

Application Number	Date of Appln	Committee Date	Ward
117159/FO/2017	23 Aug 2017	16 Nov 2017	Crumpsall Ward

Proposal Erection of 12, two storey residential dwellinghouses (Use class C3a) with associated landscaping, car parking, boundary treatment and other associated works

Location Land Bounded By Nunthorpe Drive/ Chataway Road/ Cottesmore Drive And Hazelbottom Road, Manchester, M8 0GQ

Applicant Mr Damien Mason , St Vincents Housing Association, 1st Floor Metropolitan House, 20 Brindley Road, Manchester, M16 9HQ,

Agent Ms Liz Brown, Pozzoni LLP, Woodville House, 2 Woodville Road, WA14 2FH

Description

The application site is 0.36 ha of hardstanding and overgrown with self-seeded vegetation that once formed the St Thomas school and associated grounds. The buildings were demolished between 2011 and 2012. Small areas of hardstanding remain evident fronting Chataway Road and Hazelbottom Road which was formally used as a playgrounds. The topography of the site is relatively flat and even across the site.

St Thomas Church is located immediately to the south east of the application site. The church occupies a prominent position on the corner of Chataway Road and Hazelbottom Road. The chapel has been at the site since 1800s and the St Thomas Church has been there since 1898. There is a war memorial fronting the church along Hazelbottom Road which is a grade II listed structure.

The application site is an unusual shape with land fronting Hazelbottom Road and Chataway Road. The site also has frontages with Nunthorpe Road and Cottesmore Drive. The surrounding area is a mixture of Victorian residential Villas and modern infills together with a large industrial estate situated to the east of Hazelbottom Road which consists of a large number of manufacturing, storage and distribution premises.

The area is accessible to local bus services which provide access to the city centre and across the northern part of the city. The Queens Road Metrolink stop is located 0.8 miles to the south of the site (within a 15 minutes' walk).

The proposal is for the redevelopment of this vacant site for 12 two storey residential properties. There will be five, 2 bedroom properties and seven, 3 bedroom properties. The properties will be managed by St Vincent's Housing Association who intend to offer 8 of the properties on shared ownership basis and 4 on a rent to buy basis.

All of the dwellings will have their own dedicated car parking, refuse storage and amenity areas together with boundary treatment to the front, side and rear.

Consultations

Local residents/public opinion – Two letters of objection have been received in respect of this planning application. The comments can be summarised as follows:

- There is an objection to new homes being built where there is a severe lack of public amenities in the area at least one shop is required in the proposed area, cash machine and public play area;
- The traffic on Chataway Road has increased in the last 9 years. This development will cause more traffic along a small road. Cars also speed along the road. There should be increase traffic calming along the road or the entrances to these new houses should be along Hazelbottom Road.

An objection has also been received from Vale Mill who operate a business from the industrial site opposite the application. Their comments can be summarised as follows:

- Insufficient information has been paid to their business operation and that noise and lighting complaints from those residents who will occupy the dwellings;
- The proposed development is directly opposite a major employment operation;
- The busiest and noisiest times for the business is likely to be the most noise sensitive to adjacent residents. The residents development is incompatible with the business;
- A transport operations licence has been held at the site for 10 years. In addition, the site is lit during hours of darkness for security purposes and to enable their extensive CCTV system to remain effective;
- There will be conflict between the proposed driveway entrances and the principal entrance of the business on Hazebottom Road together with traffic congestion;
- There is lack of information to properly consider the noise and outlook issues that residents may be subjected to.

A further representation has been received from a local resident who neither: objects or supports the application. The comments can be summarised as follows:

- The information in the ecology report is incorrect. There are bats present in the surrounding area of trees. They also nest in the roof space of surrounding properties.

A representation has been received from Chataway Nursing Home. The representation states that the nursing home is for adults with enduring mental health problems. Whilst they have no objection to the planning application, they wish to inform that some of the residents can become unwell and occasionally disruptive.

Neighbourhood Services – Support is given to the use of this site as an infill site.

