

Application Number	Date of Appln	Committee Date	Ward
122797/FO/2019	27th Feb 2019	30th May 2019	Gorton & Abbey Hey Ward

Proposal Erection of 45no. dwellings with associated landscaping and engineering with access from Leach Street

Location Land At Leach Street And Crossley Street, Manchester, M18 8BA

Applicant Mrs Judy Noah , Eastlands Homes Partnership Limited & Manchester Property Lt, Lovell House , Archway 6, Hulme, Manchester, M15 5RN,

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Description

This application seeks approval for the erection of 45 dwelling houses on a vacant brown field site at the junction of Leach Street and Crossley Street. The area surrounding the application site is predominantly residential in character, with some areas of commercial, and industrial uses in the vicinity.

The application site is surrounded by existing residential properties on Leach Street to the south , and Crossley Street to the west , a railway cutting to the east with a large nursing and residential care home facility further east beyond the rail line , and BT communications depot to the north. For the most part the houses in the vicinity are two storey terraced or semi detached brick properties with tiles roofs.

The proposed houses are either two storey semi-detached or two storey terraces of three properties. More specifically, the development includes the provision of 45 houses comprising 10, two bedroomed , 14, three bedroomed and 21 ,four bedroomed houses . All the proposed dwellings have an incurtilage parking space , with 21 properties having 200% provision due in part to the number of semi detached units proposed. A total Of 66 space are proposed overall.

All properties have garden areas (small gardens to the frontage and large gardens to the rear) , with bin storage to the rear. Boundary treatment to the street frontages with Crossley Street and Leach Street would comprise low brick walls, with 1.8m high close boarded fencing to the rear garden boundaries,and1.8m close boarded fencing with a 300mm trellis where short sections of rear garden boundaries would adjoin the new road

The proposed houses are traditional in design comprising brick work with a feature design in stack bonded brickwork to the front elevation at first floor level making reference to the Crossley Motor Company who were based on this site.



The City Council has an interest in part of this site as a land owner.



Consultations

The proposal, by virtue of the number of residential units, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) on 12th March 2019. Site notices were displayed at various locations around the application site on 15th March 2019.

Local residents/local businesses - 5 objections have been received from Leach Street residents on the grounds of :-

- In increased amount of traffic coming through Leach street which is a quiet cul de sac, which already has one close (Bealey Close), whose residents have to drive through Leach street to gain access.
- Leach Street is already a very narrow width road, and 5 houses do not have driveways, so vehicles associated with those properties have to park on the roadside which takes up half of the road. Therefore, the addition of the proposed houses will cause problems with vehicles having to swing in and out to get into the new close.
- Residents query why access cannot be made from Crossley Street for such a large amount of properties. The proposed development will cause disruption and too many vehicles coming in and out of a very narrow road with children who play on the street and many houses on Leach Street and Bealey close who already have vehicles.
- Due to the lack of off street parking for the existing properties on Leach Street, residents have to park on street, having a 't' junction opposite where residents park would be dangerous to road users going into and out of the development, and has the potential to lead to accidents involving parked cars.
- The scheme would diminish the standard of living due to the increased numbers of residents, and associated increase in the number of vehicles, deliveries and construction process disturbing the peace.
- The additional traffic will also cause harmful air pollution through dust and emissions which would no longer be absorbed by the existing trees on Leach Street.
- Historically there were two access points to the site both from Crossley Street.
- The creation of the access point on Leach Street will lead to the loss of trees.
- Object to the loss of trees on the site, as they are vital to keeping down noise and pollution, and are a natural habitat for birds. The number of replacement trees is not enough to replace those being lost

Environmental Health - recommend that conditions relating to contaminated land, and air quality mitigation measures and the submission of a construction management plan are attached to any approval. Furthermore, that the development is implemented in accordance with the submitted noise mitigation advice given in section 7.0 of the Noise Impact Assessment, and the submitted waste management strategy.

Highways Services Have advised that given the size of the proposed development 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.

They consider it necessary for double yellow line parking restrictions to be provided at the new estate access with Leach Street and a Traffic Regulation Order is therefore required. Give way markings should also be provided at this junction.

The level of parking provision located within the site's curtilage, is acceptable from a highway perspective.

The proposed boundary treatments provide sufficient inter-visibility and are therefore acceptable to Highways.

Designated refuse storage has been accommodated for each individual dwelling with bins being presented for kerbside collection by individual householders which is acceptable.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

There are no objections from a highway perspective.

Greater Manchester Ecology Unit - recommend conditions to ensure that all tree works and scrub clearance are not be undertaken in the main bird breeding season (March-July inclusive), and biodiversity enhancement . They also note a fox hole has been identified on the site, and that a condition be attached to any approval to establish if the fox hole is occupied. If the fox hole is found to be occupied the mound should not be removed whilst the young are still dependant on their mother.

Arboricultural Officers - Any significant comments will be reported to committee.

Design for Security - recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved.

Greater Manchester Archaeological Advisory Service - Advise that they are satisfied that the proposed development does not threaten the known or suspected archaeological heritage. GMAAS advise that part of the site belonged to the former Crossley Engineering Works – an enterprise of considerable historic significance. However, the works building (recently demolished) that stood here was constructed in the mid-twentieth century. GMAAS feels little would be learned from trying to investigate what remains.

On this basis GMAAS are of the view there is no reason to seek to impose any archaeological requirements upon the applicant.

Network Rail – Has no objection in principle to the proposal, but outlined requirements which must be met to ensure that the works on site, and as a permanent arrangement, do not impact upon the safe operation and integrity of the existing operational railway.

Updated comments have been received advising that the amended plans the set back of 0.5m from the existing operational railway boundary , and this is acceptable.

Environment Agency -have no objection in principle to the proposed development. They advise that they have reviewed the Due Diligence Intrusive Site Investigation for Crossley Street, and advise that the previous use of the proposed development presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters.

