

| Application Number | Date of Appln | Committee Date | Ward |
|---------------------------|----------------------|-----------------------|---------------|
| 116139/FO/2017 | 30th May 2017 | 27th Jul 2017 | Cheetham Ward |

Proposal Erection of 3 pairs (6 in total) of semi detached dwellinghouses together with parking, landscaping and boundary treatments.

Location Land Adjacent To 46 Leicester Road, Manchester, M8 0RA

Applicant Mr Chilton , Rowlinson Construction Ltd and Mosscares Housing, London House, London Road South, Poynton, Stockport, SK12 1YP,

Agent Mrs Ruth Walker, Nicol Thomas, Heyside House Blackshaw Lane, Royton, Oldham, OL2 6NS,

Description

The application site relates to a rectangular shaped area of land bounded by Clibran Street and Leicester Road. The site was previously developed for housing but is now laid to grass partially enclosed by a knee rail. The site slopes away towards the south end by approximately 2 metres across the width of the site. There are a number of semi-mature trees. There are no formal footpaths across the site. However, there is a route through from Leicester Road to Clibran Street immediately adjacent to the application site.

The area within which the proposed site is located is largely residential in character, mainly comprising two storey terraced properties. With no off road parking and limited amenity spaces.

There are other similar grassed sites to this in the immediate area, which are also the subject of planning applications for infill housing and are to be brought forward by the same applicant in order to increase the supply of good quality homes in this part of the City.

This is in response to the urgent need to develop more housing in Manchester, with an objective of building 25000 new homes over the next 10 years. Whilst many of the new homes will be brought forward on larger sites, there are opportunities to develop smaller sites such as the application site. These sites can often be delivered quicker and help eliminate vacant and underused plots of land. As part of a review of such sites within this part of Cheetham, the application site, along with others in the immediate area, are to be brought forward for residential purposes.

Description of development

Planning permission is sought for the erection of 4 x 2 bedroom, 4 person, and 2 x 3 bedroom 5 person semi-detached dwellinghouses.

The proposed houses would face Leicester Road introducing semi-detached properties into the primarily terraced streets, thereby diversifying the housing choice in the area.

Each property includes a front and rear garden area with off road parking provided via a driveway to the side of each property. Refuse bins are proposed in areas to the rear of each property behind 1.8 metre timber fence, and would be brought to the kerbside on waste collection days. The proposal would also incorporate tree planting within gardens in addition to the trees to be retained. The gardens to the rear would be separated by 1.5 metre high vertical board timber fence.

The design of the properties are a combination of traditional materials coupled with a contemporary design. There are square bay frontages that stand proud of the face of the houses, and a combination of monopitch and gable rooflines. There would be a floating canopy over the front entrance doors and patio doors leading out into the rear garden. Each property provides cycle parking in curtilage.

Consultations

Local Residents/Occupiers - Two letters of concern have been received, the main points are as follows:

- -There is no issue with the principle of building houses, however the proposed site is played on by a host of children of all ages, social and religious backgrounds. This is the only field the children play on and removing this would send out the wrong message to the community. Reducing multi-cultural socialising space and entrench communities, and will inevitably reduce the amount of exercise the children have, increasing the likelihood of obesity. The site is used for family picnics.
- There is a large unused car park across the road that has shards of glass and other material on it and is only used for the community bonfire every year. Could they not be built on that space, rather than getting rid of the children's exercise and social space? The collection of waste is poor for the communal bins, leading to mice within the area, this would only be worse with more housing introduced.
- -There would be an increase in noise and disturbance to existing residents
- -The proposed development would detract from how the area looks and would be out of scale and overbearing on the existing residents and homes in the vicinity. The trees would need to be removed, which would be detrimental to the wildlife in the area, it is nice to listen to the birds, this would be lost if developed.
- Parking is already an issue this would be worse.
- The number of proposed houses is too high for the area, the density would be too high
- The view from my property would be lost, if developed all that would be on view would be the new houses.

- It would be much better if the City Council left the land as public amenity space, building on this small patch of greenery would be detrimental to the lives of the people within the area.

