

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
118156/FO/2017	14th Dec 2017	12th Apr 2018	Chorlton Park Ward

**Proposal** Erection of five pairs of semi-detached, three -storey dwellinghouses and a terrace of three x three-storey dwellinghouses (13 houses in total) with associated parking, landscaping and boundary treatment

**Location** Land To The Rear Of Nos 48-68 Darley Avenue, Manchester, M21 7GG

**Applicant** Bradley Edge LLP / Gersau Ltd, C/o Agent,

**Agent** Kath Ludlam, Ludlam Associates, The Bank, 99 Palatine Road, M20 3JQ,

### Description

This application relates to a broadly rectangular site of 0.295 hectares located at the rear of the Christie Fields office park. The site is currently used as a park and ride car park for staff at 'The Christie' hospital nearby, the permission for which expires in April 2019, and is accessed from Christie Way a short, un-adopted, cul de sac from Derwent Avenue which serves the office park. There are rise and fall barriers across the Christie way to prevent unauthorised access, although it appears to be raised throughout the day.



The site is adjoined to the south and west by the rear gardens of modern three storey residential properties on Darley Avenue and Derwent Avenue. The rear boundaries to these properties being 2metre high close boarded fences. To the north of the site is a large car park serving a three storey office building within class B1 with access from Christie Way. Across Christie Way to the north east of the site is a more modern two storey office building, to the east of the site is a small car parking area to a nursery that fronts Princess Road.

Permission is sought to erect a residential development comprising 13 three storey houses. The properties would be in a contemporary style informed by the new housing that backs onto the site. The pallet of materials would comprise brick, render and timber cladding and a tile roof. Nine of the properties would be provided with integral garages. The accommodation in these properties would comprise on the ground floor in addition to the garage an open plan living area and a wc. The first floor would contain a lounge, a bedroom and a bathroom and the second floor three bedrooms and a bathroom. The remaining four properties would have on the ground floor a lounge/kitchen/diner and a wc, on the first floor a second small lounge, a study, a bedroom and a bathroom. On the second floor would be three bedrooms one with an en-suite.

The properties would comprise five pairs of semi detached properties and one short terrace of three. The site would be accessed from Christie Way with the road splitting within the site to form a 'U' shape. One pair of dwellings would be located between the arms of the 'U' backing on to the properties on Darley Avenue. Three pair of semi detached properties, six dwellings, would be orientated east/west parallel to the western boundary of the site backing onto the rear gardens of dwellings on Derwent Avenue. The remaining pair of semi's and the short terrace would be orientated west/east parallel to the eastern boundary of the site backing onto the nursery car park. The gables of two of the properties would face the office park and these have been modified to incorporate windows to provide surveillance and to create a more interesting facade.

In addition to the integral garage nine of the properties would have a single parking space on the drive in front of the garage. Of the four remaining three properties would have two, in curtilage parking spaces and one a single space. All the properties would be provided with front and rear gardens, the front gardens ranging between 5 and 6 metres long and the rear gardens 8 and 12 metres long. One of the properties adjacent to the northern boundary would have a 22metre long front garden to avoid an area of incidental open space. All the properties would have a designated space in the rear garden for refuse and cycle storage.

In terms of intervisibility distances there would be 38 metres between the front faces of the properties and 13 metres between the front face and a gable wall. Between the rear elevation of the proposed dwellings and the existing rear elevations of the properties on Derwent Avenue the minimum distance would be 23 metres and the minimum distance between the rear elevation of the proposed dwellings facing Darley Avenue would be 21 metres and 18 metres where the properties on Darley Avenue face a gable.

The development would provide 1.8 metre wide footpaths, whilst the carriageway would be 4.5 metres wide. At the back of footpath would be a low box hedge. Along the northern and eastern boundaries of the site a 2 metre high brick wall would be provided, however, the entrance to the development would not be gated.

## Consultations

### Ward Members

Councillor Dave Rawson has written in on behalf of the three Chorlton Park Councillors supporting the comments of local residents. In particular they are concerned about the likely increases in traffic. Whilst the site is used as a car park its use is spread throughout the day spreading its impact. As residents of the development are likely to leave at similar times the impact will therefore be greater. They are also concerned about on street parking in the area and in particular along Derwent Avenue and suggest that yellow lines should be introduced on the east side of the road.

