

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134434/FO/2022

Date registered valid: 26 July 2022

Proposal: Erection of two storey, detached dwellinghouse (Class C3) with associated parking, landscaping and boundary treatment

Address: 55 Slack Road, Manchester, M9 8NJ

Ward(s): Harpurhey Ward

Applicant: Mr Nurul Haque & Mrs Foujia Akther, 55 Slack Road, Manchester, M9 8NJ

Agent (if any): Mr Nick Goodchild, Goodchild Design Partnership(GDP),132-134 Great Ancoats Street, Manchester, M4 6DE

Case officer: Janine Renshaw-Livesey
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Recommendation: Approve

Date of recommendation: 6 October 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 15 August 2022

Standard consultations:

Printed: 2 August 2022 Expired: 23 August 2022

Neighbour notifications

Printed: 28 September 2022 Expired: 5 October 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

The site that is the subject of this application is a roughly rectangular plot of land that is currently the side garden to the property at number 55 Slack Road in the Harpurhey ward of the City. The side garden rises to a higher level with a grass bund between number 55 Slack Road and the adjoining cleared site.

The garden area is accessed off Slack Road. The boundary to the front is a brick pier and low wall and railing, with a timber fence and gate to the side elevation. The boundary to the rear is timber panel fence, as is the boundary between number 55 Slack Road and number 57. There are garden areas to three sides.

The area within the vicinity of the site is predominantly residential in nature, comprising of properties of differing ages and types. The estate that number 55 forms part of lies to the north and west.

To the south are a traditional row of terraced properties. On the opposite side of the road are residential properties together with a small parade of local shops. To the rear of the property is an apartment block that forms part of the same estate as 55 Slack Road, with the remainder of the estate being mainly detached and mews style properties.

The proposal is for the erection of a two storey, detached dwellinghouse (Class C3) with associated parking, landscaping and boundary treatment.

The proposed dwellinghouse would be accessed off Slack Road and would have a small garden area to the front with the main garden to the rear of the property.

Planning History

A previous application was refused and upheld at appeal the planning referenced was: 129865/FO/2021 Erection of three storey dwellinghouse (Class C3) to side garden, together with associated landscaping and boundary treatment. The appeal ref: APP/B4215/W/21/3288174.

The planning inspector upheld the decision in relation to the development being out of character and constituted overdevelopment. However, the inspector did not agree the rear balcony would result in overlooking. The inspector alluded to the small gap between the neighbouring property was exacerbated by the height of the three-storey building.

Negotiations

A revised scheme was submitted which was considered to be unacceptable in terms of its design and use of materials. However, it was accepted the rear juliette balconies were acceptable in residential amenity terms consistent with the findings of the appeal and the reduction in overall height of the building would reduce the impact of the small gap between the neighbouring dwelling would improve the visible appearance of the layout. However, the revised scheme included large expanses of render, a large, cantilevered balcony with an overlarge apex feature on the front of the building unlike any other properties within the area. Therefore, the applicant modified the design in line with advice received and has incorporated the amendments into the current proposal.

Consultations & Notification Responses

The occupiers of the surrounding properties were consulted and one objection was received raising concerns regarding the design and use of inappropriate materials on the front elevation. Since the design has been modified a re consultation exercise has been carried out with local residents and no further objections have been received.

The Highways Team were consulted and raised no objection to the proposal. They confirmed cycle storage, electric charging points and construction management plan be conditioned as part of the consent.

Environmental Health were consulted and requested construction hours be restricted and an informative has been added to the proposal. Furthermore, environmental health requested noise attenuation, waste, air quality and contaminated land conditions be attached to the consent.

The Tree Section were consulted and confirmed there are no trees on site of any merit. Furthermore, the footprint of the building would suggest that no off-site trees will be impacted by this proposed development and therefore we would have no further comment from an arboricultural perspective.

The Flood Team were consulted and recommend drainage and flood prevention conditions be attached to the consent.

Greater Manchester Police were consulted and recommended security measures to be secure by design standard and an informative has been added to the consent.