Controlled waters are particularly sensitive in this location because the proposed development site is located upon a Principal aquifer.

The application's Intrusive Site Investigation demonstrates that it will be possible to manage the risk posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. The Agency believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission. They recommend that any approval is subject to a planning condition to require the submission of a remediation strategy.

Without this condition they would object to the proposal because it could not be guaranteed that the development would not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Flood Risk Management Unit – recommend that conditions relating to surface water drainage and details of the implementation, maintenance and management of the approved scheme.

United Utilities – Have confirmed the proposals are acceptable in principle and request the a drainage condition relating to the implementation of measures in the Flood Risk Assessment; that surface water may drain to the nearby surface water sewers at a maximum pass-forward flow rate of 5 l/s and that any variation to the discharge of foul shall be agreed in writing by the Local Planning Authority is attached to any subsequent approval.

Issues

National Planning Policy Framework (February 2019)

The revised NPPF was adopted in February 2019. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives - economic, social and environmental (paragraph 8).

Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed

and that land with permission is developed without unnecessary delay' (paragraph 59).

With regards to affordable housing, paragraph 64 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 91).

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 117).

Decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places. (paragraph 122).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 124).

Planning decisions should ensure that developments:

a) 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;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 130).

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

Paragraphs 10, 11, and 12, 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 Practice Guidance (NPPG)

The relevant sections of the NPPG are as follows:

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:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- 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;
- 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;
- 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 well being 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 promotes access to healthier food, 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.

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and

- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposal would contribute towards meeting housing growth in the City. Consideration has been given to minimising the impact on local residents along with promoting a high quality design.

Policy T2 'Accessible areas of opportunity and needs'. It is considered that the proposed development is in a sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network and encourage the use of other forms of transport.

Policy EC2 'Existing Employment Space'. It is considered that on balance the proposal is able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use, by the provision of affordable housing.

Policy EN1 'Design principles and strategic character areas'. The proposed development is considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of this area of the City.

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. Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. The redevelopment of this brownfield site would accord with policy H1.

The development will form a medium density residential scheme within an area of East Manchester that is expected to accommodate housing growth. Consideration has been given to the design, siting and scale of the proposed dwellinghouses on the road frontages, along with prioritising the re-use of these previously developed sites.

In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The accommodation comprises 2, 3 and 4 bedroom accommodation.

Policy H2 'Strategic Housing Location' states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre, identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. Developers should take advantage of these opportunities by:- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too. This site is a strategic housing location and the delivery of development will help the delivery of the adopted core strategy.

Policy H4 'East Manchester' states that East Manchester, over the lifetime of the Core Strategy will accommodate around 30% 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 would be permitted within or adjacent to the Regional Centre, which are adjacent to the City Centre. The proposed development would accord with policy H4 by facilitating the delivery of a range of 2, 3 and 4 bedrooomed accommodation consisting of good quality family houses as part of a wider regeneration of the Gorton area.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The proposed development falls within the criteria for requiring affordable houses, in that the site is 1Ha and involves the erection of 45 houses. In this instance the proposed dwellings would be shared ownership properties .

The proposed shared ownership product allows the purchaser to buy an equity share in the property with a portion of rent at 2.75% of unsold equity with an option to staircase in future years. It is proposed that these properties will be purchased for an initial equity share and One Manchester will continue managing the property under a shared ownership lease which will ensure that these properties are not sublet.

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' states the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies.

Consideration has been given to how the buildings functions would reduce overall energy demands and the building fabric is considered to be high quality and would allow energy costs to remain low.

Policy EN8 'Adaptation to Climate Change' advises that 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. This can be achieved through:

- 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

The proposals include for drainage siting, and treatment of surface areas to ensure rain water permeability, with the potential installation of geo-cellular storage tanks. Furthermore the proposed layout has substantial grassed areas to enhance the Green Infrastructure in the area.

Policy EN14 'Flood Risk' development should minimise surface water runoff, and a Flood Risk Assessment (FRA) is required for proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water runoff and a scheme will be agreed which minimises the impact from surface water runoff. It is proposed that this aspect of the scheme is conditioned.

Policy EN15 'Biodiversity and Geological Conservation' The Council seeks to maintain or enhance sites of biodiversity. This is a former industrial site with limited ecological value. This matter is examined in more detail elsewhere in this report.

Policy EN16 'Air Quality' The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process, and car usage during the operational phases. The scheme also includes storage provision for a cycle in the rear garden areas, and 10% of the proposed properties would have electric vehicle charging point. It is considered that the proposed development would accord with the aspirations of policy EN16.

Policy EN18, 'Contaminated Land', The applicant has provided a Due Diligence Intrusive Site Investigation relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine the nature of any mitigation if it is required.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The scheme is accompanied by a waste management strategy and plans which show the provision of refuse storage in rear gardens primarily, with a bin store in the front garden for the central property within the terraces of three houses. Compliance with this strategy will form part of the conditions of the planning approval.

Policy DM1 'Development Management' 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.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to refuse storage and car parking. The proposal also meets the City Council's space standards.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved 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 areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The proposal meets City Council spaces standards and will be accessible for all residents.

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 proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

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.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

Make it Manchester;
Make it bring people together;
Make it animate street and spaces;
Make it easy to get around;
Make it work with the landscape;
Make it practical;
Make it future proof;
Make it a home; and
Make it happen.

