windows to be inserted on the side elevations of the two houses. There will be some views across to the rear of some properties, but this is no nearer than the existing arrangement of windows in the rear of adjoining properties along Heathbank Road. It is not therefore considered that there will be no additional loss of privacy to any adjoining occupiers. Also, given the separation distances, between the proposed houses and neighbouring properties, it is not considered that there would be any significant loss of light / overbearing impact to those properties. The original proposal was reduced in size at ground and first floor level. The rear ground and first floor projects 3 metres from the rear elevation of the neighbouring dwelling houses, and due to its relationship with the surrounding properties it is considered there would be no detrimental impact in terms of residential amenity. There may be some potential disturbance to residents, during the construction process, but is not considered that the introduction of new houses, in a densely populated residential area, would adversely impact upon residential amenity.

Type/density- The proposal will provide two dwelling houses (4 bedroom properties). Policy H1 states that outside of the inner areas of Manchester, densities of around 40 dwellings per hectare will be supported. The proposed dwellings fit comfortably within the site and demonstrates that the proposal due to its size accords with the density requirement. Policies H1 and H3 seeks to encourage family accommodation outside of main centres. The development comprises of two large family houses with open living accommodation and separate lounge areas. The proposal is considered to be acceptable in this regard and therefore supports policies SP1, H1 and H3 of the Core Strategy.

Siting/layout- The Guide to Development SPD encourages dwellings which present their main pedestrian face to the street scene. The dwellings front Heathbank Road which maximises the relationship with the street scene. There is a pedestrian and vehicular access to the property. The dwellings follow the established building line with No.57 which will ensure that the dwellings sits well within the street scene.

At the rear of the site there are generous garden area for the dwellings, which will allow for adequate space for the drying of clothes, recreation, an outbuilding and any other external activities for the enjoyment of the dwelling house. This complies with the guidance contained within the Guide to Development in Manchester SPD (2007).

Access/car parking/highway impact- The entrance to the site will be located off the adopted highway Heathbank Road which is supported by streetlighting and footway provision. There are no kerbside restrictions on Heathbank Road within the vicinity of the site although H-bar markings are present across some of the surrounding driveway access points.

It is accepted that the development is unlikely to generate any highway safety, traffic or network capacity concerns.

The site is well accessed by sustainable modes with regular bus services running along Plant Hill Road and Victoria Avenue. Furthermore, vehicle and pedestrian access to the development will be made from Heathbank Road.

Two off-street car parking spaces will be provided per property. Submitted plans demonstrate that each driveway space provides a minimum of 3.0m x 6.0m in line with MCCs standard minimum dimensions. Submitted plans also show provision of an electric vehicle charging points for each property which is welcomed by Highways

Landscaping/boundary treatment- The landscaping scheme at the site will be characteristic of a domestic property with lawn areas to the rear. Final details of the landscaping should, however, be submitted for approval and it is recommended that this is a condition of the planning approval.

The applicant has indicated that boundary treatment will be provided to the front, sides and rear of the site in order to provide security to the dwelling but also define the public and private spaces.

Sustainability- The applicant has not provided any information on how the energy efficiency of the building under this rating system will perform. It is recommended that a condition of the planning approval shall be that a code for sustainable homes pre-assessment shall be submitted and should this be approved then the development shall be constructed in accordance with such details and a post construction assessment submitted to confirm this. However, conditions relating to provision of cycle parking, electrical charging points have been attached to the scheme and soft land landscaping which contribute to the creating a more sustainable development by reducing carbon use and to minimise the environmental impact of the development. Furthermore, surface water drainage layout for the site, based on sustainable drainage principles are required to prevent the increased risk of flooding, to improve and protect

water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

Air Quality- Environmental health has assessed the proposal and recommended an electric vehicle charging point be provided. To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

Designing out crime- The dwellings front the street scene and therefore provide the required natural surveillance in this regard. There will also be boundary treatments which will help secure the site and measure such as : garden boundary treatments adjacent to publicly accessible land In particular the rear boundary should be 2100mm. Greater Manchester Police have confirmed, subject to security measures being incorporated into the scheme that the proposal would comply with Secured by Design standards.

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.

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.

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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:

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 particular improvements have been secured in relation to the appearance of the house to ensure that it is in keeping with the character of other properties in the area.

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:

P 01, stamped as received on the 19 August 2022, and P 02 Rev D, P 04 Rev B, P 05 Rev C, P 06 Rev C and P 08 Rev C, stamped as received 10 November 2022 and the Waste Management Strategy, stamped as received on the 1 September 2022.

