

Application Number	Date of Appln	Committee Date	Ward
111134/FO/2016/N1	11th Feb 2016	2nd Jun 2016	Crumpsall Ward

Proposal Erection of one pair of semi-detached family dwellinghouses (two houses in total) (Use Class C3 (a)), with associated car parking, landscaping, and boundary treatments.

Location Land Between 81 And 85 Cleveland Road, Crumpsall, Manchester

Applicant Naseem Akhtar, 143 Victoria Avenue, Blackley, Manchester M9 6HL

Agent Mr M Khan, Studio Tashkeel Architecture, 4 Edenfield Road, Prestwich, Manchester M25 0EE

Description

This Planning Application relates to a vacant area of land situated between 81 and 85 Cleveland Road, Crumpsall. The site is located within a residential area of Crumpsall, and has been vacant for many years.

The site of 81 and 79 Cleveland Road, to the southwest of the site, comprises a large semi-detached Victorian villa, set within grounds. 85 and 85A Cleveland Road, to the northeast of the site, are 1940's semi-detached houses.

Planning Permission is sought upon this gap site, for the erection of one pair of semi-detached family dwellinghouses (two houses in total) (Use Class C3 (a)), with associated car parking, landscaping, and boundary treatments.

The proposed three-bedroom family dwellinghouses will be three-storeys in height, with the third floor of accommodation within the roofspace. The houses will have two large bedrooms at first floor, with loft accommodation at third floor. The proposed front building line of the proposed houses is similar to that of 85 and 85A Cleveland Road to the northeast. A level threshold is proposed as regards access into and out of the dwellinghouses.

The proposed layout plan is annotated to show the provision of one off-street car parking space within the curtilage of each property. The provision of bin storage for segregated waste recycling is proposed to be within the rear curtilage of the properties.

The curtilages of the properties are proposed to be bounded by 1.8 metre high close boarded timber fencing to the rear and side boundaries, with 1100mm high brick walling with copings, and sliding metal gates to the boundary with Cleveland Road.

This Application is referred for determination by Planning and Highways Committee, as the Applicant is an employee of Manchester City Council.

Planning history:

The Application site has a history of approval of residential schemes, including the following most recent schemes.

Planning Permission was granted in 2010 for an Application for a new planning permission to replace an extant planning permission 082910/FO/2007/N1, for the erection of 1 pair of semi detached houses with integral garages, landscaping and boundary treatment (ref. 094085/REP/2010/N1).

Planning Permission was granted in 2007 for the erection of one pair of semi-detached houses with integral garages, landscaping and boundary treatments (ref. 082910/FO/2007/N1).

Planning Permission was granted in 1999 for the erection of a three storey block of 5 No. apartments with 5 parking spaces and rear private amenity area (ref. 055723/FO/NORTH1/98).

Consultations

Neighbours - One response has been received from a resident of Cleveland Road.

They raise concerns that previously it was proposed that the houses would be built in line with the front building line of 85 and 85A, but footings were constructed for a front building line two to three metres further back than approved.

They advise that they are unclear of the location of the proposed development, and are concerned as to where the front building line will be, as the amended plans show an increase in the first floor area to the rear, which will increase overshadowing to the rear.

They state that the previous property was demolished over 30 years ago. The previous property was on the building line of 85 and 85A.

Neighbourhood Services - No objections.

Environmental Health - No adverse comment or objection.

Contaminated Land - Recommend a Contaminated Land Condition is attached to any approval to require, after the completion of the site works, the submission of a verification report to validate that the work undertaken conforms to the remediation proposals received, and includes the findings of the 'Watching Brief'.

Flood Risk Management - The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policies EN8, EN14 and EN17 of the Core Strategy.

Highway Services - Advise the site is in a sustainable location with access to public transport including buses and Metrolink. It is anticipated low levels of traffic will be generated, and one car parking space per unit is considered appropriate. There are

no waiting restrictions on Cleveland Road; therefore, there is some capacity for on-street parking without obstruction. The proposed waste management storage and collection arrangement considered to be acceptable. The proposed works to the public highway will require S. 184 Agreement, including new vehicle crossovers with dropped kerbs on Cleveland Road, and reinstatement of footway to replace redundant crossover.