### Local Residents /Businesses

Six letters, one on behalf of 8 households, have been received objecting to the proposed development and one letter that neither objects nor supports the proposal. The comments received are summarised below.

- Congestion caused by the office park is already a problem in the area and the proposed development will make matters worse.
- The car park should be kept as such and made available for use by the offices.
- Concern is expressed that any trees planted will overshadow the existing gardens.
- There should be a construction management plan for the development to protect the amenity of residents.
- Concern is expressed that existing homes will be vulnerable to crime during the construction phase.
- There is no affordable housing in the scheme.
- The development will result in a loss of privacy for existing residents.
- The use of the site for housing is not compatible with the office park use.
- The proposed dwellings are too close.
- There is insufficient green space in the development.
- There is no proposal to replace the existing rear fences to the properties on Darley Avenue and Derwent Avenue.
- There are no details of lighting.
- Gardens need protection against being paved over.
- There are no details of drainage.
- Some of the properties will have their views spoilt by three storey blank gables.
- There will be overshadowing and a loss of daylight to the existing properties.

In addition objections have been received from the owners of the land across which the access road runs and the owner/occupier of the Renaissance Court development. Their comments are summarised below:-

- They were not directly notified of the proposed development. The site notice only gave 21 days to comment and this was over Christmas which they find unacceptable.
- Christie Way is not adopted and there is no agreement in place to use it so they do not see how the development can go ahead.
- Christie Way leads into an office park with entrance barriers that are lowered outside office hours for security reasons. The gates are part of an agreement with the office occupiers and it is wrong to suggest that the barriers could be opened in the evening and at weekends.
- As a car park for the hospital it was just about acceptable but 24 hours access would not be.
- They own and occupy the adjacent Renaissance Court development which creates employment for over 200 people.
- They have concerns regarding parking, traffic generation and highway safety. Despite the planning permission for parking granted in 2007 not being specifically linked to the business park, by virtue of the fact that access to it is through the business park and that adjacent residential properties already have suitable parking provision off road confirms that this site is currently essential and intrinsically linked to the successful operation of the business park. In granting planning permission for this scheme it will result in the loss of 103 parking spaces which will directly create parking and unsustainable traffic generation in adjoining residential streets causing real concerns for highway safety. On this basis the development does not contribute to sustainable development.

#### Greater Manchester Police Design for Security

The development needs to meet the requirements of Secured By Design.

#### Highways

In respect of the proposed development have made the following comments.

- The number of vehicle movements will be lower than for the existing use.
- The levels of parking are acceptable.
- The development should provide pedestrian routes.
- The cycle parking provision is acceptable.
- The City Council does not support shared surfaces.
- The waste arrangements are acceptable.
- Visibility splays should be preserved.

#### Strategic Area and Citywide Support

No objection in principle subject to the following:-

- A condition requiring the insulation of the properties against noise from Christie Way and Princess Road
- The refuse storage scheme is acceptable and a condition should be attached requiring the scheme is implemented.
- A condition requiring the submission of an air quality impact assessment.
- The submitted contamination report is inadequate and therefore a contaminated land condition is required.

## Flood Risk Management

Object to the proposal due to the lack of a drainage strategy.

## Policy

### **Core Strategy**

The relevant Core Strategy policies are SP1, DM1, H1, H6 and H8.

Policy SP1 sets down the key spatial principles which will guide the strategic development of Manchester to 2027 and is relevant to the application as this site is a development opportunity in this area. Outside the City Centre and the airport the focus will be on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.

The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.

The Core Development Principles require development in all parts of the City to 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 is relevant to this application as it seeks to protect the amenity of an area from the adverse impact of development. The policy states that all development should have regard to the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.

Policy H1 is relevant in that it sets down the Council's objectives in supplying new housing. Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year.

Outside the Inner Areas the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works.

Proposals for new residential 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, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Showpeople;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- Contribute to the design principles of Manchester's Local Development Framework, 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 ; and the need for appropriate levels of sound insulation.
- Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- Prioritise sites which are in close proximity to centres or high frequency public transport routes.

- Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations).
- Be designed to give privacy to both its residents and neighbours.

Policy H6 is relevant as it addresses housing developments in the south of the City. The policy says that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy H8 relates to affordable housing provision in Manchester and has been raised by an objector. Policy H8 relates to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. As the proposals does not meet these size or number criteria this policy is not relevant to the consideration of the current application.

