Application Number	Date of Appln	Committee Date	Ward
134052/FO/2022	6th Jul 2022	17th Nov 2022	Miles Platting & Newton Heath Ward

Proposal Erection of 28 x two and three storey dwellinghouses (Class C3) with associated parking, landscaping and boundary treatment

Location Land Bounded By Varley Street, Sandal Street, Bradford Road And Stracey Street, Manchester

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Executive Summary

The applicant is proposing to erect 28 no. two and three storey residential dwellings comprising of 2-, 3-, and 4-bedroom houses. Parking, and landscaping would be provided.

The proposal site was previously occupied by Sandal Court and terraced housing and was cleared under Compulsory Purchase Order powers several years ago. The site is bounded by Varley Street, Sandal Street, Bradford Road and Stracey Street. Two letters of support have been received, along with 27 letters of objection and one letter submitted individually by 48 members of Miles Platting Community and Age Friendly Network. (MPCAN). The main concerns raised include impact on residential amenity, loss of green space, loss of trees and layout of development.

Description

The application site is located within the Miles Platting Neighbourhood Area. The Neighbourhood Planning process for the Miles Platting Neighbourhood began in 2004 with a number of drop-in events designed to gather residents' views. A draft plan was formulated in 2006 following the appointment of the Renaissance Consortium as the preferred developer. The plan underwent a series of revisions following further consultations with residents and key stakeholders including the commercial sector and community groups. The final version of the neighbourhood plan reflected the aspirations of the local community.

The principal of development of this land for housing formed part of the Neighbourhood Plan for Miles Platting approved as part of an outline application approved 5th September 2006 (ref: 079633/OO/2006/N1) for the re-development of the Miles Platting Neighbourhood area.

In addition, a detailed consent was obtained for the PFI service works element also in 2006 (ref 080520/FO/2006/N1) which delivered the road network and Platting Park, a large area of recreational space.

These permissions established the guiding principles for the regeneration of the area, including a parameters plan indicating the areas where new development will come forward and where existing properties will be refurbished. It included the opportunity to create a new east west link

The proposal site extends to 0.67 hectares and is currently vacant with some tree cover and laid to grass. The site was previously developed for residential with Sandal court tower block being part of the development together with terraced housing but was cleared by the City Council prior to the PFI being awarded. The site was landscaped as an interim measure. The site is edge with grass bunds to prevent unauthorised access by vehicles.

The application site is located within a predominately residential neighbourhood of both post war and more recent development and is close to a range of amenities, including the Park View Community School. To the south of the proposal site is the recently decommissioned Bradford Road gas holder together with a number of industrial / commercial units on the Bradford Road frontage. The area has seen significant transformation over the last 10 years as part of the realisation of the master-planning objectives of the PFI area which were to refurbish some of the existing housing stock as well as the diversification of the area through the introduction of new forms of housing which would be available on the open market.