GMP Design for Security - Advise that the proposed development should be designed to Secured by Design standards.

United Utilities - Have no objection to the proposal.

Policy Context:

The following policies are applicable to this scheme.

National Planning Policy Framework (NPPF):

The National Planning Policy Framework defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so.' It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.'

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 14 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless:

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; or Specific policies in this Framework indicate development should be restricted.

Manchester's Core Strategy:

The following Core Strategy policies are applicable to the proposed development:

Policy SP1 - Core Development 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.
making a positive contribution to the health, safety and wellbeing of residents
considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
protect and enhance the built and natural environment.

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

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy DM1 states - All development should have regard to:

Appropriate siting, layout, scale, form, massing, materials and detail.

Impact on 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 upon 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 in terms of Code for Sustainable Homes and BREEAM.

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

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

- o Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- o Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;

- o 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;
- o Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- o Be designed to give privacy to both its residents and neighbours.

Policy H 3 - Housing policy within 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.

The Core strategy further states that at present, 43% of housing in North Manchester consists of 2-bedroom houses or apartments and 53% is privately rented or socially rented property (Housing Needs Assessment 2007, Fordhams). Unemployment is higher than the City average at 6% (June 2010), however this varies significantly across the area. Much of the land in North Manchester is of low value or in need of remediation. This will often only sustain higher density or low value housing. It is important therefore to ensure that housing schemes contribute to overall environmental improvements and where opportunities arise, higher value development is promoted to encourage a mixed and diverse community by retaining or attracting economically active households in Manchester.

The Housing Need and Demand Assessment 2010 shows there is a need for 3-4 bed family housing, a need to retain graduates and highly skilled employees currently under-represented in the City by improving the housing offer in the City Centre fringe and a need for additional affordable housing particularly shared ownership or equity.

Policy EN 8 (Adaptation to Climate Change) states:

All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability

Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways

The need to control overheating of buildings through passive design

The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation

Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2

mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

Policy EN 14 (Flood Risk) states:

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.

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.

Policy EN 18 (Contaminated Land and Ground Stability) states:

The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.

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.

UDP Context:

The following saved UDP policies are applicable to the proposed development:

Policy 26 Development and Noise states:

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

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

DC26.2 New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities,

will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

DC26.3 Developments likely to result in unacceptably high levels of noises will not be permitted:

- a. in residential areas;
- b. near schools, hospitals, nursing homes and similar institutions;
- c. near open land used frequently for recreational purposes.

DC26.4 Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:

- a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
- b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or non-critical rooms within a building; and
- c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.

DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

DC26.6 Exceptions to the general policy will be considered on their merits. The Council accept, as an example, that the occasional use of outdoor facilities such as sports stadia for concerts can be acceptable in certain circumstances. Any such proposal will be considered in the light of consultation with local residents and others, and the practicability of appropriate conditions on any approval.

Reasons :- It has become increasingly accepted that noise is a major source of environmental pollution, affecting peoples' physical and mental health. The Council considers that the planning process has a role to play in reducing noise levels generally and, through the development control system, to consider carefully the relationship between different land-uses from the point of view of noise generation and impact. Reaching judgments on what is or is not an acceptable amount or type of noise is a complex matter, consideration of which will depend on the particular circumstances on the ground.

Planning Issues:

The proposed development is considered acceptable in terms of the National Planning Policy Framework (NPPF), Manchester's Core Strategy, including policies SP1, DM1, H1, H3, EN1, EN8, EN14, EN18, T2, and saved policies DC26 of the Unitary Development Plan.

Principle:

This gap site has been vacant for some time, and is in need of sustainable redevelopment, to the benefit of the local residents, and the appearance of the streetscene. Planning Permission has been granted for the residential development of the site previously.

The proposed family dwellinghouses are considered to constitute an appropriate and sustainable form of development in this location, pursuant to policies H3, and DM1. The houses will be generous in size, and will provide larger family housing, with amenity spaces, off-street parking, and segregated waste management spaces, and will be within walking distance of public transport options.