Manchester's Great Outdoors - a Green and Blue Infrastructure Strategy for Manchester (2015)

Adopted in 2015, the vision for the strategy is that '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'

There are four objectives in order to achieve this vision:

1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth

3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

This site is not located near to Manchester's canal and river network, however green Infrastructure would be enhanced via the development of large private gardens with a variety of planting and trees to the street frontages, and rear gardens.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. The proposed development is not of a type listed in Schedule 1. The EIA Regulations state that the proposed development may be considered to be Schedule 2 development under Category 10, 'Infrastructure Projects', of the EIA Regulations. Sub-section (b) relates to 'Urban development projects', where the area of development exceeds 5 hectares. The Site is 1.0 ha and would comprise the erection of 45 dwellings. Thus the proposed development does not exceed the 5 hectare threshold or units size threshold of 150 units set out in Schedule 2 10 (b) of the EIA Regulations.

Given the nature and scale of the proposed development for residential purposes, it is considered that the proposed development and any cumulative impacts in the immediate area would not warrant the completion of a full EIA.

Principle

The application site is located within the Gorton and Abbey Hey ward of the City, and forms part of the East Manchester Regeneration area. Policy SP1 states that this area will be the focus for the provision of new residential accommodation on areas of previously developed land. Policy H1 goes on to state 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. Policy H1 also seeks to ensure good quality family housing.

As outlined earlier in the report, the site formed part of the Crossley Motors site, which was a company who built cars and buses, and which has since been cleared. The application site is classed as a brownfield site and as such, the development accords with the principles of Policies SP1 and H1.

Whilst the principle of the development is consistent with planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any undue harm will arise as a consequence of the development.

Highways issues /car parking

A Transport Statement has been prepared in support of the application. The site is in proximity to bus services on Gorton Lane, Hyde Road, and Belle Vue Railway Station, all of which are within acceptable walking distance to the site on Crossley Street. The scheme includes 200% parking provision for four bedroom properties and 100% for the two and three two bedroom properties. Overall , 66 off street parking spaces are proposed (150 % provision). The level of proposed off street parking is considered to be acceptable, and it is considered that the proposed development would not give rise to on street highways issues. Furthermore, any impacts to the road network would not be significant.

Therefore, it is considered that the proposed development reduces dependency on car use with its proximity to public transport links within the area and to the city centre. This approach is in line with the requirements of Core Strategy Policy T2 and reflects the accessible nature of the location.

Secure cycle storage is proposed within each of the rear garden areas, and 10% of the proposed houses would be provided with electric vehicle charging points.

Overall, it is considered that the development would have a minimal impact on the local highway network transport and there will be adequate car provision to serve the needs of the development.

It is acknowledged that residents have raised concerns regarding the proposed access to the site, and also with regards to on street parking on Leach Street. The introduction of housing with the associated new vehicular access from Leach Street, together with driveways onto Leach Street would bring associated increases in traffic and on street parking where there has been limited impacts over recent years. Although the concerns of residents are understood, the scheme has been fully assessed by highways officers, who have reviewed the submitted layout and swept paths and have not raised any concerns to the proposed access to the site , other than to suggest the introduction of parking restrictions at the junction of Leach Street and the new access road , and give way markings . These off site highway works would form part of a condition attached to any planning approval .Furthermore the scheme would have an overall parking provision of 150% off street parking with each dwellinghouse having a minimum of one off street parking space within the curtilage of the property. This would reduce the potential for any on street parking as a direct result of this development.

The layout taking access from Leach Street has been fully explored, with earlier pre-application layouts shown as taking access from either Crossley Street or Leach Street. The submitted layout, however creates the most appropriate arrangements in terms of density, overlooking impacts and amenity space, and properties facing onto the street to create natural surveillance and improve security.

Siting/layout

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with

the street scene and other important features of sites. The proposed development is of a high quality that provides an opportunity to improve the visual quality of this site.

The site faces onto both Crossley Street and Leach Street. The proposed development responds positively to both road frontages by providing built form along the perimeter of the application site and strengthening the urban grain.

The family houses have a street frontage, with a front garden, in curtilage car parking spaces. All of the properties are semi-detached, or terraces of three dwellings, which allows for space to the side gables of dwellings for car parking on 30 plots, and access to bin storage in rear gardens for the majority of dwellings. In the terraces of three properties, a bin store has been provided in the front garden area for the centrally located property, removing the need to provide access via an alleyway. There are private gardens at the rear of each dwellinghouse.



Overall, the siting and layout of the development maximises the relationship with the surrounding road network.

Scale/massing

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. The scale of existing buildings in the immediate surroundings consists of 2 storey housing. Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the proposed family houses are two storeys in height to compliment the scale of the existing houses adjacent to them on Crossley Street, and Leach Street

The scale of the development responds appropriately to the scale of the existing developments in the area along with a high quality design that will enliven this site frontage.

Appearance/ design quality

The aim is to create a high quality development with a distinctive identity which is appropriate to its context. The palette of materials comprises red multi and red engineering brickwork , with buff artstone details, and dark grey window frames and black front doors. The design feature at first floor level on the front of the proposed dwellinghouses takes the design from the radiator detail found in the traditional vintage vehicles built at this site in the past, and incorporates stack bounded brickwork to form the vertical ridged arrangement set into an artstone cill frame.

It is considered that the appearance of the development will be a high quality and that the palette of materials would be traditional in nature, and would be sympathetic to the character of houses in the vicinity of the site and contribute to the ongoing regeneration of the area.

It is recommended that a condition of the planning approval is that the final materials are agreed with the applicant to ensure they are suitable.

Proposed Residential Accommodation

There is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF the mix of housing has been designed to take into consideration existing and future housing needs in this area of City. The proposed mix of accommodation on this site would be 10 two bedroom 3 person houses, 14, three bedroom 4 person houses, and 21 4 bedroom 5 person houses.

The residential units have been designed with consideration to the space standards outlined in the Manchester Residential Quality Guide, and meet the minimum sizes set out in the Space Standards, with the two bedroom 3 person houses having a floorplate of 70.2 m2 , the three bedroom 4 person houses having a floorplate of 88.2 m2, and the four bedroom 5 person houses having a floorplate of 100.4 m2.