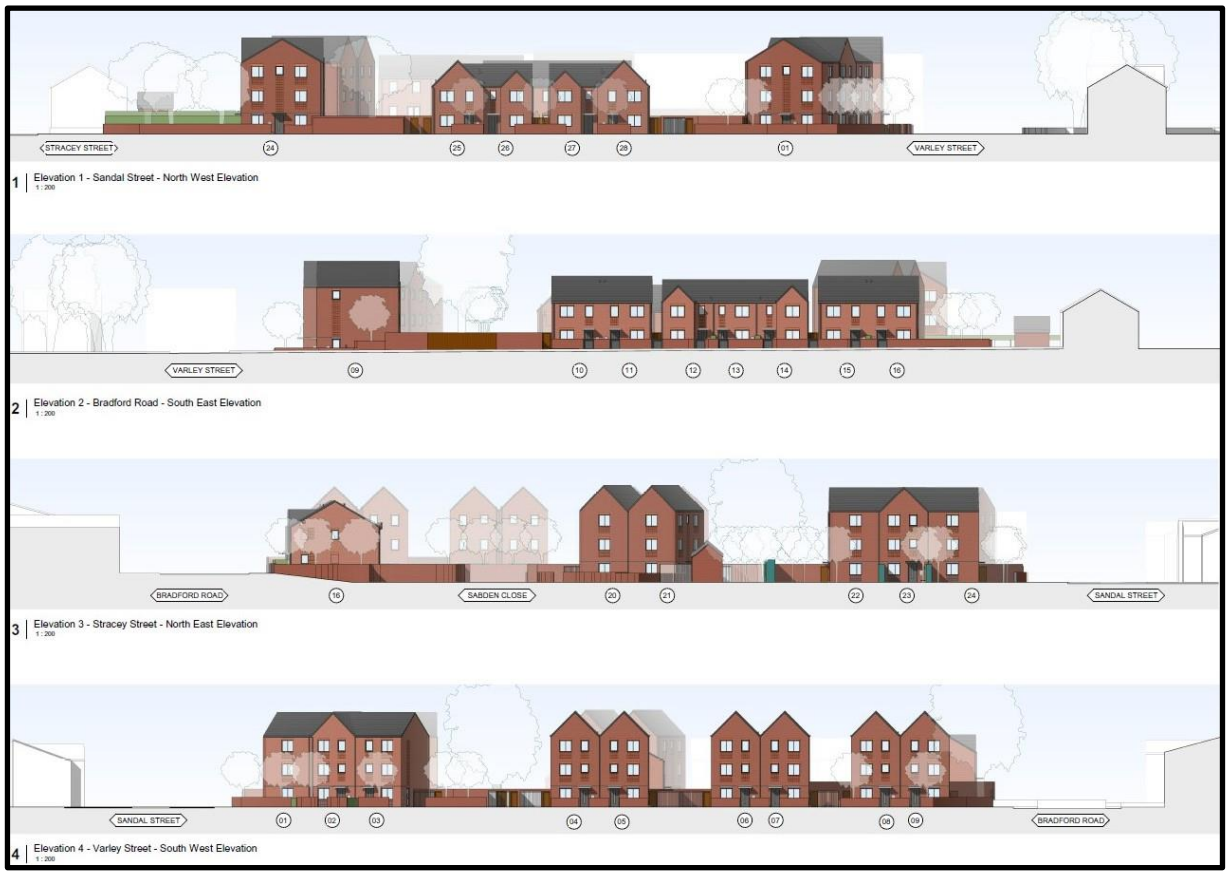
Proposal

This current planning application is a full detailed application for the works to be undertaken as part of the Private Finance Initiative (PFI) contract, this development site is on land bounded by Varley Street, Bradford Road, Sandal Street and Stracey Street and is identified as Cell 7.5b. The development of Area 7.5b offers the opportunity at the eastern area of the estate to provide for a choice of family homes for outright market sale, with space for private gardens and off- road parking. It forms part of a larger development area to the east of Varley Street, which was developed out some ten years ago, but this cell was delayed because of its proximity to a gas holder, which has been subsequently decommissioned, thereby allowing this part of the neighbourhood to be finally completed. The accommodation proposed would be in the form of 28 two and three storey 2, 3 and 4 bed houses together with landscaping, parking and boundary treatment. The makeup of the properties would be:

14 x 4 bed houses
13 x 3 bed houses
1 x 2 bed house

The format of the development comprises of the three storey key buildings fronting onto Varley Street and Bradford Road with the two2 storey semi-detached and terraced properties sitting between.

It is proposed that the materials will be a mix of two traditional red coloured bricks, reflecting existing properties, the mill building and the recently developed Cell 8 close by, together with a blue detailing brick pulling through the blue Cedal cladding on previous development. The different cells have all incorporated characteristics of the previously developed cells, whilst also introducing a transition as opposed to a visually identical estate solution.



To ensure that the car does not dominate the street scene parking provision is a combination of frontage, side and rear parking. This enables more softscape and tree planting to the frontages as setting for the buildings. Each property would have gardens to the front and rear. All the dwellings would front onto streets providing overlooking and natural surveillance.

The layout works with the existing hierarchy of streets, which provide permeability for pedestrians and cyclists as well as vehicles. Vehicular access to the site would be taken from Varley Street, Stracey Street and Sabden Close. The layout is shown overleaf.

Consultations

Local Residents – Two letters of support have been received, along with 27 letters of objection and one letter submitted individually by 48 members of Miles Platting Community and Age Friendly Network (MPCAN).

MPCAN also commissioned Urban Imprint to comment on the proposal. The comments received through representation are summarised below:

- The proposed development occupies the whole of the site, eliminating the open space and the trees enjoyed and valued by local residents.
- It was hoped that the buildings would make a greater impression however they are standard and unexceptional. The buildings should be higher and be more impressive and leave more of the site open and save more of the trees.
  The energy statements should be more ambitious with regards to low carbon design.

- The council is removing more trees and green spaces, grass verges and knocking down walls. The area isn't like it was 20 years ago. Sandal Green represents one of the last green spaces and the primary objection is to the loss of the mature trees. The replacement tree planting does not compensate for the loss of the mature trees to make way for the development in terms of provision of habitat to wildlife, noise abatement or air quality. Many of the other green sites have been given over to development. Great Cities have great outdoor space and Manchester Centre has barely any.
- As built form needs to be avoided on the easement, this provides a clear opportunity to retain a larger portion of the trees on site – namely the group G2. It is unclear why this opportunity has not been taken. The loss of these trees seems unnecessary and has not been justified or effectively compensated for.
- The green space is a safe area to exercise dogs and gives children a rare safe place to play outside. Concerned with regards to the increase in pollution and noise that a further 28 properties will produce in an area that is already noisy. It is noted that there will be enhanced glazing and acoustic measures for the new properties, however that does not benefit the existing residents.
- Concerns regarding the style of the new properties, there are already differing styles of properties within sight of the green, the design is more in keeping with the properties slightly further away. It is also questionable whether there is a need to have such a high density or whether this would be overdevelopment, and whether the local infrastructure can accommodate the development in an area where there is minimal amenity provision.
- There are brownfield sites within the area that could be developed especially for affordable housing which these are not. What happened to the plans for a swimming pool, health centre and community spaces? The proposed layout of this development does not effectively complete the urban block and is not effective in its response to the site's immediate context.
- The local residents have had to put up with living on a building site for too long, it is not fair to have to go through it again. Miles Platting is quickly being overridden with houses and gentrification and yet no local amenities are being built, there are barely any shops, cafes or green spaces just more and more houses, which are not even affordable.
- Need more trees they give us joy and help with our mental health. The development will mean the loss of wildlife habitats and increase rats and squirrels. Still waiting on the trees promised in the 2012 phase
- Concern relating to the impact of any works on existing infrastructure, such as road surfaces which are in dire state and have never been fixed following the 2012 phase being built. You can see the original Victorian brick road in places and there is no fix forthcoming with the council blaming the developers and developers claiming it's up to the council to fix now. There are concerns over the high carbon emissions. We should be preserving as much green land as possible not removing trees.
- Please consider the health, wellbeing and climate resilience of Miles Platting families and children who want to retain this land as a pocket park in Miles Platting that can be cared for and used by new generations of people and wildlife. Concern about flooding, climate change, poor air, noise pollution. Twenty- seven trees for twenty -eight homes. The site should only be developed if the trees are saved.