Highway Services - A section 278 agreement would be required to facilitate the amendments to the highway such as crossovers. It is noted that there are traffic calming measures to be implemented. Given that self-regulating traffic calming measures exist, these would need to be amended to suit the driveway positions. A 20mph zone should be introduced.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore the proposals do not raise any network capacity concerns. The location of the proposed development sits within an area where that provides sustainable travel opportunities for the proposed residents of the development.

It is considered that the in curtilage parking provision is unlikely to give rise to any increased demand for on-street parking in the surrounding area.

100% cycle parking provision has been indicated, and this is considered acceptable in principle.

The waste management strategy is considered acceptable with the bins being located within the curtilage of the property. This is considered acceptable. The boundary treatments to the front elevations are 900mm metal railings which provide visual permeability for vehicles entering and exiting the site.

A Construction Management Plan should be agreed prior to starting works.

Design for Security at Greater Manchester Police - The proposed development is supported subject to the recommendations within the Crime Impact Statement being incorporated into the proposal.

Environmental Health - The submitted desk top study was found to be adequate. A site investigation report, the final risk assessment and proposed remediation strategy should be submitted. A verification report should be submitted following completion of the works.

United Utilities- have no objections to the proposal subject to the attachment of conditions to any consent granted.

Flood Management Team- No objection subject to the attachment of a condition relating to surface water drainage to any consent granted,

Neighbourhood Services- Arboriculture- No objections to the proposed development from an arboricultural perspective.

Greater Manchester Ecology Unit (GMEU) -No significant ecological constraints have been identified. Minor issues relating to nesting birds and ecological mitigation

and Japanese knotweed were identified which can be resolved via informative and or condition.

The site currently has only very low ecological value. The proposed landscaping appear to retain existing trees with additional trees proposed as part of the soft landscaping. this will ensure a nett gain for biodiversity, through use of native trees.

Policy

The following policies are applicable to this scheme.

Manchester's Core Strategy (2012)

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 - Development Management

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 if 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 T2 Accessible areas of opportunity and needs

Policy T2 states that all new development should provide appropriate car parking facilities.

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:

- 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 sites 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 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.

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 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 EN9 'Green Infrastructure'

relates to green infrastructure in the city. A key part of the policy states that where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated.

The policy includes a set of local standards for all types of open space, sport and recreation provision. The application of these standards across the city allows an understanding of where there are critical issues relating to both existing provision and the need for new provision.

Policy EN10 - relates to safeguarding open space, sport and recreation facilities

Within the policy it is stipulated that proposals on existing open spaces and sport/recreation facilities will only be permitted where:

Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

or

The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;

or

The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

Policy EN14 ‘Flood Risk’ states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be required for all development proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off from the site and a scheme will be agreed which minimises the impact from surface water run off.

Policy EN15, ‘Biodiversity and Geological Conservation’, states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The application site is not considered to be of high quality in ecology terms. The biodiversity of the site will be improved through the additional tree planting.

Policy EN16 ‘Air Quality’ states that the Council will seek to improve the air quality within Manchester. The proposal is not considered to compromise air quality and

measures will be incorporated into the scheme to minimise dust from the construction process and car usage during the operational phases.

Policy EN17 ‘Water Quality’ states that developments should minimise surface water runoff and minimise ground contamination into the watercourse. Consideration has been given to minimising the impact of the adjacent canal particularly during construction.

Policy EN18, ‘Contaminated Land’, states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant has provided provisional details relating to ground conditions. Further investigative work will be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 ‘Waste’ states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled. The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles.

Unitary Development Plan for the City of Manchester (UDP) (1995):

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

Saved Policy DC7 New Housing Development- states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe area within which children can play and, where appropriate, the Council will expect play facilities to be provided.

Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The Guide to Development in Manchester (SPG/SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Councils aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure ease of movement, quality of the public realm, diversity, legibility and adaptability.

Manchester City Council- Open Space and Recreational Needs Assessment (2009)

This assessment was commissioned in order to understand the open spaces, sport and recreational facilities within the City Council boundaries. The key objectives area to provide an understanding of local needs and aspirations; to development local standards to ensure residents can access a broad range of open space, sport and recreational facilities; to highlight areas where there is sufficient or over provision and to identify deficiencies in the quality and quantity of local provision; and to provide clarity and reasonable certainty to developers and landowners.