The design guidance is a material consideration in the determination of planning applications and sets out the space standards required to ensure quality in residential schemes coming forward. The design guidance is intended to provide a clear indication on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. It is considered that the proposed development has been designed in accordance with the design guidance outlined within this document.

Affordable Housing

The application has been accompanied by an Affordable Housing Statement, which outlines that One Manchester's target is to develop over 1000 properties within the

next five years with the emphasis on diversifying the market by bringing a varied rental and affordable homeownership offer to Manchester neighbourhoods.

This confirms that the proposal for Crossley Street is to deliver affordable homeownership under the Homes England Shared Ownership and Affordable Homes Programme 2016-2021. This is in accordance with the City's 'Providing for Housing Choice - Planning Guidance', where the City identifies that alongside a need for good quality, private housing, for owner occupation, that, many more people now need affordable housing options due to the sharply increasing house prices.

The Shared Ownership products provide the ability to diversify the affordable homeownership offer and attract new residents into this locality.

The proposed shared ownership product allows the purchaser to buy an equity share in the property with a portion of rent at 2.75% of unsold equity with an option to staircase in future years. The applicant (One Manchester) will be promoting this product as a pathway into affordable homeownership, which is in line with the Shared Ownership and Affordable Homes Programme 2016-2021.

This is in accordance with the City's 'Providing for Housing Choice - Planning Guidance' - whereby the City identifies that alongside a need for good quality, private housing, for owner occupation, that, many more people now need affordable housing options due to the sharply increasing house prices.

It is therefore, considered that this development will contribute towards addressing the under supply of affordable housing and will support the local authority in meeting their affordable housing targets.

The applicant (One Manchester) has advised that before any applicant can be offered a property they must have their eligibility confirmed by the Homebuy Agent for the North West as required as a condition of grant by Homes England. The eligibility process is to ensure that applicants meet the criteria for shared ownership – primarily first time buyers – but including people that may have previously owned a property but can no longer afford to buy one outright such as following marital breakdown. Furthermore, the applicant has confirmed that they are happy to work with City Council housing officers and will be able to consider any applicant they wish to refer. The applicant has stated that are happy to agree a local lettings policy for shared ownership and to review sales and marketing strategies with Housing officers should this be something the Council wish to pursue.

Part of the site that are the subject of this application is currently owned by the City Council and therefore, it is not possible to secure this affordable housing provision through the usual route of a S106 agreement attached to the planning permission. However, it has been confirmed by the relevant City Council department that the delivery and future perpetuity of this affordable housing provision will be secured through the Development Agreement necessary for the sale of the land.

Noise and Vibration

The proposed residential development would re-introduce housing onto a former industrial site. It is acknowledged that there are existing residents living within neighbouring buildings which face onto the application site, and there would be an increase in the amount of development on the site compared to the existing vacant land. However, any noise generated will only be from the comings and goings from occupants, which should be limited compared to the general movement of people within this part of this neighbourhood, and should not have a significant effect on the residential amenity currently enjoyed by the surrounding occupants.

In relation to the future occupiers of this development , it is acknowledged that there is a BT Communications depot directly the north of this site set behind a high brick wall (3.8m high rising to 4.4m high) , and a railway line located in a cutting to the east.

This application is accompanied by a noise and vibration impact assessment , which identifies that noise levels at this site are dominated by road traffic noise on the surrounding road network with some noise from the adjacent railway line to the plots adjacent to the railway at the east of the site. When the Assessment was undertaken, no significant noise was observed from the adjacent BT site. It is however, noted that considerable shielding exists between the proposed development site and the adjacent commercial use due to the high masonry boundary wall. Mitigation measures to deal with noise relating to construction designs of the properties and the erection of acoustic close boarded timber boundary fencing along the boundary with the railway are proposed.

Vibration analysis has shown that measured ground-borne vibration levels are within acceptable levels.

Loss of Open Space

The site is not recorded as open space in the Open Space Audit in 2009. Furthermore, it must also be recognised that this is a previously developed site, and the public benefits of the scheme proposed are considered to outweigh the loss of the informal space. The loss of the area of informal space needs to be considered in the context of the overall proposal, that this is a brownfield site , which is being brought forward for a mix of housing which complies with policy H4 of the Core Strategy.

Loss of employment land

The site comprises land which has been vacant for a long time, and whilst the former use of the land was industrial , the site is not identified as a strategic employment location . It is considered that on balance the proposal are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use, by the provision of affordable housing.

Ecology

The site is an area of former industrial use which has been demolished, with the site left vacant and cleared but subsequently colonised by self seeded trees and wind

sown buddleia is present. The planning application has been accompanied by the findings of an ecological walk over survey. The survey indicated that the site has low ecological value, but that no non-native invasive plant species were present. The trees and scrub on the site have the potential to support nesting birds. A condition is therefore recommended to ensure that all tree works and scrub clearance should not be undertaken in the main bird breeding season (March-July inclusive), unless nesting birds have found to be absent, by a suitably qualified person.

Furthermore, the walkover survey identified a fox hole within a mound of sand on the site. Foxes have been afforded some degree of protection from cruelty under the Wildlife and Countryside Act (1981) and the Wild Mammals (Protection) Act 1996. It is recommended that a condition be attached to any approval to require measures are put in place to establish if the fox hole is occupied, and to ensure if the fox hole is occupied that no works to remove the mound are undertaken between March and July, when foxes may have young present.

In line with the requirements of the NPPF, it is also proposed that that opportunities for biodiversity enhancement be incorporated into the new development, including bat and bird boxes and native tree and shrub planting. Submitted plans indicate the incorporation of bat bricks or sparrow bricks into the rear elevations of each of the property set just below eaves level, with the specifications provided in the Design and Access Statement . Confirmation has also been received that the scheme would incorporate native planting.