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

3) Prior to the commencement of development, samples and specifications of all materials to be used on all external elevations of the development, external surfaces and boundary treatment shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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

4) The waste management arrangements shall be carried out in accordance with Waste Management Strategy, stamped as received by the City Council, as Local Planning Authority, on the 1 September 2022. The approved scheme shall be implemented prior to the first occupation of the building and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

5) The cycle storage arrangements, shall be carried out in accordance with the drawing number P03 Rev D, stamped as received by the City Council, as Local Planning Authority, on the 10 November 2022. The approved scheme shall be implemented prior to the first occupation of the building and shall remain in situ whilst the use or development is in operation.

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 pursuant to policies SP1, T1 and DM1 of the Core Strategy for Manchester.

6) No development shall commence until a hard and soft landscaping treatment scheme (including details of boundary treatment) has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

7) Prior to above ground development commencing, 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.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of Manchester's Core Strategy and the National Planning Policy Framework.

8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - 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 policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

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

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

10) Prior to the first occupation of the development, the ground floor side kitchen window, the first floor stairs en suite, shown on drawing numbers P 02 Rev D, P 04 Rev B, P 05 Rev C, P 06 Rev C and P 08 Rev C , stamped as received on the 10 November 2022, shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

11) The development hereby approved shall be carried out in accordance with the car parking layout and gates as indicated on drawing number P03 Rev D, stamped as received on the 10 November 2022, by the City Council as Local Planning Authority, and shall be retained and maintained for as long as the development remains in use.

Reason - To ensure sufficient car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

12) Prior to commencement of the development a scheme for 1 no. electrical car charging point (minimum 7 kW) is required for this development. shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

13) A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path a should also consider ongoing construction works and contractor parking in the locality.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

14) Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

Measures to control noise;

Dust suppression measures;

Compound locations where relevant;

Details of an emergency contact telephone number;

A community consultation plan; and

Sheeting of construction vehicles.

The development shall only be carried out in accordance with the approved management plan.

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

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

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected, and appropriate remedial action is taken in the interests of public

safety. Pursuant to policies DM1 and EN18 of the Core Strategy. Plan for the City of Manchester.

16) A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include 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. The document should also consider ongoing construction works and contractor parking in the locality.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

Informatives

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

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

2) The applicant will be required to enter into a Section 278/184 agreement for the alterations to the existing highways including reinstatement of the footway and for the installation of dropped kerbs for driveway access from Heathbank Road. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

The applicant may also wish to consider the installation of a H-Bar marking to protect driveway access. Similarly, this should be provided in agreement with MCC Highways.

3) The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

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.

All garden boundary treatments adjacent to publicly accessible land In particular the rear boundary should be 2100mm.

A pedestrian access gate should be installed that leads to the rear of the properties so that access is restricted to the site to only that of the residents.

Dusk till Dawn lighting should be installed on all external doors

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

We would recommend that the pedestrian route to the rear is well illuminated to provide a deterrent to would be criminals; this would also improve surveillance of the area.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

5 Plant Hill Road, Manchester, M9 0ND
59 Heathbank Road, Manchester, M9 0NB
66 Heathbank Road, Manchester, M9 0NB
4 Tweeddale Avenue, Manchester, M9 6WF
3 Plant Hill Road, Manchester, M9 0ND
49 Heathbank Road, Manchester, M9 0WA
13 Plant Hill Road, Manchester, M9 6WH
6 Plant Hill Road, Manchester, M9 0ND
9 Tweeddale Avenue, Manchester, M9 6WF
5 Tweeddale Avenue, Manchester, M9 6WF
2 Tweeddale Avenue, Manchester, M9 6WF
1 Tweeddale Avenue, Manchester, M9 6WF
61 Heathbank Road, Manchester, M9 0NB
72 Heathbank Road, Manchester, M9 0NB
70 Heathbank Road, Manchester, M9 0NB
68 Heathbank Road, Manchester, M9 0NB
64 Heathbank Road, Manchester, M9 0NB
62 Heathbank Road, Manchester, M9 0NA
9 Plant Hill Road, Manchester, M9 6WH
7 Plant Hill Road, Manchester, M9 6WH
17 Plant Hill Road, Manchester, M9 6WH
15 Plant Hill Road, Manchester, M9 6WH
11 Plant Hill Road, Manchester, M9 6WH
8 Plant Hill Road, Manchester, M9 6NH
18 Plant Hill Road, Manchester, M9 6NH
16 Plant Hill Road, Manchester, M9 6NH
14 Plant Hill Road, Manchester, M9 6NH
12 Plant Hill Road, Manchester, M9 6NH
10 Plant Hill Road, Manchester, M9 6NH
7 Tweeddale Avenue, Manchester, M9 6WF
3 Tweeddale Avenue, Manchester, M9 6WF
51 Heathbank Road, Manchester, M9 0NB
63 Heathbank Road, Manchester, M9 0NB
57 Heathbank Road, Manchester, M9 0NB
4 Plant Hill Road, Manchester, M9 0ND

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -

Area Team Boundary - Name: NORTH AREA