### **Guide to Development in Manchester**

This Supplementary Planning Document sets down the design considerations in determining applications for new developments. The Guide requires new developments to achieve a high standard of design that is informed by and respects the character of an area.

The Guide states the Council wishes to encourage 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 urban form which blends in with, and links to, adjacent areas. Increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However density levels must be informed by the character of an area and the specific circumstances of a proposal.

The Guide also says that properties should front streets and where practical parking should be behind the building line.

### **Green and Blue Infrastructure Strategy**

The Strategy encourages developers to increase or improve the quality of green infrastructure as apart of development.

### **National Planning Policy Framework**

National guidance can be found in the National Planning Policy Framework (NPPF). The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraphs 11, 12, 13 and 14 of the NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan. Paragraph 12 provides: “Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.”

The impact of the proposed development in respect of the above policies is addressed in the following sections.

## **Issues**

### Principle

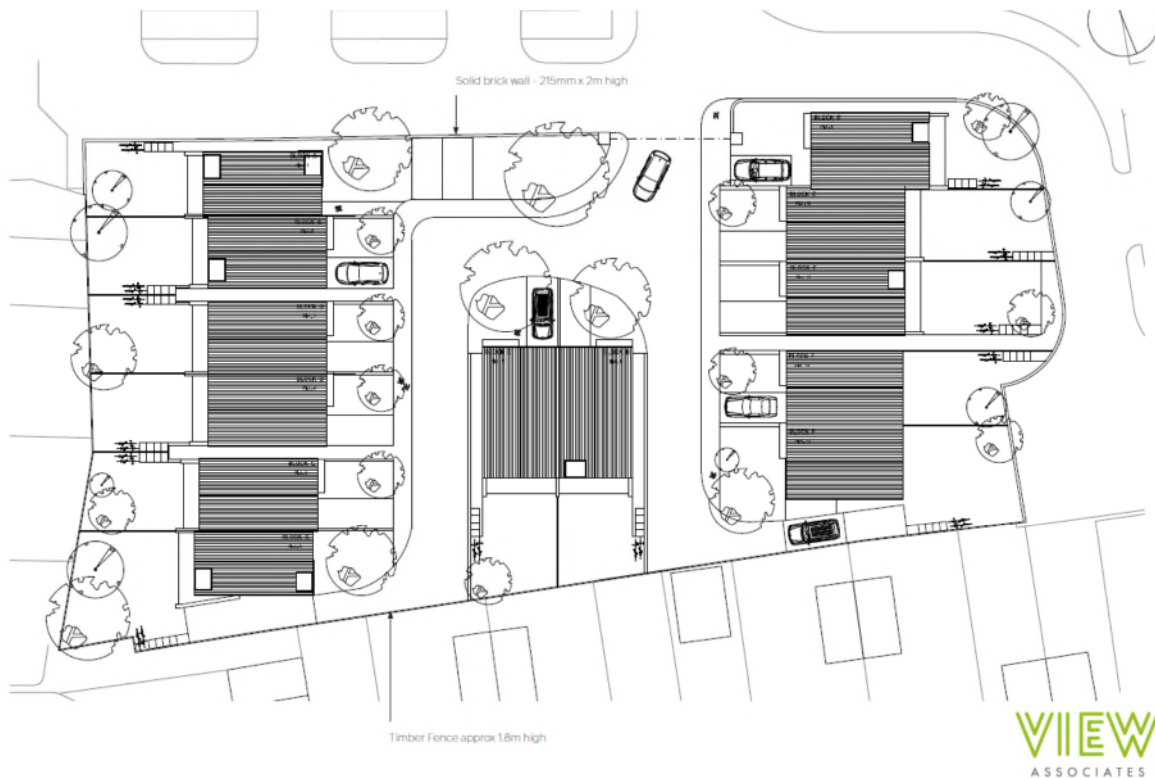
This is a windfall site in that it originally formed part of the Christie Fields site which was allocated for business development in the Unitary Development Plan, policy CB4. As the development was largely complete at the time the Core Strategy was adopted the policy was not saved and the site is now unallocated. Further, other land that was originally part of the allocation fronting Darley Avenue and Derwent Avenue has been developed with housing, reference 071249/FO/2004/S2 approved in March 2004.