Policy H3 regarding residential development in North Manchester states priority will be given to family housing, and the Housing Need and Demand Assessment 2010 shows there is a need for 3-4 bed family housing, a need to retain graduates and highly skilled employees currently under-represented in the City by improving the housing offer in the City Centre fringe and a need for additional affordable housing particularly shared ownership or equity.

A condition is required to restrict the use of the proposed dwellings as Use Class C3 (a), in order that 3 or more unrelated people do not occupy the houses, as this would not constitute a sustainable use of the houses, due to the increased impacts from an increased number of occupiers, and in the interests of creating sustainable communities, in providing much needed larger family accommodation in this area, pursuant to Manchester's Core Strategy, including policies SP1, H3 and H11.

Design:

It is considered the proposed scheme will serve to transform the appearance and character of the site and streetscene, pursuant to policies SP1, DM1 and EN1. The development will replace a vacant and unsightly site with a sustainable residential scheme of appropriate design and scale.

The design of the houses is contemporary, and incorporates architectural elements of existing properties within the streetscene, including scale, bays, dormers, and boundary treatments. The proposed front building line of the proposed houses is similar to that of 85 and 85A Cleveland Road. A level threshold is proposed as regards access into and out of the dwellinghouses.

A condition to ensure the external materials of the houses, including front boundary walling, are appropriate to the context is required. This in the interests of visual amenity, pursuant to policy DM1, which requires materials appropriate to the context.

The provision of bin storage for segregated waste recycling, (General refuse 1 x 240 litre bin, Pulpable Recycling 1 x 240 litre bin, Mixed Recycling 1 x 240 litre bin, and

Garden Waste 1 x 240 litre bin), within the rear curtilage of the property, is considered to be acceptable in terms of amenity, sustainability and policy DM1, which states that all development should have regard to appropriate refuse storage and collection.

The curtilages of the properties are proposed to be bounded by 1.8 metre high close boarded timber fencing to the rear and side boundaries, with 1100mm high brick walling with copings, and sliding metal gates to the boundary with Cleveland Road. A condition requiring the installation of the approved boundary treatment is required, in accordance with policies DC1 and DM1, to ensure the curtilage is appropriately bounded in the interests of visual amenity, and the provision of defensible space.

In the interests of designing out crime, a condition is required to ensure security measures are implemented and maintained, pursuant to policies DM1 and the National Planning Policy Framework.

Conditions of planning approval are required to ensure, pursuant to policies DM1, EN8 (adaption to climate change), and EN14 (Flood Risk) of Manchester's Core Strategy, the submission and carrying out of appropriate hard and soft landscaping, together with the provision to direct surface water run-off from hard landscaping, to a permeable, or porous area, or surface, within the curtilage of the dwellinghouse.

In the interests of the ground conditions, and the alleviation of the possibility of landfill gas ingress to the properties, pursuant to policies DM1 and EN18 of the Core Strategy, a condition is necessary to require a Verification report to be submitted, to verify that the agreed works, as identified in the submitted contaminated land desk study and the site investigations, have been carried out.

As the invasive plant, Japanese Knotweed, has been discovered on site, a condition is required to ensure appropriate treatment to prevent the spread of Japanese Knotweed, and other invasive weed species, pursuant to policy EN15 of Manchester's Core Strategy.

Parking:

Each house will have one specific off-street vehicular parking space. The location is sustainable, in terms of access to public transport, and on-street car parking is available, pursuant to policies T2 and DM1.

A condition is required to be imposed to require the vehicular car parking to be provided, in the interests of sustainable parking provision, and the flow of traffic on the highway, pursuant to policy DM1 of Manchester's Core Strategy.

Off-site highway works to provide new vehicle crossovers with dropped kerbs on Cleveland Road, and the reinstatement of the footway to replace a redundant crossover, are assessed to be required by the Council's Highway Services. A condition is required to ensure the off site highway works are implemented and retained, pursuant to policies T2 and DM1 of Manchester's Core Strategy.

In order that people living at, or visiting the houses, have a range of options in relation to mode of transport, a condition is required to ensure that appropriate

provision is made for bicycle storage, pursuant to policies SP1, T1 and DM1 of Manchester's Core Strategy.