Landscaping and amenity space /boundary treatment

The properties would have front and rear garden areas , which would to be grassed with some shrub planting to front gardens adjacent to the proposed new road. Tree planting is also proposed to both front and rear gardens. It is recommended that a landscaping condition be attached to any approval to allow further exploration in relation to whether it would be possible to include any street tree planting in the local area.

The dwellings would have boundary treatment to the back of pavement comprising a low wall to Crossley Street, Leach Street ,and fronting onto the new highway, with high closed boarded fencing to rear boundaries, and an acoustic fencing alongside the boundary with the railway to the east. This is considered to be an acceptable approach.

Trees

The proposed development would necessitate the removal of all the trees within the site boundary, comprising 17 individual trees and three large groups of trees. However, the majority of the trees to be removed are of low value, and include many self seeded specimens . With the exception of one Poplar tree having a B classification (tree of moderate quality with an expected life expectancy of 20 years, the reminder of the trees fall within Category C (trees of low quality with an estimated life expectancy of 10 years, or young trees with a stem diameter of less than 150mm), or Category U (includes trees of very low quality that offer little or no amenity value). It is therefore recommended that this tree loss is mitigated for by

replacement tree planting, and the incorporation of a robust soft landscaping scheme.

The applicant was asked to revisit the level of proposed tree planting within the proposed landscaping scheme, and has increased the number of trees to 30. It is, however, proposed to attach a landscaping condition which makes reference to the exploring the opportunity to provide street trees in the local area, as part of any approval.

Flood Risk/surface drainage

A Flood Risk Assessment accompanies this application. The total site area is approximately 1 hectares and following an assessment of the Environment Agency flood maps, it has been identified that the site lies within Flood Zone 1. Flood zone 1 is defined as land as having a less than 1 in 1000 annual probability of river flooding in any one year. The development is considered appropriate.

The site is not located within a Groundwater Source Protection Zone. However, the site is located within a designated Critical Drainage Area and as such in accordance with Manchester City Council Local Flood Risk Management Strategy surface water discharge rates should be reduced to a 50% reduction in brownfield runoff rates or greenfield runoff rates up to a 100 year storm event including 40% climate change allowance.

The submitted FRA indicates that due to the underlying soils it is not considered that disposal of surface water from the proposed development via infiltration is likely to be feasible.

In view of the content of the report, it is recommended that conditions are attached to any planning approval that details of surface water drainage are considered prior to the commencement of the development and that the system that is put in place is managed and maintained thereafter.

Sustainability and energy efficiency

An Energy Statement and Low or Zero Carbon (LZC) technology feasibility study has been submitted in support of this application. The statement outlines that the environmental performance of the proposed development has been reviewed against national and local policies.

Minimising the impacts of climate change is a key element of the proposed design. The proposed scheme seeks to incorporate an 'fabric first led' approach through sustainable design, construction methodology and enhanced U values. These proposals will deliver a scheme that is inherently energy efficient and cost effective during the lifetime of the homes.

There is an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. It is recommended that the energy standards form part of the conditions of the planning approval.

Designing out crime

The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety. The report indicates the redevelopment of redundant land (which has the opportunity to foster antisocial behaviour) , with the development provides greater opportunities for additional natural surveillance within and around the site.

Each property would have passive lighting to both the front and rear elevations, and high fencing to the rear garden areas. It is, recommended that a condition of the planning approval is that the Crime Impact Statement is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

In regard to ground gas, although gas monitoring has been undertaken, further monitoring is required. Furthermore, the site investigation has identified areas of contamination. As such it is recommended that a condition relating to ground conditions is attached to any approval.

Once the remediation strategy has been approved this shall be implemented and a verification report submitted on completion of the development to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

This site was hit by a bomb in WWII. As such there is the possibility of encountering UXO on site as part of the development works is Moderate, and on this basis, it is recommended that a Detailed UXO risk assessment report is obtained before any site development works are undertaken.

Waste

A residential development of this nature would generate waste which would need to be managed on a daily basis. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste. A completed waste proforma and submitted site plans provide details on refuse storage for the proposed development.

Each individual house has allowance for a hard, imperviously paved external area within the rear garden to house 1no. general waste bin , 1no. x pulvable recycling bin, 1no. mixed recycling bin and 1no. x green /food waste bin.

The submitted waste management arrangements have been assessed by Environmental Health and in relation to waste management for the residential units, the Waste Management arrangements submitted with the application are considered to be acceptable.

Air Quality

An Air Quality Assessment has been submitted in support of the planning application. The report provides a review of the existing air quality in proximity to the proposed development site and assesses the potential impact of the proposed development on local air quality. The site is not located within an Air Quality Management Area (AQMA).

The proposed development could impact on local air quality by virtue of road traffic emissions associated with the development and during the construction phase. However, given the size of the development, vehicle emissions associated with the proposed development are not likely to have a significant impact on local air quality.

It is however proposed to install an electric vehicle (EV) charging point to 10% of the proposed dwellinghouses and a cycle storage facility for each house would be located in the rear garden area, which would help to reduce impact of the development on air quality on the local area. It is, however, proposed that the number of electric vehicle charging points be explored further with the applicant and a condition is therefore proposed in this regard.

Residential amenity

It is acknowledged that there are existing residents living around the application site and there would be a significant increase in the amount of development on the site compared to the existing cleared site. The site however was previously occupied by the Crossley Motor Company. As such the proposed development would be would give rise to less comings and goings, and have less potential to rise to impacts from noise than the former use .

The proposed development has also been assessed in relation to any loss of privacy, any overbearing and overshadowing impact on existing properties, and in general on the amenity currently enjoyed by the occupants of these existing buildings. The proposed properties would be two storey and set back from the existing and proposed highway with a small front gardens leading up to the entrance to the houses. The proposed houses include reasonable sized rear garden areas, which enable a minimum distance of 21m between habitable rooms and 13.5m where a habitable room would face a gable to be achieved. It is therefore considered , that the proposed development would not give rise to significant resident disamenity from overlooking , massing or overshadowing .