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, paragraphs 11, 12, 13 and 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:

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

Section 4 outlines the Governments objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Section 7 'Requiring Good Design' outlines the Governments expectations in respect of new developments:

"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (paragraph 56)

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

“Local planning authorities should...concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally”

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 65 goes on to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Section 11 *conserving and enhancing the natural environment* provides guidance of the minimising the impacts of new developments on existing environments. Developments should therefore consider impacts on ecology, biodiversity and noise.

Promoting healthy communities is an integral part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermine quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also an important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

Paragraphs 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

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.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (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.

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, EN9, EN10, EN14, EN18, EN19 T2, and saved policy DC26 of the Unitary Development Plan.

Principle

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of development is considered acceptable within an established residential area where existing resources, amenities and infrastructure can be shared and accommodated.

Policies SP1, H1 and H3 of the core Strategy and the NPPF in particular underline the requirement for new family housing both nationally and locally for which the proposal meets such strategic requirements for housing growth. In terms of the re development of the site a residential use is in keeping with the character of the area and contributes to the quality and supply of housing in Cheetham, and is therefore considered to be an acceptable use of this site.

Whilst the proposal would result in the loss of an area of green amenity space, the creation of much needed housing is considered to outweigh such concerns, and the landscaping scheme would go some way to mitigating against the loss.

On balance, the principle of the proposed development is deemed to be acceptable, however, in addition to the loss of green amenity space, consideration should also be given as to the impact of the development on the highway, residential amenity, car parking, sustainability and crime and security.

Site Layout

The Guide to Development in Manchester SPD seeks to encourage developments which present their main pedestrian face to the street scene. In addition, proposed densities and layout must have regard for the surrounding context and provide areas of well-designed car parking and amenity provision.

The proposed development has been designed as to present the principle elevation to the existing road in the form of Leicester Road. It allows for three pairs of semi-detached properties whose built form broadly follows the building line of the existing terraced properties, and runs in line with the existing properties with the inclusion of the front gardens. The primary access both pedestrian and vehicular is taken off Leicester Road. There are 2 house types proposed for this site House Type A and House Type B.

Each pair of House Type "A" semis occupies a depth on site of 8.765 metres, and a width of 10.227 metres. They comprise of hallway, store, lounge WC and open plan kitchen diner to the ground floor with 2 bedrooms, storage and bathroom to the first floor.

House type "B" measures 5.3 metres width by 8.7 metres depth and comprises of ground floor hallway, store, WC and open plan kitchen diner. The first floor comprises of 3 bedrooms, storage and bathroom. The ground floor of both house types lead directly out to the garden from the kitchen diner via French doors. The depths of the gardens area minimum 12.5 metres and a maximum of 14.2 metres.

There is a distance of over 20 metres between the rear of the proposal site, and the closest property to the rear at number 38 Clibran Street, this being across public open space in the form of the highway. The windows in the



rear elevation of the proposed dwellinghouses would serve a bedroom and a bathroom (this being obscurely glazed).

It is considered that the privacy distance are sufficient so as not to result in overlooking or loss of privacy. There is one upper floor window, in the side elevation of each new property (house type A) which is the 2 bed 4 person property and this window only serves the landing. It is considered therefore that there would be little or no impact on the privacy of the occupiers of existing housing or the future new housing.

Each property will incorporate front and rear garden areas and a private driveway to the side to accommodate one car. There would be 900mm railings with a

conservation edge kerb to the base at the front of the properties, and the dividing boundary treatments would be a combination of 1500mm high vertical timber board fence separating rear gardens, and 1800mm high vertical timber boarded fence between gardens leading off driveways.

It is considered that the layout broadly follows the development within the immediate area which consists of properties running horizontal to each other, with a row of book ended properties running vertical. The proposed development adheres to this pattern and also allows for the principle access points from the frontage as do the existing properties. As such, the layout is considered to be appropriate when viewed within the existing street pattern and context. Developing the infill sites would result in alleyways to the sides of the existing and proposed properties, and it is intended that these areas would be alley gated in the interest of the security of the existing and proposed dwellings

Design Scale and Appearance

The design and scale of the proposed houses are comparable to those along Leicester Road and the immediate area. The Guide to Development in Manchester advocates that consideration should be given to the scale of new developments and to ensure new developments are informed by their context.