Amenity:

It is considered that the proposed development will serve to improve the residential amenity of the occupiers of neighbouring residential properties, and will not have undue effects upon the residential amenities of the occupiers of neighbouring residential properties. This is as the site will be transformed from a vacant derelict site, to a well designed and sustainable residential use, and as the houses will be family dwellinghouses, with a commensurate level of activity, pursuant to policies SP1, H3, DM1 and DC26.

It is considered that the scale, design and massing of the proposed houses will not have an undue affect upon the residential amenities of the occupiers of 85 and 85A Cleveland Road. This is as the proposed front building line of the houses will correlate with the front building line of 85 and 85A, in terms of location, there is considered to be sufficient separation between the proposed properties and numbers 85 and 85A Cleveland Road, and no window openings are proposed within the side elevation adjacent to 85.

Windows are proposed within the side elevation adjacent to 81 Cleveland Road, however, this will not unduly affect privacy, pursuant to policy DM1, as windows are to be obscure glazed, and there is adequate separation distance between 81 and the proposed house. A condition to ensure obscure glazing to the elevation adjacent to 81 is required.

In the interests of addressing any potential future privacy and overlooking issues, pursuant to policies DM1 and DC1, a condition is required to be imposed to ensure additional openings are not provided in the side elevations of the houses without prior consent.

A further related condition is required to remove the Permitted Development rights normally enjoyed under the Town and Country Planning (General Permitted Development) (England) Order 2015, in order that the houses are not extended, and structures are not constructed/sited within the large curtilages, without Planning Permission. This is in the interests of visual and residential amenity, due to the close proximity of the residential properties, as advocated within policies DM1 and DC1.

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 Head 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 approval of the application is proportionate to the wider benefits of approval 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 / Agent in a positive and proactive manner in order to guide the Application through all stages of the Planning process, and have resolved issues that have arisen whilst dealing with the Application.

Conditions to be attached to the decision

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:

Planning Application form, received 11/2/16
Drawing PL20-001 Rev. C, received 22/5/16
Drawing PL20-003 Rev. A, received 22/3/16

Reason - To ensure the development is carried out in accordance with the approved plans, pursuant to Manchester's Core Strategy, including policies SP1 and DM1.

3) After completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received, as specified within the documents as follows, and to include the findings of the 'Watching Brief'.
Contaminated Land Desk Study and Site Investigations at 83 Cleveland Road, Pearl Environmental (UK) Ltd, Dated: September 2010.
Letter from Keith Lewis of Pearl Environmental, 83 Cleveland Road, Crumpsall:
Contaminated Land desk study and Site Investigation, Dated: 30 September 2010.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of Manchester's Core Strategy.

4) Prior to the commencement of above ground works in relation to the implementation of the development hereby approved, samples of the materials to be used for the construction of the exterior of the development, including boundary

treatments, shall be submitted to and approved in writing by the local planning authority. The development shall be constructed only using the approved materials.

Reason - In the interests of visual amenity, and the character and appearance of the streetscene, pursuant to policies DM1 and SP1 of Manchester's Core Strategy.

5) 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), the family dwellinghouses hereby approved shall not be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 2015, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), other than within Use Class C3(a).

Reason - In the interests of the amenities of occupiers of the accommodation, the amenities of the occupiers of neighbouring properties, and in the interests of the sustainability of the use, pursuant to policies SP1, DM1, H3, and H11 of Manchester's Core Strategy.

6) Prior to commencement of above ground works, full details, including timetable, for the implementation of a plan for the management, destruction and/or disposal of Japanese knotweed, or any other invasive weed species, shall be submitted to the City Council as Local Planning Authority for approval in writing. The approved details shall be implemented within the approved timescale.

Reason - To prevent the spread of Japanese Knotweed, and other invasive weed species, pursuant to policy EN15 of Manchester's Core Strategy.

7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no additional windows or doors shall be inserted within the side elevations of the houses, in accordance with drawing PL20-001 Rev. C, received 22/5/16, unless Planning Permission is specifically granted.

Reason - In the interests of residential amenity, pursuant to policy DM1 of Manchester's Core Strategy.