However, it is recommended that a condition is attached to ensure that no additional windows can be added to the elevation of the dwellings without the need for planning approval

Permitted development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable. It is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) falling within

use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

Inclusive Access

The proposed development has been designed to be inclusive in terms of access. As outlined within the Design and Access Statement, access will be provided throughout the development to comply with Building Regulations part M. The house type proposals have also been designed to provide future adaptability through the provision of a future lift position and also potential future ceiling hoist track to the first floor. Entrance door widths would also enable visitor accessibility.

Community Consultation

A public consultation event was carried out on 19th February 2019 and held at the Gorton Monastery. Nine local residents attended. Of the 9 local residents 8 were in favour and 1 against the proposed development. The one against lived on Leach Street, opposite the site, was concerned about the potential loss of on street parking and natural habitat. Of the 8 supporting the scheme proposals some of the comments received were:

- “good mix”
- “looks ideal (being 2/3/4 bedrooms) for Gorton people's needs”
- “It looks great, looking forward to not having an eyesore”
- “good layout”
- “seems like a lovely development with nice green garden spaces”
- “The current site has needed attention for many years so this scheme is ideal to improve the look of the Crossley Street area”

Conclusion

The redevelopment of these site with a quality development would bring forward major environmental and regeneration benefits to the neighbourhood. The proposals would bring about the comprehensive redevelopment of the site would transform this with the provision of quality residential accommodation close to existing employment opportunities and a range of locally available services.

The proposal would see the redevelopment of a brownfield site where the site is currently underused, within the heart of one of Manchester's key regeneration areas. The dwellinghouses would contribute to the City's residential growth strategy and help support neighbourhoods of choice by introducing affordable accommodation. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents. Matters of car parking, cycle parking, highways, noise, flood risk and sustainability have all been considered along with ground conditions, designing out crime and waste management. Furthermore, the matters raised by local residents have been fully considered; the levels of off street parking

provision within the scheme reducing the potential for any on street parking as a direct result of this development.

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 policies 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 development where early discussions took place regarding the siting, boundary treatment, and design and appearance of the development. The local planning authority in making its decision has had due regard to the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval the application for the reasons outlined in this report. The scheme is considered to be in accordance with the guidance contained within policies SP1 and DM1 of the Core Strategy.

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:

Drawing no.1 (Location plan);

Drawing no.3 (Proposed site roof plan);

Drawing no.10 (Boundary treatment details sheet 1);

Plan ref: 069912 - CUR - 00 - XX - DR - C - 91002 - P01 Earthworks Proposed Site Levels

Plan ref: 069912 - CUR - 00 - XX - DR - C - 91004 - P01 Earthworks Proposed Site Cross Sections

Swept path analysis plan ref: 2491 –SP01;

Plan ref: 069912 - CUR - 00 - XX – RP-GE – 001 Due Diligence Intrusive Site Phase 2

Construction Phase Plan ref: 069912.001 –CUR-00-XX-HS-GE-001 rev.V01 dated 11.10.2018;

Crossley Street wall condition report ref: 069912.001 –CUR-00-XX-RP-Z-00001 rev.V01 dated 23.10.2018;

Schedule of Property type;

Affordable Housing Statement;

Ecological walk over letter dated 5th November 2018;

Ecological Walkover Survey November 2018

Design and Access Statement dated February 2019;

Crime Impact Statement ref: 2004/1027/CIS/01 Version A

Planning Statement

Statement of Community Consultation

Energy Statement ref: AG-72344-LZCR-Rev A dated 4th February 2019

Flood Risk Assessment & Drainage Strategy Ref: 069912-CUR-00-XX-RE-C-001

Revision: V02 Issue Date: 19 February 2019

Noise and Vibration Impact Assessment Ref. J002322/3532/WSC/1

Transport Statement

Waste Management Strategy Proforma

Stamped as received on 25th February 2019

PDA Ltd report, Ref. J002322/3532/WSC/1 dated 6th February 2019.

Email from planning agent responding to the issues raised by Network Rail dated 28th March 2019;

Drawing no.11 rev.B (Boundary treatment details sheet 2); received 2nd April 2019

Arboricultural Impact Assessment received by email 2nd April 2019;

Air Quality Statement (ref: dated 10th May 2019 102003_V2) received by email on 13th May 2019

Drawing no.5 rev.A (GA plans House type A); Drawing no.6 rev.A (GA plans House type B); Drawing no.7 rev.A (GA plans House type D); Drawing no.12 (new brick visuals) notwithstanding boundary treatment received by email on 10th May 2019

; Drawing no.8 rev.A (Aerial view of proposal) notwithstanding boundary treatment; Drawing no.9 rev.A (New Access Road East view) notwithstanding boundary treatment; received by email on 15th May 2019;

Drawing no.5 rev.A (GA plans House type A); Drawing no.6 rev.A (GA plans House type B); Drawing no.7 rev.A (GA plans House type D); Drawing no.12 (new brick visuals) notwithstanding boundary treatment received by email on 16th May 2019

Drawing no.2 rev. D (site plan) received by email on 20th May 2019

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. Based on the principles of the materials outlined within the Design and Access Statement, prior to the erection of the above ground structure 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 then be constructed in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Core Strategy.

4. Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which should include;

- The routing of construction traffic;
- Detail the phasing and quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust (based on British Standard 5228) and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete;
- Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
- Dust mitigation measures

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

5. a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any

ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development 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 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 policy EN18 of the Core Strategy .

6. Prior to commencement of development, a surface water drainage layout for the site, based on sustainable drainage principles shall be submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN08 and EN14 of the Core Strategy.

7. Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of a sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

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 pursuant to policy EN17 of the Core Strategy.

8. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the new dwellings hereby approved being occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Core Strategy.