Whilst the site is accessed through an office park it also abuts existing residential accommodation and consequently it is considered that in principle the site could be developed for either business use, in which respect it has not attracted any interest, or residential. As the office park comprises in the main B1 use which the Use Classes Order describe as being appropriate in a residential area it is considered that the principle of developing the site for residential purposes is acceptable.

Core Strategy policies H1 and H6 identify the south of the City as requiring more family housing. The proposed development would meet this objective.

### Site Layout





This is a difficult site to development due to its shape, relationship to adjacent properties and the location of the access. The proposed layout achieves nationally accepted distances between properties both within and adjacent to the site. The road has been amended to incorporate a footpath and there are adequately sized gardens to the front and rear. On balance it is considered that the proposed layout makes best use of this site.

### Scale and Massing

The office park contains building predominantly three and two storeys high whilst the new residential development on Derwent Avenue and Darley Avenue are three storey. It is therefore considered that the scale and massing of the proposed buildings at three storeys is comparable with surrounding developments.

### Design

The development adopts a pallet of materials that is not uncommon in the area. In terms of the elevations these are inspired by the new housing adjoining the site on Darley Avenue and Derwent Avenue, adhering to the distinctive gables and vertical proportions of these properties whilst not being a copy.

The two properties with gables facing the office park have been designed to hold the corner and in doing so provide natural surveillance of the access to the site. The properties without the integral garages also provide ground level surveillance and active ground floors within the development.



Overall the design of the dwellings is considered to be acceptable.

#### Disabled Access

All of the properties have ground floor living spaces including wc's. Also the vertical arrangement of the rooms is such and there is sufficient space should it be needed to install a platform lift within the property.

On balance it is considered that the property could be made accessible.

#### Parking

The proposed development exceeds the Council's current requirement of one space per dwelling for all but one of the properties which only has a single space and therefore the proposed development is considered to be acceptable in terms of the amount of parking proposed.

The use of integral garages for nine of the properties means that they have a parking space in front of the building line which is not ideal in terms of visual amenity and character, but an inevitable consequence of this arrangement. Of the four other properties two have parking at the side and two have parking in front of the building line, although in one instance this is in the exceptionally large front garden which minimises its impact. In order to protect the character of the estate it is proposed to add a condition which removes the permitted formation of a hard standing at the front of the property.

Sufficient off road car parking is proposed to serve the site, it is considered that a development of this density is not likely to have an adverse impact on nearby residential roads due to on street car parking.

#### Access

The site makes use of an existing access along Christie Way. This is a cul de sac from Derwent Avenue and serves all the properties on the office park. The road is closed by a barrier outside office hours and the owners of the site have expressed concern about the implications for security as future residents would need 24 hour seven days a week access. In response the applicant states that they have a right of access along the road. This is a legal matter between the two parties involved and it does not affect the Councils ability to grant planning permission.

In terms of accessing residential accommodation through a commercial area this is not in itself considered to be a reason for refusing planning permission as it is a not uncommon occurrence. There are no other opportunities available to access the site.

On balance the proposed access is considered acceptable in planning terms.

#### Pedestrians

The scheme has been modified to incorporate a 1.8 metre footpath within the development. As this is not a thoroughfare and will only be used by the residents of the development and their visitors this is considered to be acceptable.

#### Cycle Parking

Each of the dwellings is provided with two cycle parking spaces in the rear garden. This is considered to be acceptable.

#### 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. The proposed development will replace an existing car park with a residential development that will result in a reduction in the number of vehicle movements on the site. Therefore 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. It should be noted that other uses of the site could potentially have a greater impact on air quality than the proposed residential development.

#### Drainage

The Flood Risk Management Team have requested a drainage strategy, this has been relayed to the applicant who has commissioned the production of a strategy. An appropriate condition is proposed.

## Residential Amenity

The relationship of the proposed development to the existing properties is one found throughout the City namely back gardens adjoining back gardens. In this respect it is not considered that the proposed development will impact on the amenity of the adjoining residents in terms of the day to day comings and goings and general activity of the future residents.

Concern has been expressed that some existing properties will be left with a view of a three storey gable. The properties that are affected would be approximately 18 metres from the gable which is in excess of the nationally accepted standard, 9 metres, for such a relationship, further in planning there is no right to a view. In light of the distance involved it is not considered that the impact would be significant. There is a similar relationship within the development where the front elevations of some of the properties are approximately 13 metres from the gable wall, again given the distance this relationship is considered acceptable and future purchasers will be buying into a known situation.