Highway Services – The site is considered to be sufficiently accessible by sustainable modes and is in close proximity to a range of public transport facilities.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

The driveway dimensions are acceptable in highways term. Vehicle access proposals are acceptable and amendments have been made to the two plots on the bend of Hazelbottom Road with their driveways having been relocated and accessed from Cottesmore Drive.

There would be a section of highway which will require stopping up together with private land needing to be converted to adopted highway as part of the car parking reconfiguration on Cottesmore Drive.

Evidence should be provided that the refuse vehicles can access Cottesmore Drive.

There are existing traffic calming on Chataway Road and the speed cushions to house 25 will need to be marginally repositioned away from the proposed driveway. This work, together with the creation of the driveways, will require agreement.

A pedestrian guardrail on Chataway Road and on Hazelbottom Road will need removing as will the associated school keep clear markings.

A construction management plan should be agreed.

Environmental Health – The properties shall be acoustically insulated to minimise the impact of noise from Hazelbottom Road. The waste management strategy submitted is acceptable. A ground conditions condition should be imposed on any planning permission. The air quality report is acceptable subject to an amendment with regards to the burning of matter and PM2.5.

Neighbourhood Services (Trees) – A filter trench is shown going through the root protection area of the trees growing in the neighbouring property. Digging a trench so close to the trees will have a negative effect on their health and stability.

Flood Risk Management – Details of the surface water drainage and verification of the works need to be agreed.

Design for Security at Greater Manchester Police – The development shall be completed to Secured by Design standards.

Environment Agency – No objection in principle to the proposed development. A review of the desk study has been undertaken with regards to the potential risk posed to controlled waters only. Based on the past use of the site as a school presents low risk to controlled waters. However, it is recommended that a in the vent contamination is found which has not previously been identified a remediation strategy is agreed.

Greater Manchester Ecology Unit – An ecology report has been submitted in respect of this matter. Overall this found the site to be of low ecological value. Although the report recommends further bat survey to be undertaken, in this particular case we believe this to be unnecessary. This is because all the trees appear to be retained on site. It is recommended that any scrub is not removed from the site in bird nesting season.

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 states that all 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' 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 T2 'Accessible areas of opportunity and needs' 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 states that 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 that 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 Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both

new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

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 Government's 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 Government's 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 of 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 undermined quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also 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.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- A. engineering: reducing the noise generated at source and/or containing the noise generated;
- B. layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- C. using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- D. mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and Wellbeing states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

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:

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

Issues

Principle

The proposal will provide 12 new family houses within an existing residential area. There is a 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.

The proposal will see the development of a brownfield site which has been cleared and is ready for development. Whilst the site has become overgrown it remains secured and cannot be considered to be usable open space or recreational land. There remains hardstanding which once formed small outdoor playgrounds. However, given their size and position in the site is considered that they have no wider recreational value.

The site is located within an accessible area where there is access to local amenities and sustainable forms of transport. The proposed dwellings will have their own private driveways and amenity areas together with suitable boundary treatment and waste management arrangements.

The proposal is therefore considered to be acceptable in that it help meet the City Council housing objectives for this part of the City including providing well sized accommodation which will be suitable for families.

Residential accommodation

The proposal will provide 6 pairs of semi-detached properties forming 12 units in total. The proposal will also provide 2 different house types which will help meet the varying needs for accommodation sizes in the local area. The accommodation is as follows:

- 4 x 2 bedroom (4 person) dwellings (74 sqm); and
- 8 x 3 bedroom (5 person) dwellings (92 sqm).

The size of the dwellings comply with the space standards for the number of persons which will occupy the dwelling.

It is considered that the size and type of the dwellings is acceptable as it will help provides neighbourhoods of choice offering good sized family accommodation.

Affordable housing

The proposal falls below the threshold stipulated in policy H8 of the Core Strategy. As such, there is no requirement to provide affordable housing at the application site. However, the proposed dwellings will be operated by an registered social landlord who will offer the dwellings on a shared ownership and rent to buy tenure.

Visual amenity

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.