- The site is close to Bradford Road a very busy road again our trees help to buffer the noise and soak up the carbon created by car exhaust fumes. Please reconsider the felling of these trees.
- The proposal is at odds with policies within the Core Strategy.
- Mature trees take many decades to replace, so their removal is a serious matter. New planting is positive, but is not a substitute for the established ecosystems, and benefits to local people, that established mature trees are able to provide.
- The site is bound by four roads and therefore the opportunity exists for dwellings to properly address and front onto the street to create effective enclosure and surveillance. Whilst many of the proposed dwellings are proposed to have their entrance located on the principal elevation facing the road, there are a number that do not.
- Buildings should relate well to each other. The proposed layout would result in a non-uniform building line with dwellings appearing sporadically sited in relation to one another. It is considered that a simpler layout would negate the need for such awkward parking solutions. Such awkward relationships suggest overdevelopment or poor use of the space available.

Highway Services – No objections to the proposal subject to the attachment of conditions relating to Traffic Calming, Cycle Storage and Parking, Waste Management Construction Management (including dilapidation survey), and Section 278 Agreement.

Environmental Health – No objections subject to the attachment of conditions relating to residential noise and overheating, contaminated land, air quality, waste management, construction management plan and construction hours.

Neighbourhood Team Leader (Arboriculture) – The trees proposed for retention are positioned mostly within soft landscaping and therefore there should be minimal encroachment into the root protection zones of the trees. The trees need to have an adequate arboriculture impact assessment for the developer to follow, which should be in line with British Standards.
The mitigation proposals appear to be adequate for the site and therefore there are no objections subject to the retained trees being protected during construction. A condition requiring this should be attached to any consent granted.

MCC Flood Risk Management – No objections subject to the attachment of conditions relating to Surface Water Drainage and Sustainable Drainage Scheme.

Greater Manchester Ecology Unit – No objection subject to the attachment of a condition requiring the submission, approval and implementation of a detailed assessment and mitigation report in relation to the inclusion of biodiversity measures for the proposed development, this shall include a verification report of the agreed measures, and a condition restricting tree removal to outside the bird nesting season.

Greater Manchester Police – No objections subject to the attachment of condition relating to secure by design requiring the scheme to achieve gold standard accreditation.

United Utilities Water PLC – No objections subject to the attachment of conditions relating to sustainable surface water drainage scheme and a foul water drainage scheme.

Cadent Gas Ltd – No objections to the proposal subject to the attachment of an informative relating to gas pipelines.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
    i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
    ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

In addition to the above, Sections 5 (*Delivering a sufficient supply of homes*) and 15 (*Conserving and enhancing the natural environment*) is of relevance:

Paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 174 states that planning policies and decisions should contribute to and enhance the natural and local environment.

Core Strategy Development Plan Document – 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. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – 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 and protect and enhance the built and natural environment.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and 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 sited 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 H 2, *Strategic Housing Location* – The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing.

Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure as set out in the energy policies (EN4 - EN7).

Policy H4, *East Manchester* – East Manchester, over the lifetime of the Core Strategy, 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 H8, *Affordable Housing* – The requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed.

Policy EN1, *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located.

Policy EN19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and should have regard to the need for disabled and cycle parking.

Policy DM1, *Development Management* – This policy 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, odours, litter, vermin, birds, 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.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

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.

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.

Issues

Principle of the Proposal – Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

The application site is located in East Manchester and policy H4 states that East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development with priority given to family housing and other high value, high quality development where this can be sustained.

Policies SP1 and H1 seek to encourage development on previously developed land including the renewal of areas characterised by poor quality housing. The application site is a vacant previously developed piece of land within a key regeneration area - Miles Platting PFI area. The previous residential properties on the site long since cleared were considered to be sub- standard.

The site has previously been identified for redevelopment in 2006, when the application site (along with others in the wider area) were subject to an outline planning permission for the refurbishment of 1,500 properties, bringing these residential properties on the estate up to decent homes standard. A series of open spaces, a new park and pocket park play areas have been created, alongside a new housing office and provision of retail space.

Due to the economic downturn, and the subsequent passage of time elements of the original outline permission have been delivered through full planning permissions.

The applicant is now seeking planning permission for the Erection of 28, two and three storey residential dwellinghouses with associated landscaping, car parking, boundary treatment and other associated works
A proposal of this nature is considered to be acceptable in principle as it accords with the residential growth principles identified within policies SP1, H1 and H4 of the Core Strategy on a previously developed site which has been subject to an outline planning permission securing the principle of residential development.

Affordable Housing – No affordable housing is provided by this development as the applicant had a legally binding agreement in place in 2006 i.e. an agreement on land values were reached by 1 December 2007. As such, and in line with the SPD, the proposal is exempt from providing affordable housing as part of the scheme. However other initiatives have been put in place at the beginning of the PFI process to improve the quality of the existing residential accommodation which have been facilitated by the sale of the land including refurbishing several of the high- rise blocks, 11 new social houses ,extension to Butler Court providing 20 additional apartments for the elderly and physical upgrading of 1548 existing social houses together with the public realm and environmental works including the creation of 6 pocket parks and the central Platting Park.