United Utilities were consulted and commented the applicant considers their drainage plans in accordance with the drainage hierarchy. The condition requested by the city council flood team covers this requirement.

Issues

POLICIES

NPPF

Chapter 2. Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- o An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- o A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- o An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Chapter 9. Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed.
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated.
- c) opportunities to promote walking, cycling and public transport use are identified and pursued.

Chapter 12. Achieving well-designed places

126. The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

127. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities, so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.

LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY DEVELOPMENT PLAN DOCUMENT (ADOPTED 11 JULY 2012)

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
- Protect and enhance the built and natural environment

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.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Flood risk and drainage.

Policy H1 (Overall Housing Provision) - Sets the objectives for the delivery of new houses in Manchester. It encourages the re-use of previously developed sites, secure high quality urban design and secure an appropriate mix of housing tenure.

It is considered that the development would appropriately relate to these objectives.

Policy H3 - North Manchester

North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% 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 parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.

EC1 Looks to ensure priorities for economic growth. The Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

T2 Looks to manage the pattern of development to ensure that new development is located in accessible locations. Particular emphasis is given to the need to ensure residents are able to live in locations accessible to employment health, education, open space and leisure

opportunities. The policy also states that all new development should provide appropriate car parking facilities.

Policy EN1 'Design principles and strategic character areas' states that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

Policy EN 14 Flood Risk

- o In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.
- o All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.
- o The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure.

Policy EN 17 Water Quality

With reference to the Manchester-Salford-Trafford SFRA and other relevant documents:

- o Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological;
- o Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses;
- o Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site;
- o Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.

Policy EN 19 Waste

- o The Council will Work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate.
- o Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal)

- o Require all developers of new waste management facilities within the District to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal.
- o Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.
- o Have full regard to the economic and environmental benefits that well designed and run, waste management facilities can bring to the District, subject to any conditions required to protect the amenity of existing adjacent users.
- o Promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a closed-loop waste management system.
- o Require waste management practices to have full regard to the environmental, social and economic impacts of such development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate.
- o Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.

CITY COUNCILS GUIDE TO DEVELOPMENT IN MANCHESTER 2: Supplementary Planning Document and Planning Guidance Adopted April 2007. The Guide aims to support and enhance the on going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester. Part 1 of the Supplementary Planning Document, Chapter 2 Design, Character and Context: A place with its own identity, paragraph 2.3 states the following;

2.3 'A high quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Different parts of the City, its neighbourhoods and streets have distinct or individual characters which are a product of the design of their buildings, the nature of the streets, the quality of the landscape or the nature of their activities. Such positive characteristics should be recognised and enhanced by new development. Each new development should be designed having full regard to its context and the character of the area.

This should be demonstrated in planning submissions by way of design statements and where appropriate, visual means such as models and photomontages'.

Policy 2.7 The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form, which blends in with, and links to, adjacent areas.

Policy 7.2 - New housing development should not be viewed in isolation and proposals must be designed having regard to not only the immediately adjoining buildings but also the townscape of the wider area. Developments should be informed, both in terms of design and layout, by the wider context. It is the character and identity of an area that will determine appropriate densities and form, and clearly this will vary across the City.

Policy 2.13 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.

Policy 4.8 Code for Sustainable Homes

Policies 4.10 and 4.11 Waste Management

Policies 6.2; 6.3; 6.4 6.5; 6.6 Parking Guidelines.

Policy 7.2 - Developments should be informed, both in terms of design and layout, by the wider context.

Policy 8 - Community Safety and Crime Prevention

MANCHESTER RESIDENTIAL QUALITY GUIDANCE 2016

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Principle

The submitted application is for the erection of two storey detached dwelling house (Class C3).

The site appears to be compatible with the surrounding detached residential area. The layout and density of the development would match the immediate context and would therefore appear to be appropriate.

The proposed property would also benefit from a rear and front amenity space.

The building will be constructed with matching facing brick and ridge tiles. With UPVC window and doors consistent with 55 Slack Road and the surroundings properties.