The proposed dwellings are located to the north of the existing houses on Darley Avenue, consequently there will be no direct overshadowing of these properties. The properties on Derwent Avenue are to the west of the proposed dwellings and therefore there will be some potential for overshadowing however, it is considered that at 23 metres between the faces of the building it is unlikely that any overshadowing would be significant even in winter when the sun is lower. Further, any impact would be restricted to the morning.

In terms of privacy the nationally accepted distance between habitable rooms is 21 metres. The minimum distance achieved by the proposed development is 21 metres between the properties in the centre of the development and the existing houses on Darley Avenue. The distance between the houses on Derwent Avenue and the proposed development is 23 metres. On balance it is considered that there would be no significant privacy issues with the proposed development.

The proposed residential development achieves a density of approximately 42 dwellings per hectare which is considered appropriate to this location. Should an alternative proposal be brought forward it could potentially particularly if commercial involve the more intensive use of the site which would have a greater impact on the amenity of residents.

On balance it is considered that the proposed development will not have a significant impact on residential amenity.

## Boundary Treatment

In order to form a barrier between the existing commercial uses and the proposed development it is proposed to erect a 2 metre high boundary wall, the detailed design of which is subject to a condition. The wall is to provide privacy for the development from the business park and it is not intended to create a self contained or gated development.

Within the site the front gardens will be separated from the circulation area by a low box hedge, the details of which need to be refined. No details have been provided for the boundary treatments to the rear gardens, the details of which will be picked up by condition.

The principle of the perimeter wall and the box hedges is considered acceptable in making this an attractive place to live.

#### Refuse

The proposed development makes provision for an appropriate number of refuse and recycling bins in the rear garden of each property. These arrangements for the storage of refuse are considered to be acceptable and an appropriate condition is proposed.

#### Green Infrastructure

The site is currently edged in poor quality landscaping including some large bushes and a tree adjoins but is outside the site that is generally not maintained. The proposed development will introduce new areas of soft landscaping in the form of private gardens, to the immediate area and this is considered to accord with the Councils Green and Blue Strategy. A condition is proposed requiring the approval of the detailed landscaping of the site, together with one that removed the permitted formation of a hard standing at the front of a property as long as it has a porous surface or is provided with a soak away.

On balance it is considered that the development will make a positive contribution to the green environment.

#### Garages

The garages are an integral part of the parking provision for the proposed development. However the conversion of garages into additional living space is a quick and easy method of enlarging the amount of living space. Normally such works are permitted development and it is therefore considered prudent to attach a condition which removes this permitted change.

The use of garages for businesses can also impact on the amenity of adjoining residents and therefore a condition is proposed that prohibits their use for business purposes.

#### Construction Management Plan

Residents have expressed concern about disturbance during the construction phase and a condition requiring the approval of a Construction Management Plan should address this issue.

#### Houses in Multiple Occupation

Committee will be aware that as a result of the Article 4 Direction in place across the City, a change use from a dwelling house Class C3 to a small house in multiple occupation Class C4, would require planning permission. However, it is proposed to attach an appropriately worded condition for the avoidance of doubt.

### Affordable Housing

The threshold for there to be an affordable housing element in a development is 15 units or 0.3 hectares. In this case the development falls below both these levels and consequently there is no need for any affordable units.

### Other Issues

The Christie was recently granted planning permission for the erection of a new multi storey car park and consequently no longer needs the park and ride that they operate from the application site. Residents have requested that the site remain in use as a car park for the office park, however, there is no proposal on the table to be considered and it is not within the power of the Council to require the land is used as a car park. This application for a residential development on the site must be considered on its own merits and permission cannot be refused solely because there is a preferred alternative use.

Residents have expressed concern that the site will be vulnerable to crime during the construction phase. The site is currently available for use between 6.00am and 10.00pm and therefore the properties would be vulnerable at night at present. It is envisaged that the developer would need to ensure that the site is secure during the construction phase and this should benefit existing residents. Clearly once the development is complete security should be improved.

### Conclusion

On balance it is considered that the proposed development has been designed in such a way as to minimise the impact on the surrounding properties whilst bringing forward a residential development that will enhance the residential offer in the area. The proposals have been designed to reflect the character of the area and it is considered that the development would not give rise to unacceptable impacts to warrant refusal of the application.