All of the proposed dwellings front the surrounding road network thereby activating the frontages to Hazelbottom Road, Chataway Road and Cottesmore Drive. There will be two pairs of semi-detached dwellings fronting Chataway Road, three pairs of semi-detached dwellings fronting Hazelbotom Road and a pair of dwellings fronting Cottesmore Drive. The activation of these street scenes with dwellings will have a positive impact on the street scene and remove a vacant and underutilised site.

Driveways are provided to the side of the dwellings along Hazelbottom Road (with the exception of two dwellings which are to the rear (due highway safety reasons) which provides for spacious gaps between the dwellings. Two of the properties along Chataway Road together with the properties along Cottesmore Drive will have parking to the front. Whilst the preference is for the parking to be at the side, the constrained nature of the application site makes this parking arrangement the most suitable. The impact of the parking is minimised through the introduction of high quality boundary treatment and soft landscaping.

The dwellings are two storey in height which complements the scale of the surrounding terrace properties. As such, the proposed development will not appear out of character with the surrounding area. It is not considered that any overbearing, overshadowing or loss of privacy will occur as a result of the proposed development.

There are adequate distances between the proposed dwellings and the surrounding properties. There is a gap of 5.4 metres between the side elevation of 4 Chataway Road and the nearest proposed dwellings. The proposed dwellings have similar buildings lines and footprints which will prevent any unduly harmful impacts. These proposed dwellings will also have large rear garden areas which is a character of the existing properties at 4-8 Chataway Road.

There is a gap of 9.4 metres between 212/206 Cottesmore Drive and the nearest proposed dwelling on Hazelbottom Road. The Cottesmore Drive property fronts onto the side elevation of the proposed Hazelbottom Road property. This is considered an adequate gap for this type of relationship and will prevent and overbearing or overlooking issues. The existing pedestrian footpath in this location will be maintained and appropriate boundary treatment for the proposed dwelling and has been incorporated to provide security as well as natural surveillance.

The relationship of the proposed dwellings fronting onto Cottesmore Drive with 18/24 Cottesmore Drive will be 10 metres at an oblique angle. This will prevent and direct overlooking between the windows on the principal elevation.

In terms of the appearance of the dwelling, these will be of a brick construction (with timber feature) and tiled roof which will not detract from the character of the area which is also predominately brick construction.

Overall the proposed dwellings will complement the character of the surrounding area with high quality dwellings. It is recommended that a condition of the planning approval shall be that all materials are agreed to ensure that they are appropriate together with preventing any further windows which may give rise to overlooking.

Impact on the historic environment

Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. In this instance, the application site is located adjacent to a grade II Listed war memorial as well as the non-designated heritage asset of St Thomas Church.

The requirement to preserve or enhance the setting of the Listed Buildings, is a key requirement within policy EN3 of the Core Strategy, saved policy DC19 of the UDP along with the objectives of the NPPF.

The ward memorial was likely to have been installed around the 1920s and is constructed of red sandstone, square column formed of separate blocks with raked base, carved gabled top surmounted by a foliate cross. The structure stands within the churchyard of St Thomas Church and has 94 names of the men of the parish who died in the First World War. The structure has strong cultural and historical significance with a local and national context and forms a poignant reminder of the

effects of tragic world events on the local community. The design is simple yet elegant design incorporating carved stonework, symbolic imagery and stylised lettering.

The vacant nature of the application allows the church and the listed war memorial to be viewed in an open context. The construction of the proposed dwellings will allow the church and the war memorial to be seen in the same context as the new dwellings. However, it is considered that there will be minimal impact on the church and structure given the substantial and well preserved grounds of the church. This will allow a buffer to be maintained between application and the church grounds allowing the church and memorial to be appreciated in their own context.

The impact on the listed structure and non-designated heritage asset is therefore considered to be '*less than substantial*' as defined by paragraph 134 of the NPPF in that the historic environment will remain legible and understood.

It is considered that the proposed development suitably mitigates against this low level harm that would arise through the public benefits to be derived from the elimination of a poor quality site within on a major road frontage which currently has a negative impact on the surrounding area.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S72 of the Listed Buildings Act, any harm caused by the proposed development would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Indeed, from the key vantage points listed above it is considered that the proposal makes a positive contribution to the setting of the Listed Building thereby better revealing its significance (as directed by paragraph 137 of the NPPF and S72 of the Act).