Regeneration- The scheme is a key phase of a larger residential development in the Miles Platting PFI area, which would deliver a range of family housing on a previously cleared site.

Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments.

The amount of floor space proposed for each dwellinghouse and that required under the guidance is detailed below:

- 9 x 4b5p dwellings - 124m² (Space Standard - 103m²)
- 5 x 4b7p dwellings - 129m² (Space Standard - 121m²)
- 9 x 3b4p dwellings - 91.66m" (Space Standard - 84.m")
- 4 x 3b4p dwellings - 85.74m" (Space Standard - 84m")
- 1 x 2b3p dwelling - 71.08m" (Space Standard – 70.0 m")

Given the above, the proposal exceeds Manchester's space standards.

Disabled Access – Level access would be provided into the dwellings and adequate circulation space, along with a WC, would exist on the ground floor. Adequate circulation space would also exist on the first floor. Overall, the provision is considered acceptable.

Design – The proposed development would improve the appearance of the area. The proposed buildings are a traditional design that utilises the positive features of the site and surrounding properties in terms of built form and landscape. The dwellinghouses are designed as two and three storey dwellings to be sympathetic to the existing surrounding buildings and address the street with building frontages and elevational interest. The three storey dwellinghouses book end the development at junctions are significant in scale and provide focal points within the development and helps to define key junctions and intersections across the site and wider context. The proposed materials are informed by the historical buildings within the area including Brunswick Mill together with earlier phases of the PFI developments, which reflects the different character areas. The proposed layout is in a perimeter block arrangement which creates an outward facing scheme. This results in good levels of natural surveillance over public footpaths and highways.

The in- curtilage parking spaces are a combination of front side and rear which allows for greater softscape to the frontages, and more opportunity for tree planting.

Overall, the design of the proposed dwellings is considered acceptable.

The front elevations of the two and three storey dwellings are shown below.

Scale and Massing – Apart from the presence of several apartment blocks, which are located to the far north of this site, this residential neighbourhood is characterised by two and three storey residential accommodation similar in scale and massing to that proposed. The layout has been designed so that the scheme incorporates the principles of the Development Guide by ensuring that all units have their principle frontage to the street and all the properties have car parking within the dwelling curtilage. The streets would form a linked network to provide connectivity to the surrounding area. The layout shows a hierarchy of streets, which provide permeability for pedestrians and cycles as well as vehicles.

The residential properties relate well to the earlier phases of development and the historical features of the area in the form of the mill buildings in particular Victoria Mill and Brunswick Mill, and the sympathetic style of the houses provides an attractive vista into and out of the proposed development.
As a result, the scale and massing of the proposal is considered acceptable.

Context within the Area – The proposal reflects a traditional form of development and incorporates traditional influences in the form of medium density development set around the existing road pattern. The properties are to be built with small front gardens to provide private defensible space from the highway, with a private garden to the rear or side for amenity space. This approach reflects previous phases of the overall Mile Platting regeneration development. Therefore, it is considered that the layout of the development is acceptable; it reflects the spirit of the adjoining neighbourhood and is not considered to be overdevelopment of the site.

Furthermore, the height and scale of the proposed buildings are considered to be acceptable in this location, producing strong impressive corners through the three

storey houses and dropping down to two storey as the houses are sited further away from the junctions to relate to the existing two storey houses on the neighbouring roads.

The site, along with a number of the recently constructed houses, is shown below.

Residential Amenity – The area is already dominated by existing residential properties. The dwellings are separated from existing dwellings by the existing road network which would minimise any overlooking and loss of privacy. This has also been carefully considered in the proposed layout and the relationship of the new properties to each other.

There is sufficient amenity space for future occupants in the form of both front and rear gardens, provided for each property which would allow for the drying of clothes and outdoor recreation with cycle parking and waste management provision. The properties would be insulated against noise from Bradford Road and Varley Street and appropriate conditions would be attached to any consent granted.

The site has excellent links to public transport networks into and out of the City and surrounding areas enabling travel by alternative modes of transport other than the car. It is well served by services on the fringe of Miles Platting with such areas as Sports City and is only 1 mile away from the City Centre. There are local services along Oldham Road and Bradford Road towards its junction with Hulme Hall Lane which sustain local needs.

The site also benefits from its location 10 minutes' walk from both New Islington Free School, completed in 2013 and Park View Community School completed in September 2010. These schools cater for 4–11-year-old children. In addition, the East Manchester Academy (approximately 1 mile south east) offers state of the art secondary education to the local community. Pedestrian permeability is achieved through the site, with a footpath leading off Bradford Road linking Bradford Road through to Sandal Street, where there is one of the large pocket parks created as part of the environmental works associated with the PFI. It has a central play area with play equipment for younger children, with a large grassed area and tree cover for other recreational / leisure pursuits.

The height of the new houses is only two storeys/ three storeys, and there is sufficient distance proposed between existing and proposed properties to safeguard privacy, overlooking and enjoyment of private amenity space, and therefore, it is not considered that the development would have a significant impact on any of the surrounding terraced and semi- detached properties.
In light of the above, it is not considered that the development would lead to any undue loss of privacy resulting from overlooking, loss of daylight or overshadowing. With each property having private amenity space, it is considered sufficient provision for future occupants of the development.

Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

Noise – With regards to the proposed uses on the site and potential noise, it is considered that the buildings would be suitably insulated to prevent any significant break out of noise and to prevent occupiers of the dwellings being disturbed from external noise sources.

In addition, it is recommended that a condition be attached to any approval to require a construction management plan for the construction phase of the development in order to minimise disruption such as dust from the construction works on the local environment.