It is considered that the proposed development accords with such criteria with the proposed dwellinghouses adopting a traditional form and pattern of development respecting the existing heritage of the area, whilst introducing clean lines in a contemporary approach to the elevations. A basic palette of materials is proposed with a traditional red brickwork as the main facing material and grey roof tiles as per the surrounding dwellings. However the proposed aesthetic of the development will be more will be more contemporary, keeping detailing crisp and simple with the addition of composite cladding panels to the bay features. The longer street elevations give the opportunity to vary the aesthetic with an alternative roof design to the projecting bays, and vary the colour combinations of the feature details.





In terms of scale, at two storeys high, the proposed development is consistent with housing in the surrounding area. As such, it is not considered that the dwellings appear out of context or overly dominant in the street scene.

Residential space standards

The proposed development would deliver 6 residential units of varying sizes that have been assessed against the standards outlined in the Residential Quality Guide.

All of the properties are generously sized and in excess of space standards. It is also considered that the proposed development would contribute to sustainable growth in Manchester.

Residential Amenity

It is acknowledged that the introduction of 6 new houses, on this vacant site, will have an impact upon the existing levels of residential amenity as a consequence of increased activity and its associated effects. Many of the occupants of existing properties along Leicester Road are also used to having an open outlook over a green area, and therefore there will be some loss of visual amenity.

Despite this, the relationship and proximity of the proposed houses with those of the existing is typical of the area and not therefore unusual. The proposed dwellings would project no further rearwards towards Clibran Street than the adjacent terraced properties. This being some 27 metres rear elevation to rear elevation from the proposal site to the closest property on Cliburn Street. It is not considered that the introduction of further dwellings in this location will have a significant detrimental impact upon adjoining occupiers as a result of any over-dominance or over-shadowing.

It has always been the intention that the cleared site would form a redevelopment site at some point, and the greening up of the cleared sites were an interim measure to ensure that the quality of the residential and visual amenity of the remaining

residents was maintained. The private external amenity space allocated to each of the proposed dwellinghouses is considered to be appropriate for the potential number of future occupants.

Impact upon Open Space

Concerns have been expressed by some local residents that the development will lead to the loss of some open space. Whilst there will be a loss of open space, the loss has to be balanced against the need for family housing within the area and the City in general. The redevelopment for residential use will contribute to Manchester City Councils programme of delivering 870 new dwellings in North Manchester between 2016 and 2021.

Policy EN10 of the Core Strategy states that proposals on existing open space will only be permitted where the site has been demonstrated to be surplus to its current open space, sport or recreation function and the citywide standards are maintained and it could not fulfil other unsatisfied open space, sport or recreational needs, and where a proposed replacement will remedy a deficiency in another type of open space, sport or recreational facility in the local area.

In this case, a check of the records does not indicate that the site is listed as open space. There are 27 parks and public open spaces that fall within 1 mile of the proposal site.

The brownfield site forms a suitable location for residential infill development in an area where family housing is considered a priority.

Landscaping/Green Infrastructure

Where possible the existing trees would be retained, however, where lost, the development will allow for the inclusion of new native species wherever possible to promote ecological diversity. Given that the majority of the area is back of footpath there has not been the opportunity for much landscaping, however small front gardens are introduced, without changing the pattern of development dramatically. The proposals would include shrub planting to the front gardens, however due to underground services the majority of the trees would be restricted to the back gardens.

Trees

The existing trees on the application site are around the periphery, and are self seeded sycamores and are mainly to the eastern boundary of the site. Where possible these would be retained, however, where trees are to be removed they will be replaced by additional tree planting to improve the biodiversity. It is believed that whilst the loss of trees is regrettable, the impact upon the bio- diversity and ecology would not be so significant as to merit refusal of the application subject to satisfactory mitigation measures involving tree replacement and landscaping strategy. This view is endorsed by Greater Manchester Ecology Unit and a condition requiring such measures would be attached to any consent granted. The Neighbourhood Arboricultural officer has no objections to the removal of the trees.

Car Parking/ Highways

The traffic generated from the site is capable of being accommodated within the existing highway network capacity a conclusion which Highway Services concur with.

Each house has a secure rear amenity space, where cycle storage can be provided, which is line with City Council guidelines. In addition, the properties are all of a good size which also allows the option of storage inside each house.