Off street car parking space is proposed consistent with the other properties along the row. The site also proposes gated access for pedestrian from the frontage of the property, along with a brick and metal boundary wall.

Design, Character and Appearance

The surrounding area is characterised by 2 storey dwellings with front and rear garden areas. The site is situated next to two detached dwelling houses the proposed dwelling would form the end detached property in a row of similarly proportioned dwellings. The proposed building would appear to be appropriate in a suburban residential area such as this. The proposed building would address the street adequately and would respond to its context in layout, height and design.

The proposed dwelling aligns with the frontages of the adjoining properties, continuing with existing building and ridge lines along the row. The width of the proposed dwelling is in line with existing property 55 Slack Road and the proposal is considered to be visually in keeping with that of its neighbours despite having a bespoke balcony design on the front elevation. Despite

the introduction of the juliet balcony the design maintains an overall traditional character such as apex at roof height, consistent with the apex feature at first floor level and the apex porch detail of the neighbouring properties. The balcony sits on the ground floor cantilevered feature projecting slightly from the front elevation of the dwelling house. This feature is constructed in brick and is not replicated anywhere else in the vicinity. However, due to the materials used and its size and projection does not detract from within the street scene nor does it detract from the architecture of the host building.

It is considered that the size and layout of the development would follow the pattern of development along Slack Road and would integrate sympathetically with surrounding buildings. The character of the area along Slack Road is defined by strong features such as brick boundary treatments and this proposal is consistent with this.

Height, Scale and massing

The proposals is considered to sit comfortably as a stand-alone design and the overall, the scale and massing is moderate along the row following the established building line and angles. It is therefore considered that the overall scale and massing of the development is in keeping with the character of the area.

Residential Amenity

Given the position of the building relative to nearby buildings, there would not be a significant effect in terms of loss of light, daylight or privacy for the occupiers of the surrounding properties. The rear Juliette balcony windows of the development would not give rise to any further overlooking than a traditional bedroom window arrangement. The occupation of the property would marginally increase comings and goings to what is otherwise a vacant plot and the level of activity anticipated would give rise to levels expected within a residential location. Therefore, in terms of the proposal in relation to residential amenity the proposal is considered to be acceptable.

Sustainability

The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities. The existing building is therefore accessible by pedestrians and car, and it is considered that the location is therefore sustainable. In terms of energy efficiency. A condition shall be applied to any approval for a full Environmental Standards statement, a landscaping scheme and electrical charging points for motor vehicles.

Landscaping

Limited details have been provided regarding hard and soft landscaping within the site. Therefore, a condition has been attached to the consent to ensure that appropriate material and planting are incorporated into the proposal.

Waste

Designated refuse storage has been accommodated in the rear of the site. On collection day the resident will take the bin to/from Slack Road for collection.

A waste management strategy was provided. However, lacked information The proforma/ Waste Management Strategy must include the following information:

Details of internal and external stores for both waste and recycling, including any plans and designs(external storage area must be made of a hard impervious surface that can be washed down);
Clarification that the distance from the external store to the proposed kerbside collection point does not exceed 30m;
Clarification that there is sufficient space around the property to manoeuvre wheeled bins to the collection point. A condition has been attached to the consent to ensure compliance with the waste information provided.

Highways

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

The site is well accessed by sustainable modes. Regular bus services are routed along Slack Road (adjacent to the property) and provide connections to Middleton, Higher Blackley, Bank House and Shudehill. The closest Metrolink facility is located at Abraham Moss (approximately 1.1m south-west of the development site) providing connections to Manchester Piccadilly and Bury.

Two off-street parking spaces will be in place at the front of the property. These will be accessed directly from Slack Road.

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

Construction Management Plan

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 routeing both within the site and on the adjacent highway. A condition has been attached too the consent to safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

Boundary Treatment

The applicant has provided drawings showing the boundary treatment. The design is consistent with the boundary treatments along this vicinity of Slack Road. A boundary condition has been attached to the consent to finalise the materials and exact positioning of the boundary. 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 in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

Amenity Space

The plans appear to show garden area to the front and rear of the site. The garden area consists of lawned area and hard landscaping. The overall garden area is adequate and sufficient relating to the size of the overall plot. Therefore, the proposal complies with Policy DM1 of the Core Strategy that adequate amenity space should be provided for developments of this nature.