It is acknowledged that there are residential properties directly surrounding the application site. Given the modest number of units proposed and the domestic nature of the activity that would be associated with them, it is not considered that the proposal would be an inherently noise generating development.

Visual Amenity – Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to the layout and design of new developments ensuring that they respond to the surrounding context and maximise frontages within the street scene and other important features of sites. The proposed development would bring forward a much- needed development, within an existing residential area.

The surrounding area is characterised by two/ three storey properties which front the existing road network. The proposed dwellings would follow this principle in that they will also front existing sections of highway, and internal roads.

The proposed new homes would also be two and three storey in height and would be a combination of semi-detached houses and three terraced blocks of 3 houses together. All the properties have small gardens to the frontage to give a softer setting against the buildings, with the primary amenity space being to the rear, with plot 16 also having an area to the side.

The three storey properties will mark corners and junctions and will have also have windows on side elevations to provide dual aspect to both road frontages.

The design and appearance of the proposals will follow a familiar design to the rest of the PFI area. Masonry will be the predominate material and detailing will be provided by feature brick work in the form of banding, pattern or contrasting palette.

Overall, the scale of the development responds appropriately to that of the existing developments in the area. It is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD.
it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed by the properties within the vicinity of the site, assimilating well with the existing development.

Trees – 33 trees/groups of trees have been surveyed, the schedule below shows which trees are to be retained and which removed to facilitate the development.

Trees on site		Retained	Lost		New planting
T1 & T2	Common Lime & Silver Birch	2			
T3	Ash		1		
T4 & T5	Sycamore & Silver Birch	2			
T6 - T8	Sycamore & 2 no Whitebeam		3		
T9	Sycamore	1			
T10	Cherry		1		
G1	Whitebeam		2		
G2	Sycamore	4	5		
G3	Silver Birch		12		
		9	24		56

Initially the proposed development only retained 5 of the existing trees on site. However following negotiations, and with applicant redesigning drainage, a further 4 of the existing trees are to be retained.

To facilitate the development the applicant is proposing to fell 24 trees, all of which are within the site boundaries. This would leave 9 of the surveyed trees being retained.

The retained trees would be protected during construction, and this would be a requirement of a planning condition. Where a tree has been delineated on the Tree Protection Plan as requiring retention there would be a requirement to oversee construction operations in these areas in order to ensure that no damage occurs to the retained tree.

To ensure that there is an auditable system of site monitoring, reports will be compiled by an appointed arborist and following site visits they will be issued to the site manager and design team, copies of which will be available on site at all times for inspection by a City Council Arborist.

To compensate for the loss of the 24 trees the applicant is to plant 56 replacement trees, comprising of the following species:- 4 x Field Maple, 10 x Birch, 4 x Hazel, 8 x Cherry, 3 x Rowan, 10 x Silver Birch, 7 x Ornamental Cherry and 10 x Mountain Ash.

A plan showing the retained trees and proposed tree planting is shown below:

Landscaping and boundary treatments – The proposed landscaping scheme includes the following:

- the planting of Shrub planting and Multi Stem shrubs.
- the planting of informal flowering hedges.
- Formal deciduous hedge.
- the turfing of the front and rear gardens.

Overall, the proposed landscaping scheme is considered acceptable. However, the applicant has been requested to include further bio- diversity measures within the scheme which will be addressed by way of a condition.

Boundary Treatment – The front of the properties are characterised by low boundary walls and railings with supplementary planting behind the front boundaries and timber divisional fencing to rear gardens. Driveway gates will be introduced to the rear and side of the properties to ensure that they are secure.

Access/ Car Parking – Vehicular access to the site would be taken from existing highways, excepting Bradford Road. All the properties provide 1 parking space in curtilage although a number include two spaces. These are either to the front side or rear and break up a potential continuous run of parking if all to the frontage and providing an opportunity for additional tree planting. In all cases, parking has been designed to have the least impact on the street scene and is screened by boundary treatment and soft landscaping.

It is considered that the nature and levels of car parking proposed would be appropriate in this locality.

As part of providing a sustainable development which in turn encourages alternative modes of transport to the motor vehicle, the properties all have the potential for cycle storage either within the development, in the garages or within the houses or in the rear gardens, and the developer is willing to install fixed storage facilities for the occupants. Secure cycle store will also be provided for each property**.**

Traffic Generation – In respect of non-car accessibility of the site, the site is easily accessible by public transport, by cycle and on foot. In relation to the impact of traffic on the local highway network, the proposed development will continue to be accessed by safe and efficient vehicular access arrangements, and it is considered that the amount of traffic generated by the proposed development would be able to be accommodated within the local highway network.

Vehicle Charging Points – Each of the properties would be fitted with a 7kw electric Vehicle charging point

Pedestrian and Highway Safety – A condition requiring the need for a s278 agreement to be put in place with regards to a number of highway and pedestrian safety matters would be attached to any consent granted. Such provision as traffic calming measures in the form of speed tables, unsignalised pedestrian crossings and additional tactile paved dropped crossing are proposed as part of the proposal.

Air Quality – The applicant has prepared an Environmental Standards report in support of their planning application. This details that the design and specifications outlined above meet the requirements for sustainability as required by Manchester's Local Development Framework Policy En6, and current Building Regulation requirements, Part L 2013. A mixture of sustainable building-design, a fabric first approach and renewable/low carbon energy systems would deliver thermally efficient accommodation that will reduce demand for energy, resistent heat-loss through conduction and maintain internal temperatures at comfortable levels for the occupants.