**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 issues arising from the consideration of this application, in particular the treatment of the public areas and natural surveillance within the proposed development.

**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:

PL0030 rev A, PL001 rev B, PL002+PL003 rev A, PL003, PL004 rev B, PL005 rev A, PL006 rev B, PL007, PL008 rev B, PL009 rev A, PL010 rev A, PI011, PL012 rev A, PI013 revA, PL014, PL015, PL016 rev A, PL017 rev A, PL018 rev A, PL019, PL020 rev B, PL021 rev A, PL021 rev A, PL022 rev A, PI023 rev B, PL024, PL025, PL026, PL027 and PL028.

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) The development hereby approved shall not progress above damp proof course level unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

4) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the

City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

5) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from Christie Way and Princess Road; 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 Christie Way and Princess Road in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

6) The refuse storage arrangements shown on the approved drawings shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure that there are satisfactory arrangements for the storage of refuse pursuant to Core Strategy policy DM1

7) Before the development commences an air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution pursuant to Core Strategy Policy EN16

8) 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.

9) The car parking shown on the approved drawings shall be surfaced and available for use before the dwellings hereby approved are first occupied.

Reason To ensure that there is adequate parking available for the occupiers of the development pursuant to Core Strategy policy DM1

10) Before the development hereby approved commences a drainage strategy shall be submitted to and approved in writing by the City Council. The approved scheme shall be implement in full as part of the development.

Reason To ensure that the development is drained in a satisfactory manner pursuant to Core Strategy policy EN08, EN14 and EN17 and the NPPF Planning Practice Guidance for Flood Risk and Coastal Change.

11) 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 or dormers shall be erected other than those expressly authorised by this permission.

Reason - To protect the amenity of the occupiers of adjoining properties from the adverse impact of extensions pursuant to Core Strategy policy DM1

12) 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 shall be converted to additional living accommodation.

Reason - To ensure that there is adequate parking for the proposed development pursuant to Core Strategy policy DM1

13) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the soft landscaping at the front of the property shall not be converted into additional hard standing for the parking of cars.

Reason - To protect the character and amenity of the area from excessive amounts of hard surfacing pursuant to Core Strategy policy DM1.

14) No trade or business shall be carried on in the garages hereby approved

Reason to protect the amenity of residents pursuant to Core Strategy policy DM1

15) Prior to the commencement of the development a detailed 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;

- Hours of working;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- Hours of working;
- Noise and Vibration assessment based upon British Standard 5228;
- Community Consultation strategy;

Development shall be carried out in accordance with the approved construction management plan.

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

16) Notwithstanding the submitted details no development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development is first occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

17) 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.

18) No development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

### **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: 118156/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:**

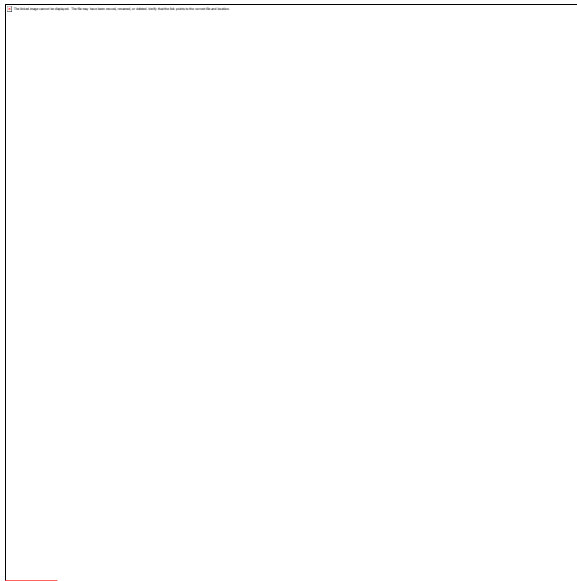
Highway Services  
Environmental Health  
MCC Flood Risk Management  
Greater Manchester Police  
Policy, Partnership & Research

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:**

36, 46, 50 63 66 Darley Avenue,  
7, 12, 15 Derwent Avenue,  
Onward Homes, 12 Hanover Street,, Liverpool,  
2 Curzon Avenue,  
BHNW (Christie Fields) Ltd  
21 Macefin Avenue

**Relevant Contact Officer :** Dave Morris  
**Telephone number :** 0161 600 7924  
**Email :** d.morris@manchester.gov.uk



 Application site boundary  Neighbour notification  
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