9. Prior to the above ground works being undertaken , full detailed designs (including specifications) of all on site and off site highways works (including any repaving and any traffic Regulations Orders), shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development hereby approved and thereafter retained and maintained in situ.

Reason -To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies T1, SP1, EN1 and DM1 of the Core Strategy for Manchester.

10.The provision of space and facilities for bicycle parking spaces within the development shall be completed in accordance with location shown on plan ref: 02 rev.D Finalised details of the storage facility shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of the first dwellinghouse. The approved facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Core Strategy and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

11. Notwithstanding the number of electric vehicle charging points within the planning submission, prior to the above ground works being undertaken, finalised details of the numbers, the type and location of the electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The proposed electric vehicle charging points shall then be fully implemented in accordance with the approved scheme prior to the first occupation of the development.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a

reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant policies SP1, EN16 and DM1 of the Core Strategy for Manchester, and Greater Manchester Air Quality action plan 2016.

12. Prior to the first occupation of the development hereby approved, finalised details of the materials forming the hard landscaping scheme shown on the drawing ref: 02 rev.D, shall be submitted to and approved in writing by the Local Planning Authority. The approved hard and soft landscaping scheme shall be implemented not later than 12 months from the date of commencement of works.

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

13. The development hereby approved shall be carried out in accordance with the Energy Statement ref: AG-72344-LZCR-Rev A dated 4th February 2019 stamped as received by the City Council, as Local Planning Authority, on the 25th February 2019. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

14. Prior to the first occupation of the development hereby approved, finalised locations bat and bird bricks shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved locations, and the bat and bird bricks specifications within the Design and Access Statement.

Reason - To ensure that landscape and ecology is adequately in place and to comply with policy EN15 of the Core Strategy.

15. No removal of or works to any trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

16. Within 3 months of the permission hereby approved, investigations shall be undertaken to establish the identified fox hole is occupied. If the fox hole is occupied

no works shall be undertaken to remove it during the breeding season of 1st March and 31st July inclusive.

Reason - In order to provide protection to foxes, pursuant to Policy EN15 of the Core Strategy, and the Wildlife and Countryside Act (1981) as amended and the Wild Mammals (Protection) Act 1996.

17. 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 25th February 2019. 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.

18. The development hereby approved shall be completed in accordance with the completed City Council's Waste Management Proforma, the plan numbered 02 rev.D and 11 rev.B (Boundary treatment details sheet 2) in relation to the waste strategy for the residential accommodation hereby approved. The refuse arrangements shall be put in place prior to the first occupation of the development and remain in situ for as long as the development is in use.

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

19. Prior to commencement of the development mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority. 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 policies EN16, SP1 and DM1 of the Core Strategy.

20. The premises shall be acoustically insulated and treated in accordance with the noise mitigation advice given in section 7.0 of the PDA Ltd report, Ref. J002322/3532/WSC/1 dated 6th February 2019.

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

along with any measures required to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

21. 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 development 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.

22. The positions, heights, and type of boundary treatment around the remainder of the proposed development hereby approved shall be erected in accordance with the plan ref 02 rev.D , and plans numbered no.10 (Boundary treatment details sheet 1); and Drawing no.11 rev.B (Boundary treatment details sheet 2).

The approved scheme shall be implemented in full before each particular property is first occupied and retained as such thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies SP1, EN1 and DM1 of the Core Strategy, and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

23. The development hereby approved shall include a building lighting scheme and a scheme for the illumination of Leach Street during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

24. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

25. 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 shall be erected onto the new build properties within the development hereby approved other than those expressly authorised by this permission.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

26. 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 windows or doors shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on drawing nos. Drawing no.5 rev.A (GA plans House type A); Drawing no.6 rev.A (GA plans House type B); Drawing no.7 rev.A (GA plans House type D); Drawing no.12 (new brick visuals) notwithstanding boundary treatment received by email on 14th May 2019

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 Core Strategy for the City of Manchester.

27. Before the development hereby approved commences, a detailed Unexploded Ordnance Risk Assessment, including an Unexploded Ordnance mitigation strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full in accordance with the identified mitigation measures prior to any above ground works.

Reason - To ensure that the presence of or the potential for any Unexploded Ordnance is detected and appropriate remedial action is taken in the interests of public safety, to policy EN18, SP1 and DM1 Core Strategy for the City of Manchester.

28. Prior to any vibro-impact works on site, a risk assessment and method statement shall be submitted to, and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason - To prevent any piling works and vibration from de-stabilising or impacting the railway, pursuant to SP1 and DM1 of the Core Strategy for Manchester.

29. Within 3 months of the commencement of development a soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority, this shall include details of replacement tree planting to be provided in line with the Manchester Tree Strategy. 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.

Informatives

1)The applicant is proposing a 1.8m high close boarded fence on the boundary of the railway.

The close board timber fence must be constructed as follows:

- It must be set back 1m from the railway boundary. Network Rail would object to any fencing placed on the railway boundary. Network Rail must be able to maintain and renew its boundary treatments and the applicant's fencing must not increase Network Rail's liability.
- The fencing must be constructed wholly within the applicant's land ownership footprint, including foundations which must not over-sail or encroach onto the railway boundary.
- The applicant must confirm that the fencing can be maintained wholly within the applicant's land ownership. Network Rail will not accept liability or responsibility for the fence.
- The foundation details are to be agreed with Network Rail.

The developer/applicant must ensure that their proposal, both during construction and as a permanent arrangement, does not affect the safety, operation or integrity of the existing operational railway / Network Rail land. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and boundary treatments. Any construction works on site and any future maintenance works must be conducted solely within the applicant's land ownership.

(2)

The earthworks drawing show that there will be material excavations within 10m of the railway boundary.