There are existing pedestrian routes surrounding the application site. As a result of the proposal, there will be some existing alleyways that will become enclosed by the proposed development reducing their natural surveillance and making them more vulnerable to loitering and anti-social behaviour. It is therefore recommended that these existing alleyways become gated in the interest of security of the existing and proposed residential properties.

It is recommended that such details are secured by an appropriate planning condition attached to this approval.

There will be 100% car parking for the development , with the spaces being within each curtilage to the side. The driveways will be secured by gates within the front boundary to the driveways. The properties are accessible by sustainable modes of transport, and all houses have sufficient space for secure cycle parking.

The development will be accessible to disabled people with level access being provided.

Ecology

There are no significant ecological constraints at the application site. There were some minor issues relating to nesting birds and Japanese Knotweed was identified off site. It is considered that these matters can be dealt with by conditions of the planning approval.

Given the sites current low ecological value the proposed landscaping retains some of the existing trees together with the planting of additional trees within the soft landscaping. There is therefore an overall improvement to the biodiversity and green infrastructure at the application site. A landscaping condition would be attached to any consent granted to ensure a net gain for biodiversity through the use of native trees.

Drainage

The application site has a low flood risk from all of the sources . The principle focus of the supporting information within the application relates d to the effective management of surface water drainage.

The submitted documents have been assessed by the Floor Risk Management Team and United Utilities who have indicated that the development would be acceptable subject to conditions relating to drainage

Waste Management

There is adequate space within the curtilage each property for the provision of the 4 bins required in Manchester. As such, each property will be able to cater for their waste needs including recycling. Also, pathways are provided, for each property, to allow them to transport the bins to the street frontage for collection. These arrangements are considered to be satisfactory

Designing out crime

The applicant in partnership with Greater Manchester Police (Design for Security) have provided a "Crime Impact Statement" and the current scheme is supported by them. The properties have defensible space to the front and all properties have car parking which is in-curtilage. A condition will be attached to any consent granted to reflect the physical security specification and to ensure that the development achieves Secured by Design Accreditation

Affordability/ Tenure

The development overall will deliver for 48 new homes, of which 6 would be delivered through this application. Out of the 48 new homes, 28 will be for low cost home ownership supported by the Homes and Communities Agency who will provide funding to Mosscafe. This scheme offers the opportunity to diversify the housing tenure and provide high quality homes at affordable prices.

The proposed tenure of housing is considered to be acceptable in this location.

Sustainability

The site is located within a highly sustainable location, with good public transport links and access to motorways. The application site is therefore accessible by non-car modes of transport and it is considered that the location is therefore sustainable in terms of reducing emissions from the vehicles by encouraging the use of forms of transport other than the private car. Each of the proposed dwellinghouses has the capacity for secure cycle storage. The proposed development will be designed to meet all relevant policies of Manchester's Core Strategy along with UK legislation, the National Planning Policy Framework and Building Regulations. The scheme will utilise a fabric first approach, offering thermally efficient accommodation that will reduce the demand for energy, reduce heat loss and maintain comfortable internal temperatures for the occupants. The design will also consider site ecology, Secured by Design principles and daylighting with the aim of improving the health and well-being of all residents. This is a sustainable and holistic approach to ensuring the ongoing energy efficiency of the development throughout its life.

Boundary Treatments

The boundary treatments proposed are appropriate to the context and scale of development. The front boundaries are 900mm railing with a conservation area kerb to the bottom. This ensures that the site is visually permeable from pedestrians and vehicles entering and egressing the site. The divisional boundary fencing to the rear

between the gardens are vertical timber boarded fences and vary from 1500mm where they project from the rear of the property and divide the rear gardens between the semis, and 1800mm where they project from the driveway and are between each separate pair of semis.

Conclusion

It is considered that the proposed development secures a satisfactory configuration of houses which responds to the constraints of the site boundaries. The density of the proposed development has been related to the prevailing character of neighbouring residential development. Within this urban context it is considered that a satisfactory quality accommodation has been achieved, which appropriate arrangements for the external functional requirements of amenity space and car parking. The development thereby respond positively respond to Core Strategy policies.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In particular improvements have been secured to the relationship with adjoining housing, through the introduction of security measures in the form of alley gating.