It is therefore concluded that the proposal complies with policy EN3 and saved policy DC19 of the UDP in that the development will broadly enhance the historic environment and where there is a degree of harm this is outweighed by the overriding positive impacts this development will bring.

Landscaping/Green Infrastructure/trees

There is on existing tree at the application site together with over grown, self-seeded vegetation. This single tree will require removal as part of the development proposals. It is not considered that this tree is of high amenity value due to its position within the heart of the application together with its age and condition.

There are a 9 mature trees which are situated along the boundary of the application site with the church. As these trees fall within the boundary of the church they will be retained and therefore unaffected by the development proposals. These trees are considered to be of high amenity value and provide a mature setting to the area.

In order that these trees, and their root protection areas, are not affected by the development it is necessary to ensure that there is a tree protection condition which forms part of the conditions of the approval. In addition, there should be a specific planning condition relating to the trees T8, T9 and T10 which are located to the west of the church which will require specific measures to be put in place to protect its root protection area.

There will be a loss of low quality scrub vegetation across the site which will see the removal of green infrastructure at the site. However, it is considered that this is suitably mitigated against through the incorporation of the proposed front and rear garden areas which will also include planting and trees. This will improve the overall quality of the green infrastructure at the application site and its biodiversity.

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 will be 100% car parking for the development, with the spaces being within each curtilage to the side or front. 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.

During the course of the application amendments were sought with regards to the reposition of the driveways to the properties which are situated on the bend of Hazebottom Road. Highways Services considered that having an access/driveway in this position was potentially harmful to pedestrian and highway safety. The driveways for these two properties have now been repositioned and accessed from Cottesmore Drive. Highway Services are satisfied with this alteration.

There are a number of demarcated car parking spaces along Cottesmore Drive which will require removing and repositioning to facilitate the vehicular entrances for the proposed new dwellings facing this road. These spaces facilitate parking for the existing residential properties along this section of road. There will be no net loss of car parking spaces and the spaces will simply be repositioned further along this stretch of road.

In addition, there will be a requirement to reposition existing traffic calming features along Chataway Road together with removing associated features of the former school such as 'keep clear' markings and pedestrian barriers. Furthermore, there will be a need to alter the existing highway network to create the driveways for the proposed dwellings.

It is recommended that the above works are secured by planning condition.

Ecology

There are no significant ecological constraints at the application site. Given the sites current low ecological value together with the planting of additional trees within the soft landscaping as part of the proposal works, there will be an improvement to the ecology and biodiversity value of the application.

In line with the comments of the Greater Manchester Ecology Unit, there shall be no clearance of the scrub and vegetation at the site in the bird nesting season. This should be secured by planning condition.

Whilst a representation has been received expressing concerns about bat activity in and around the application site, as there are no buildings or extensive tree removal at the application site, it is considered that any impacts on bats at the application is low. However, in the event bats are found at the application site the relevant regulations would need to be adhered to. This should form an informative of the planning approval.

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 to the effective management of surface water drainage.

The submitted documents have been assessed by the Flood 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

Ground conditions

A ground conditions report has been submitted as part of the application which has been assessed by Environmental Health. The preliminary assessment is acceptable, however, further details are required particularly in respect of remediation proposals. These will be secured by planning condition.

Noise

An acoustic report has been submitted in respect of this planning application which has been considered by Environmental Health. The glazing and ventilation strategy outlined in this report is considered to be acceptable and should be implemented as part of the development. A verification should be provided as part of the conditions of the planning approval.

Air quality

It is not considered that the proposal will have an unduly harmful impact on air quality in the area. As part of managing the impacts of construction, a construction management plan will be required to be agreed which ensure that dust suppression measures are employed throughout the construction phase. It is not considered that the traffic generated by the development will create unacceptable levels of air pollution and this together with the soft landscaping at the site will ensure air quality effects are acceptable.

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

Residential amenity and impact on local businesses

It is not considered that the proposal will have an unduly harmful impacts on surrounding residential amenity. The proposed dwellings are separated from the existing dwellings by suitable privacy gaps or oblique angles preventing any impacts in terms of overlooking and overbearing and overshadowing impacts.