The proposal would also include a 7 kw electric car charging point to each property, together with cycle parking / storage, and new tree and shrub planting. This will help improve local air quality conditions and adapt the properties for future changing needs. This complies with policy EN6 of the Core Strategy and should form part of the conditions of the planning approval.

During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It its recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the site. However, given the number of units proposed, the overall significance of potential impacts is considered to be low.

As a result of the above and given the provision of vehicle charging points and cycle storage on each dwelling, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Waste Management – The four bins required by the City Council would be stored at the rear of each dwelling. Given this and the provision of a kitchen food caddy for each household, the overall provision is considered acceptable.

Highway Services have also confirmed that the site can be accessed by a refuse vehicle with the bins being brought kerbside on collection day.

Drainage – The conditions suggested by the Flood Risk Management Team and United Utilities, both of which are designed to protect against flooding and prevent pollution, would be attached to any approval granted.

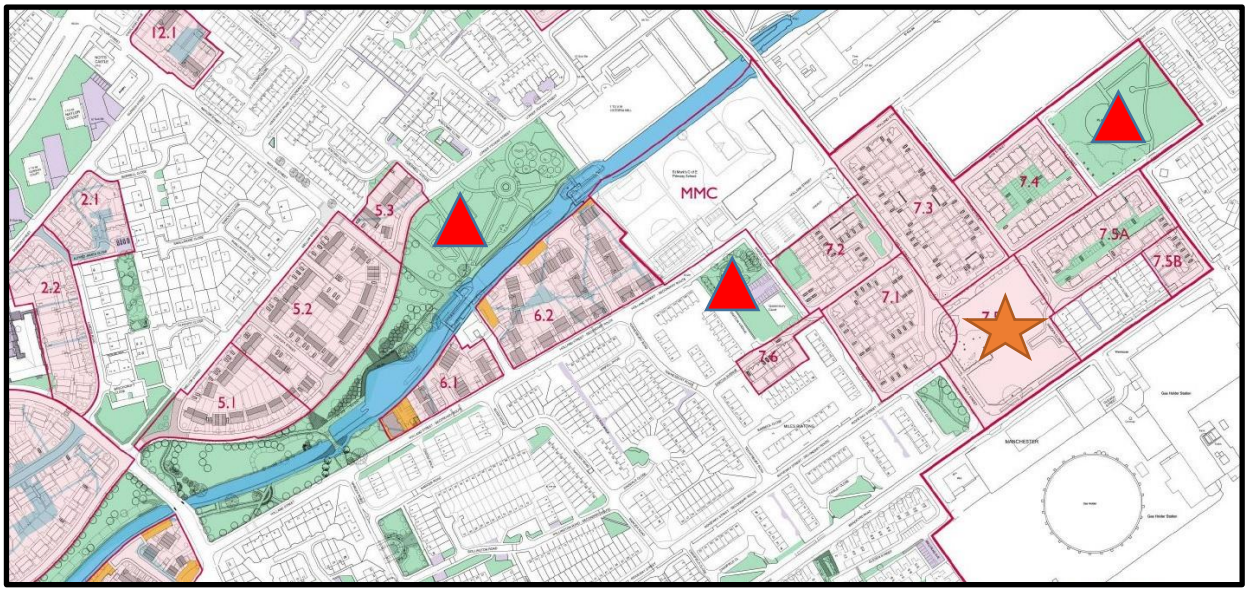
Loss of current informal space –The site has been vacant for several years; following the Compulsory Purchase of the land by the City Council and subsequent demolition of the previous residential accommodation that occupied the site. In order to ensure that the site retained an attractive outlook for the remaining residents within its vicinity, the land was informally grassed. This has become established over the years.

However, it must be noted that this was only ever an interim measure, and the site has never been classed as protected or formal open space, it has been identified as a brownfield site for development for many years to meet key council objectives with the intention that it was always for future redevelopment as housing. It was identified within the original development plan and within the original outline application ref: 079633/OO/2006/N1 approved some 16 years ago.

The redevelopment stalled due to the proximity of the site to the Bradford Road Gas holder and could only be brought forward for redevelopment due to its recent decommissioning. This now enables the proposed development to be brought forward completing the regeneration of this part of Miles Platting.

By way of enhancing green spaces throughout the PFI area Platting Park was created, together with 6 pocket parks and upgrades to walkways along the Rochdale canal. These were to contribute towards recreational and leisure facilities for the existing and future occupants of the area. Both Platting Park and the pocket park on Rydale street are within 5 minutes walk of the proposal site.

The location of the application site is identified by the orange star and Platting Park and two nearby pocket parks are identified by the red triangle on the plan below.



Ecology – The applicant has undertaken an ecology survey of the site. This has determined the following:

- Habitats on the site are of low ecological value. The removal of these due to development can be mitigated by further planting.
- No reptile or amphibian species were identified on the site.
- The trees and shrubs provide suitable habitat for nesting birds.
- The site provides suboptimal habitat for invertebrate species.

To mitigate against the proposal, the survey recommends the inclusion of a replacement bat roost; the installation of hedgehog friendly boundary treatment and restrictions on when trees and other vegetation can be removed. The survey also states that ecological enhancements through the implementation of further planting should be undertaken.

GMEU concur with the findings of the survey, however, have requested additional mitigation measures and bio-enhancements. Their delivery would be subject to a number of planning conditions.

Environmental Standards –To meet the challenging demands associated with sustainable development a “fabric first” approach was considered to be the most cost effective and efficient way of delivering an energy saving development that connects local housing needs whilst reducing CO2 emissions during the life cycle of each dwelling.