Reason for recommendation

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:

M4008 (PL) 06 landscaping stamped as received 3rd May 2017, (PL) 10 Rev E proposed plans and elevations stamped as received 3rd May 2017, (PL) 11 Rev E plans and elevations stamped as received 3rd May 2017, (PL) 05 Rev A Street elevations stamped as received 23rd May 2017, (PL) 07 proposed boundary treatment 23rd May 2017, Design and Access Statement 3rd May 2017, Environmental Statement stamped as received 3rd May 2017, Crime Impact Statement stamped as received 3rd May 2017, Development Management Statement received 3rd May 2017, 17179:200:1:1 Topographical Survey 3rd May 2017, (PL) 04 Rev F layout option 4 received 23rd May 2017, Noise Impact Assessment received 3rd May 2017, Ecology Report received 3rd May 2017, Flood Risk Assessment version 3 received 23rd May 2017, Preliminary Risk Assessment sites 1-4 received 23rd May 2017, Waste Management Strategy received 3rd May 2017, Transport Assessment received 3rd May 2017.

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 any above ground work, 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. The development shall be carried out in accordance with the approved materials.

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) a) Before the development hereby approved commences, a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal), in accordance with the recommendations contained within the Phase 1 Desk study by WML Consulting (report no.6977/G/01 dated October 2015), shall be 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 the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

5) (a) Notwithstanding the approved plans no above ground construction works shall commence until a hard and soft landscaping treatment scheme (including tree mitigation strategy) has been submitted to and approved in writing by the City Council as local planning authority.

(b) 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 Manchester Core Strategy.

6) The measures identified in the Environmental Statement stamped as received by the City Council, as Local Planning Authority, on 3rd of May 2017 shall be implemented in the construction of the approved development. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of Manchester's Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

7) The scheme shall be implemented in accordance with the submitted waste management strategy submitted 3rd May 2017. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of Manchester's Core Strategy.

8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

9) The boundary treatment should be erected in accordance with the details indicated on drawing numbered M4008 (PL) 04 Revision E stamped as received by the City Council, as Local Planning Authority, on 3rd May 2017. The boundary treatment shall be completed before the approved housing units are occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained 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 - 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 policies SP1 and DM1 of the Manchester Core Strategy.

10) The development shall be carried out in accordance with the Crime Impact Statement (15/03/2015 - URN: 2016/0114/CIS/01) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 3 May 2017. 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 Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

11) (a) prior to the commencement of the development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

(c) Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

12) 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, pursuant to policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy.

13) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Parking of construction vehicles;
- Wheel washing facilities; and

- Sheeting over of construction vehicles.
- Site security

The development shall only be carried out in accordance with the approved Construction Management Plan.

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

14) The upper bathroom window in each of the proposed houses, shall be fitted with obscure glazing, and fixed shut at least up to a level of 1.7 metres above floor level. The windows shall thereafter be maintained in that condition.

Reason - In the interests of residential amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy Development and policies DC1.1, DC1.2, DC1.3 and DC1.5 of the Unitary Development Plan for the City of Manchester.

15) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no additional glazing, windows or doors, other than those shown on the approved plans, shall be inserted at the property unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to policy DM1 of Manchester's Core Strategy and saved policy DC1 of the Unitary Development Plan for the City of Manchester.

16) Prior to the first occupation of the development hereby approved, full detailed designs (including specifications) of all highways works shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this shall include:

- Details of traffic calming measures along Leicester Road;
- Cross overs for the creation of driveways

The development shall be implemented in accordance with the approved details prior to any residential property within the development being first occupied.

Reason - In the interests of highway safety, pursuant to policy T1 of the Core Strategy for Manchester.

17) 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 Core Strategy.

18) 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 Core Strategy.

19) Prior to the first occupation of the development hereby approved, details of the a scheme to secure alley gating to the alleyways immediately around the site as indicated on drawing M4008 (PL) 22 stamped as received by the City Council, as Local Planning Authority, on the 3 May 2017. For the avoidance of doubt this shall provide details of how the alleyways will be secured with appropriate boundary treatment and access arrangements for the existing and proposed residents who use the area. The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved.