8) The windows inserted within the side elevation of the house adjacent to 81 Cleveland Road, as shown within drawing PL20-001 Rev. C, received 22/5/16, 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 the residential properties from overlooking or perceived overlooking, pursuant to policy DM1 of Manchester's Core Strategy, and saved policy DC1 of the Unitary Development Plan.

9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the dwellinghouses hereby

approved, shall not be extended, and structures shall not be erected within the curtilage areas, without the benefit of planning permission.

Reason - In the interests of residential amenity, and to safeguard the character of the area, pursuant to policies SP1 and DM1 of Manchester's Core Strategy.

10) Prior to the commencement of above ground works, full details of a scheme to direct surface water run-off from hard landscaping to a permeable or porous area or surface within the curtilage of the dwellinghouses, shall be submitted to the City Council as local planning authority for approval in writing. The approved scheme to direct surface run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouses, shall be implemented not later than 12 months from the date the first house is first occupied, and shall be so maintained.

Reason - In the interests of achieving a sustainable drainage system for surface water run-off from the installed hardstanding within the curtilages, pursuant to policies DM1, EN8, and EN14 of Manchester's Core Strategy.

11) The approved hard and soft landscaping scheme, as shown within drawing PL20-001 Rev. C, received 22/5/16, shall be implemented not later than 12 months from the date the first dwellinghouse is 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 Manchester's Core Strategy.

12) No later than 12 months from the date the first house is first occupied, the proposed boundary treatments, including timber panel fencing, brick walling with coping stones, and sliding gates, as shown in drawings PL20-001 Rev. C, received 22/5/16, and PL20-003 Rev. A, received 22/3/16, shall be implemented, and shall be so maintained.

Reason - In the interests of the amenities of the occupiers of the residential accommodation, and the character and the appearance of the streetscene, pursuant to policy DM1 of Manchester's Core Strategy, and saved policy DC1 of the Unitary Development Plan.

13) Prior to the first occupation of each house, parking space for one car shall be provided within the curtilage of the property to be occupied, as shown within drawing PL20-001 Rev. C, received 22/5/16, and shall be so maintained.

Reason - In the interests of sustainable parking provision, and the flow of traffic on the highway, pursuant to policy DM1 of Manchester's Core Strategy.

14) Prior to the commencement of above ground works, full details of security measures to be incorporated in order to design out crime, shall be submitted to and approved in writing by the City Council as local planning authority. The approved measures shall be implemented, and shall be so maintained whilst the use is in operation.

Reason - To reduce the risk of crime, pursuant to policies SP1 and DM1 of the Core Strategy, and the National Planning Policy Framework.

15) Prior to the first occupation of the first dwellinghouse hereby approved, full details of required off-site highway works shall be submitted to the City Council as local planning authority for approval in writing. The off-site highway works shall include: new vehicle crossovers with dropped kerbs on Cleveland Road, and reinstatement of footway to replace redundant crossover.

The off-site highway works shall be implemented as approved, shall be in place prior to the first occupation of the first dwellinghouse, and shall be so maintained whilst the use is in operation.

Reason - In the interests of the safe flow of traffic on the highway, pedestrian and highway safety, and residential amenity, pursuant to policies T2 and DM1 of Manchester's Core Strategy.

16) Prior to the first occupation of each house hereby approved, full details of secure bicycle storage, shall be submitted to and approved in writing by the City Council as local planning authority. The approved bicycle storage shall be available prior to the first use of each house hereby approved, and shall thereafter be retained for bicycle storage.

Reason - To ensure that adequate provision is made for bicycle storage, so that people living at, or visiting the houses have a range of options in relation to mode of transport, pursuant to policies SP1, T1 and DM1 of Manchester's Core Strategy.

Informatives to be attached to the decision

1. The off-site Highways works required by condition 15, will require additional prior agreement with the City Council's Highway Services, under Section 184 (vehicle crossover) of the Highway Act.

2. The applicant should design and construct a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure the future maintenance of the surface water drainage system, pursuant to policies EN8, EN14 and EN17 of the Core Strategy.