It is also not considered that there will be any unduly harmful impacts associated with the comings and goings from 12 dwellinghouses. Indeed, it is considered that the comings and goings will be less than those that were previously associated with the use of the site as a school.

The proposal will increase natural surveillance in the local area. Despite the awkward nature and shape of the application site, all surrounding street frontages are activated with new dwellings.

A local resident has raised comments with regards to the traffic congestion in the local area. Highway Services do not believe that there will be any undue impact on traffic congestion in the local area. In order to ensure traffic speeds are not breached, the existing traffic calming measures will be deposited as a result of the proposed development.

The representation from the local business on the opposite side of Hazelbottom Road is noted, particularly that it is a noisy use and light pollution is generated from its activities. In addition, a previous planning application on an adjacent site has recently been refused on the ground of the impact on a proposed residential development. It is considered that this proposal present a different relationship that the application which was refused in that it is physically separated from the business by Hazelbottom Road (the refused scheme was not). This provides approximately 22 metres between the activities of the development. This is considered to be an adequate separation distance together with acoustically insulating the premises through an acoustic insulation scheme which has been recommended by Environmental Health and will be secured by a condition of the planning approval.

With regards to the proposed access to the business premises, it is noted that this lies opposite two proposed driveways. It is not considered that this will give rise to any unacceptable impacts or conflicts in this regard given the low number of driveways proposed. No objection has been raised by Highway Services in this regard.

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 brick wall below. 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 1810mm where they project from the driveway and are between each separate pair of semis. All driveways will have driveway gates in the interest of security.

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. Pre-application advice has been sought in respect of this matter and amendments sought during the course of the application as a result of comments received during the consultation process.

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:

Drawings

P4674-01_1302 and P4674-01_1200 Rev F stamped as received by the City Council, as Local Planning Authority, on the 3 November 2017

P4674-01_1301 stamped as received by the City Council, as Local Planning Authority, on the 2 August 2017

Supporting information

Transport statement, Ecology report, drainage assessment, Crime Impact Statement, Design and Access statement stamped as received by the City Council, as Local Planning Authority, on the 2 August 2017

Waste management stamped as received by the City Council, as Local Planning Authority, on the 17 August 2017

Phase 1 Geotechnical report stamped as received by the City Council, as Local Planning Authority, on the 23 August 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 report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before 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.

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 EN18 of the 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 planting) 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 scheme shall be implemented in accordance with the submitted waste management strategy submitted 17 August 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.

7) 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.

8) The boundary treatment should be erected in accordance with the details indicated on drawing P4674-01_1200 Rev F stamped as received by the City Council, as Local Planning Authority, on 3 November 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.

9) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 2 August 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.

10) (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).

11) 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:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- 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.

12) 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.

13) 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.

14) 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:

- Cross overs for the creation of driveways;
- Creation of car parking space to Cottesmore Drive;
- Repositioning of speed cushions along Chataway Road;
- Removal of pedestrian guardrail and 'school keep clear markings' on Chataway Road and Hazelbottom Road

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.

15) 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.

16) 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.

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

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

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

Reason - In the interests of residential amenity pursuant to policy DM1 and SP1 of the Manchester Core Strategy (2012).

19) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from the surrounding area shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason - To secure a reduction in noise from the surrounding area in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

20) Prior to the commencement of the development, details of the works and method statement for works in proximity to trees T8, T9 and T10 as outlined in the tree survey and constraints report prepared by Amenity Tree Care stamped as received by the City Council, as Local Planning Authority, on the 2 August 2017. The approved method shall then be implemented for the duration of the works.

Reason – In the interest of protecting the trees which are located off the site pursuant to policies SP1, EN9 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).

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: 117159/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)
MCC Flood Risk Management
Strategic Development Team
North Neighbourhood Team
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Greater Manchester Ecology Unit

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

Representations were received from the following third parties:

8 Bilton Walk, Crumpsall, Manchester, M8 5yb
29 Chataway Road, Manchester, M8 5UU
69, hazelbottom road, crumpsall, M8 0gq

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification
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