An efficient and cost-effective way of achieving sustainable building-design is through the use and selection of building materials that reduce energy demand during occupation. Sustainable building-design provides a holistic approach on the broader aspects of sustainability, which if implemented as the development progresses can greatly assist with issues such as fuel poverty, rising energy bills and lowering carbon emissions.

Crime Prevention – The proposal does not raise any crime prevention issues. The priority has been to create a quality development, which encompasses the key principles to ensure a safe and secure environment. The proposed street layout has been designed to maximise personal safety, the security of property and reduce opportunities for crime as a result of natural surveillance.

A Crime Impact Statement has been submitted as part of this application, and, provided that the physical security specifications and management procedures listed in the report are implemented the scheme should achieve secure by design accreditation. It is therefore recommended that a Secure by Design condition is attached to any consent granted.

Conclusion

The site is located within a predominantly residential area and it has been demonstrated that the proposal would not have a detrimental impact on the existing levels of residential amenity and pedestrian and highway safety. Given the above and the brownfield nature of the site together with proposed mitigation measures towards the loss of trees, the proposal is supported subject to the imposition of a number of conditions designed to protect existing amenity levels and wildlife.

The proposed scheme forms one of the final phases of the Miles Platting Neighbourhood PFI scheme which has brought forward the comprehensive redevelopment of this neighbourhood. Including a mix of housing types, tenures and high-quality development as well as managed parks and the refurbishment of the existing housing stock.

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

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

Recommendation Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Conditions

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:
BA9882 2000 P05 Site Location Plan
BA9882 2003 P05 Existing & Proposed Tree Plan
BA9882 2004 P03 Site Constraints Plan
BA9882 2005 P07 Proposed Type Plan
BA9882 2006 P06 Proposed Roof Plan
BA9882 2007 P06 Proposed Refuse Strategy
BA9882 2008 P04 Proposed Parking and Access Strategy
BA9882 2009 P03 Proposed Materials and Features Plan
BA9882 2020 P06 Proposed Street Scenes
BA9882 2031 P03 Heartford-Leaford Terrace - Plans and Elevations
BA9882 2032 P03 Oakley-Lexington Terrace
BA9882 2033 P01 Stateley Terrace
BA9882 2034 P03 Stateley Semi
BA9882 2035 P03 Stateley-Oakley Semi
BA9882 2036 P03 Heartford Semi
BA9882 2037 P03 Leaford Semi
BA9882 2038 P03 Leaford-Heartford-Leaford Terrace
AT.22.1230.100 R.04 Landscaping Planting Plan
32455-SUT-ZZ-XX-DR-C-660 P03 Section 278 Works
BA9882 2100 P01 Boundary Treatment Types - Walls, Railings.

BA9882 01-07 C Design and Access Statement
22-0166 GMP Crime Impact Statement
3771TS.01 Transport Statement
1707_RSA1_2 Stage 1&2 Road Safety Audit
L01. TWC MP_7.5B Energy & Sustainability Statement
CIBSE TM59 Overheating Report
MP7.5 AiA v2a Arbricultural Impact Assessment
MP7.5 BRA v1 Bat Roost Assessment (BRA)
MP7.5 PEA v1 Preliminary Ecological Appraisal
MP7.5 TCR v1 Tree Survey and Constraints Report
Construction Method Statement Rev C EVA-07S-SE-RFID Electric Vehicle Charger details
22LPL087/DSGI Desk Study and Ground Investigation Report

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) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

4) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) a) The development shall not commence until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

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

o Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;
o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
o Sewer easements should be highlighted on the proposed drainage layout.
o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes (including finished floor levels and external elevations) needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
o Confirmation from United Utilities that they approve of the site layout and the given sewer easements shown on the proposed drainage layout.
o Where surface water is connected to the ordinary watercourse, survey of the existing culvert should take place to confirm the culverts location, size and invert levels.
o Where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse that would affect it would require consent from Manchester City Council as Lead Local Flood Authority. Consent forms can be obtained on the website at:
http://www.manchester.gov.uk/downloads/download/5567/land_drainage_consent_and_guidance.com
o Hydraulic calculation of the proposed drainage system;
o Construction details of flow control and SuDS elements.

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

7) Notwithstanding the Betts Geo Desk Study and Ground Investigation Report submitted 23rd June 2022 the following information is required to be submitted:

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

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

8) The development shall be carried out in accordance with the approved Construction and Environmental Management Plan Rev C Sept 2022.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) The boundary treatment shall be carried out in accordance with drawing BA9882 2100 P01 Boundary Treatment Types - Walls, Railings. stamped as received by the City Council, as Local Planning Authority, on the 23rd June 2022
The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason - In the interest of visual amenity and security of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

10) The development hereby approved shall be carried out in accordance with the Energy and Sustainability statement prepared by TWC Consulting stamped as received by the City Council, as Local Planning Authority, on the 14th June 2022.

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 the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

11) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of construction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Timescale for implementation

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

12) (b) The approved scheme drawing ref AT.22.1230.100 MP3 shall be implemented prior to the first occupation of the development. 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 Manchester Core Strategy.

13) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Bradford Road, Varley Street and Sandal Street shall be submitted to and approved in writing by the City Council as local planning
authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
Gardens and terraces (daytime) 55 dB LAeq

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policy EN19 and DM1 of the Manchester Core Strategy.

14) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy BA9882 2007 P06 stamped as received on 31 Oct 2022 and waste management proforma stamped as received 30th June 2022 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policies EN19 and DM1 in the Manchester Core Strategy.

15) No above ground works shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

16) Prior to the first occupation of the development, the siting, scale and appearance of a suitable cycle store for each dwellinghouse shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

17) Prior to the first occupation of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

18) 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). 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.

19) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

20) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance of bird and bat boxes together with details of biodiversity enhancements at the development including a timetable for their installation and maintenance regime, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

21) Prior to any earthworks, demolition or vegetation clearance, a Reasonable Avoidance Measures method statement for hedgehogs, for both site clearance and the construction phase including a timetable for their installation and maintenance regime, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat and species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

22) Prior to the first occupation of the development, the fast charging (7kw) electric car charging points for each dwellinghouse as identified in document EVA-07S-SE-RFID received 6th July 2022 shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

23) Prior to the installation of the proposed driveways and car parking areas hereby approved, a drainage scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details and maintained in situ thereafter.

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

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

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

25) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings outlined in condition 2.

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

26) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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

27) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

28) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use before the development is occupied, in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The car parking spaces shall then be available at all times whilst the dwellings are occupied.

Reason- To ensure that there is adequate parking for the development proposed when the buildings are occupied, pursuant to saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

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

o Verification report providing photographic evidence of construction as per design drawings;
o As built construction drawings if different from design construction drawings;
o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 134052/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

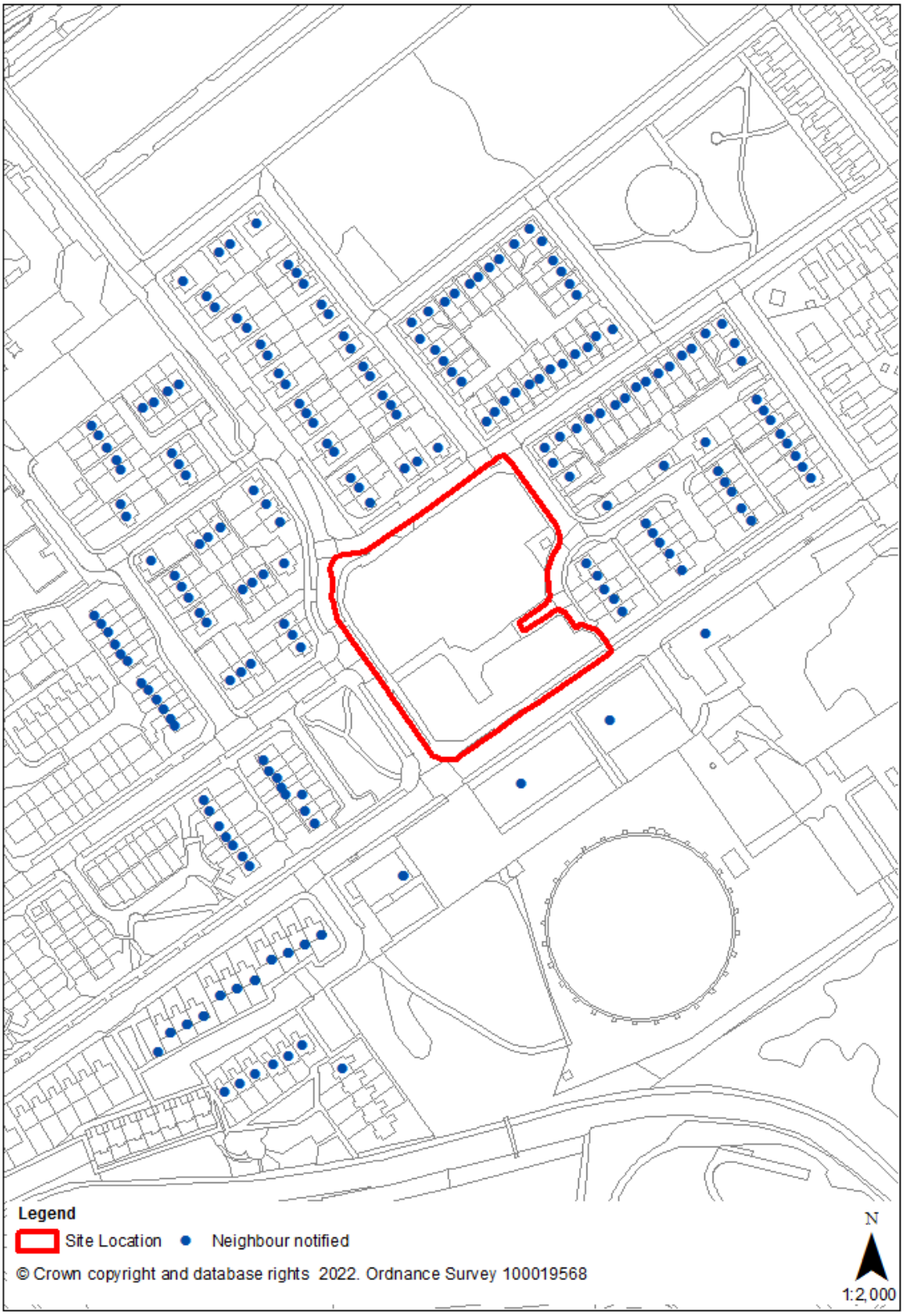
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Cadent Gas Ltd
Greater Manchester Ecology Unit

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

Representations were received from the following third parties:

Relevant Contact Officer : Janet Lawless
Telephone number : 0161 234 4535
Email : janet.lawless@manchester.gov.uk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