Local Government (Access to Information) Act 1985

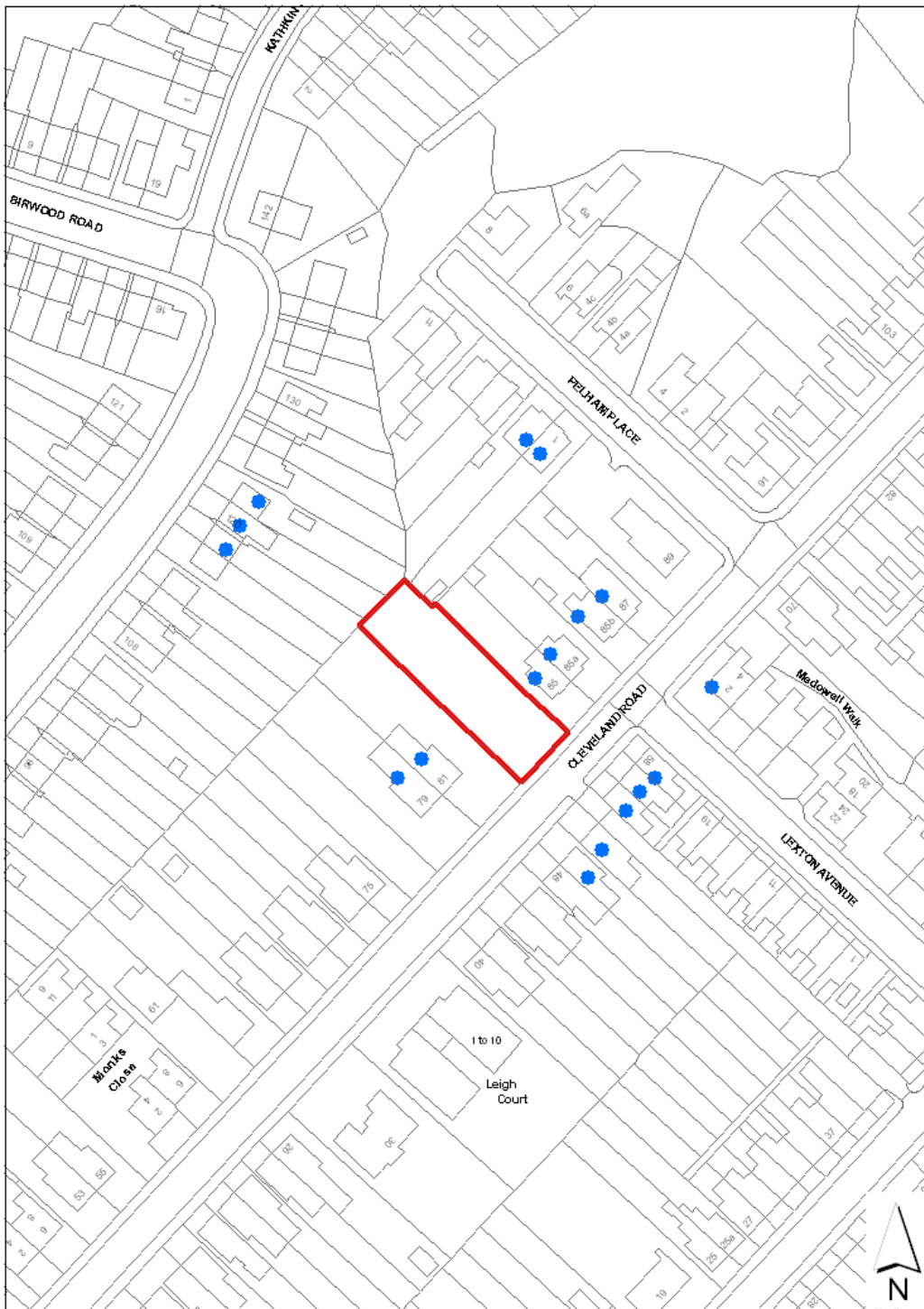
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 111134/FO/2016/N1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant 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
Contaminated Land Section
North Manchester Regeneration Team
MCC Flood Risk Management
Greater Manchester Police

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

Relevant Contact Officer : Helen Hodgett
Telephone number : 0161 234 4533
Email : h.hodgett@manchester.gov.uk



 Application site boundary  Neighbour notification
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