Reason – In the interest of security around the application site for the existing and proposed residential properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

1) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

2) It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as Japanese knotweed are included within

this schedule. If any such species will be disturbed as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence.

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: 116139/FO/2017 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.

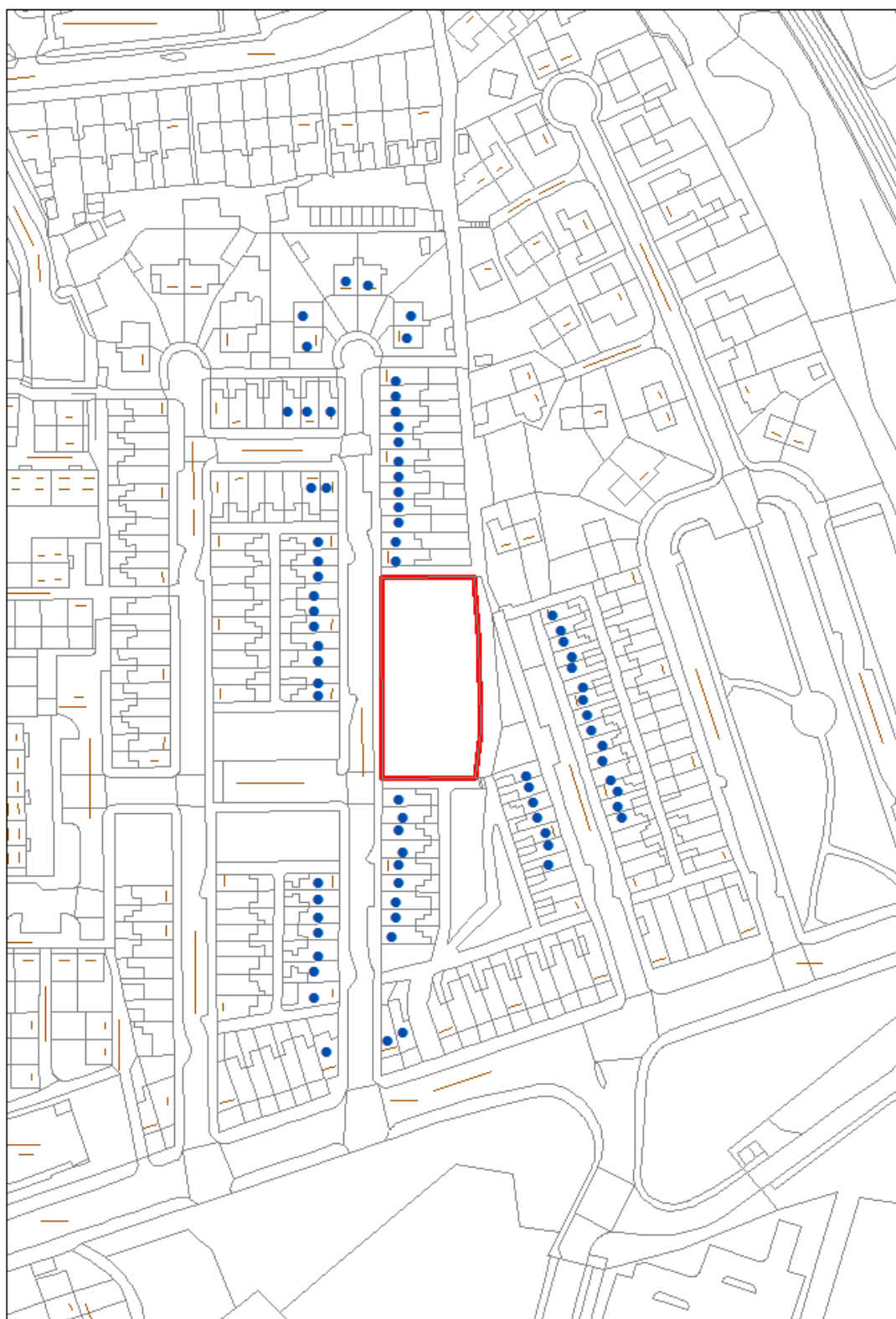
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
Greater Manchester Ecology Unit
MCC Flood Risk Management

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 : | j.lawless@manchester.gov.uk |



 Application site boundary  Neighbour notification
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