Drainage

The flood team have requested the development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion. The implementation these measures will 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. A condition has been added to the consent.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Alterations to the scale, siting and appearance of the proposed dwellings have been sought through the course of the application. The proposal is considered to be in accordance with the Development Plan and therefore determined in a timely manner.

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

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

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

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

N1246-1 (P) Block Plan

N1246-1 (P) Site Plan

N1246-1 (P) Floor Plans

N1246-1 (P) Elevations, stamped as received on the 26 September 2022, and the Waste Management Strategy, stamped as received on the 20 July 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) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Slack Road 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 approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

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

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

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

5) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

6) a) Prior to commencement of the development mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: 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.

7) 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. Additionally, that the current works shall not compromise the protection afforded by earlier remedial measures the existing development has had installed as part of planning permission 134434/FO/2022 Pursuant to policies DM1 and EN18 of the Core Strategy.

8) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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

9) 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 routeing 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).

10) Prior to the first use of the use of the development, 1 no. electric car charging point shall be installed within the site, in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the development and made available and thereafter retained for as long as the development is in place.

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).

11) Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. This shall include:

- Permeable surfacing of driveways >5m² where feasible, in-line with government guidance.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

Reason:

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

12) No development shall commence until a hard and soft landscaping treatment scheme 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.

13) Notwithstanding the submitted details, the development hereby approved shall not be occupied until a plan indicating the positions, design, materials and type of all boundary treatment (including gates) to be erected, has been submitted to and approved in writing by the City Council as Local Planning Authority. The boundary treatment shall be completed before the dwellinghouse hereby approved is first occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

14) 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.

15) 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.

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

Reason - In the 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.

17) Before first occupation the first floor bathroom, en suite and landing windows shown on N1246-1 (P) Floor Plans and N1246-1 (P) Elevations, stamped and received by the City Council as Local Planning Authority on 26 September 2022, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

Informatives

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

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

Dusk til Dawn lighting should be installed on all external doors in particular the side elevation.

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

Appendix 1 – List of consultees & neighbours notified

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

Flat At, 195 Slack Road, Manchester, M9 8AW
12 Bankwood Court, Marshbrook Drive, Manchester, M9 8NH
10 Bankwood Court, Marshbrook Drive, Manchester, M9 8NH
8 Bankwood Court, Marshbrook Drive, Manchester, M9 8NH
6 Bankwood Court, Marshbrook Drive, Manchester, M9 8NH
4 Bankwood Court, Marshbrook Drive, Manchester, M9 8NH
2 Bankwood Court, Marshbrook Drive, Manchester, M9 8NH
22 Sandybrook Drive, Manchester, M9 8NY
57 Slack Road, Manchester, M9 8NJ
20 Sandybrook Drive, Manchester, M9 8NY
45 Frederick Terrace, Slack Road, Manchester, M9 8GT
43 Frederick Terrace, Slack Road, Manchester, M9 8GT
41 Frederick Terrace, Slack Road, Manchester, M9 8GT
18 Sandybrook Drive, Manchester, M9 8NY
16 Sandybrook Drive, Manchester, M9 8NY
12 Newcroft Drive, Manchester, M9 8PU
10 Newcroft Drive, Manchester, M9 8PU
8 Newcroft Drive, Manchester, M9 8PU
6 Newcroft Drive, Manchester, M9 8PU
4 Newcroft Drive, Manchester, M9 8PU
2 Newcroft Drive, Manchester, M9 8PU
22 Moss House Terrace, Manchester, M9 8GU
20 Moss House Terrace, Manchester, M9 8GU
193A Slack Road, Manchester, M9 8AW
3 Connington Avenue, Manchester, M9 8BA
1 Connington Avenue, Manchester, M9 8BA
195 Slack Road, Manchester, M9 8AW
193 Slack Road, Manchester, M9 8AW

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