Network Rail will need to review and agree all excavation and earthworks within 10m of the railway boundary to determine if the works impact upon the support zone of

our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree to the following:

- Alterations to ground levels
- De-watering works
- Ground stabilisation works

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. It is advised that the impact of outside party excavation and earthworks can be different depending on the geography and soil in the area. The developer is also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

Network Rail would need to agree the excavation earthworks and indeed any piling and vibro-impact works on site to ensure that the railway and its support zones are protected from the works on site.

If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail Asset Protection Engineer for agreement.

- All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.
- The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement.

Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

When designing proposals, the developer and LPA are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary fence, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability.

(3)

The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to: AssetProtectionLNWNorth@networkrail.co.uk

(4)

It is noted that Plot 24 is close to the railway boundary. Therefore, the applicant is to confirm to Network Rail that there is a minimum 2m gap from the dwelling to the railway boundary.

Network Rail requests that the developer ensures there is a minimum 2 metres gap between the buildings and structures on site and the railway boundary for the following reasons:

- To allow for all construction works on site and any future maintenance to be carried out wholly within the applicant's own land ownership and without encroachment onto Network Rail land and air-space. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949).
- To ensure that should the buildings and structures on site fail or collapse that it will do so without damaging Network Rail's boundary treatment or causing damage to the railway (e.g. any embankments, cuttings, any lineside equipment, signals, overhead lines) and to prevent the materials from the buildings and structures on site falling into the path of trains.
- To ensure that the buildings and structures on site cannot be scaled and thus used as a means of accessing Network Rail land without authorisation.
- To ensure that Network Rail can maintain and renew its boundary treatment, fencing, walls.
- That the proposal will not be impacted by overhead electrified lines. Induced voltage can affect structures or individuals up to 20m from the overhead line. AC lines have overhead cables, DC lines are third rail.
- There are no Party Wall issues for which the applicant would be liable for all costs.
- To ensure that the applicant does not construct their proposal so that any foundations (for walls, buildings etc) do not end up encroaching onto Network Rail land. Any foundations that encroach onto Network Rail land could undermine, de-stabilise or other impact upon the operational railway land, including embankments, cuttings etc. Under Building Regulations the depth and width of foundations will be dependant upon the size of the structure, therefore foundations may impact upon Network Rail land by undermining or de-stabilising soil or boundary treatments.

(5)

Any scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, must have at least a 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

(6)

The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposal drainage on site will ensure that:

- All surface waters and foul waters drain away from the direction of the railway boundary.
- Any soakaways for the proposal must be placed at least 30m from the railway boundary.
- Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.
- Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property.
- Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
- Drainage works must not impact upon culverts on developers land including culverts/brooks etc that drain under the railway.
- The developer must ensure that there is no surface or sub-surface flow of water towards the operational railway.
- Rainwater goods must not discharge in the direction of the railway or onto or over the railway boundary.

(7)

Network Rail is aware that residents of dwellings adjacent to or in close proximity to, or near to the existing operational railway have in the past discovered issues upon occupation of dwellings with noise and vibration. It is therefore a matter for the developer and the LPA via mitigation measures and conditions to ensure that any existing noise and vibration, and the potential for any future noise and vibration are mitigated appropriately prior to construction.

The NPPF states, "182. *Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use), in its vicinity, the applicant (or 'agent of change')* should be required to provide suitable mitigation before the development has been completed."

To note are:

- The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running, heavy freight trains, trains run at weekends /bank holidays.
- Maintenance works to trains could be undertaken at night and may mean leaving the trains' motors running which can lead to increased levels of noise and vibration.
- Network Rail carry out works at night on the operational railway when normal rail traffic is suspended and these works can be noisy and cause vibration.
- Network Rail may need to conduct emergency works on the existing operational railway line which may not be notified to residents in advance due to their safety critical nature, and may occur at any time of the day or night, during bank holidays and at weekends.
- Works to the existing operational railway may include the presence of plant and machinery as well as vehicles and personnel for works.
- The proposal should not prevent Network Rail from its statutory undertaking. Network Rail is a track authority. It may authorise the use of the track by train operating companies or independent railway operators, and may be compelled to give such authorisation. Its ability to respond to any enquiries regarding intended future use is therefore limited.
- The scope and duration of any Noise and Vibration Assessments may only reflect the levels of railway usage at the time of the survey.
- Any assessments required as part of CDM (Construction Design Management) or local planning authority planning applications validations process are between the developer and their appointed contractor.
- Network Rail cannot advise third parties on specific noise and vibration mitigation measures. Such measures will need to be agreed between the developer, their approved acoustic contractor and the local planning authority.
- Design and layout of proposals should take into consideration and mitigate against existing usage of the operational railway and any future increase in usage of the said existing operational railway.

(8)

Proposals for the site should take into account the recommendations of, 'BS 5837:2012 Trees in Relation to Design, Demolition and Construction', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future.

All vegetation on site should be in line with the recommended tree matrix for the reasons outlined in the document.

(9)

Where a proposal calls for the following adjacent to the boundary with the operational railway, running parallel to the operational railway or where the existing operational railway is below the height of the proposal site:

- hard standing areas
- turning circles
- roads, public highways to facilitate access and egress from developments

Network Rail would very strongly recommend the installation of suitable high kerbs or crash barriers (e.g. Armco Safety Barriers).

This is to prevent vehicle incursion from the proposal area impacting upon the safe operation of the railway.

(10)

As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA (form attached).

AssetProtectionLNWNorth@networkrail.co.uk

No works are to commence until agreed with Network Rail. Early engagement with Network Rail is strongly recommended.

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: 122797/FO/2019 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:

Network Rail
Corporate Property
Environmental Health
Highway Services
Strategic Development Team
Oliver West (Sustainable Travel)
Greater Manchester Ecology Unit
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Transport For Greater Manchester
Highway Services
Environmental Health
Corporate Property
Oliver West (Sustainable Travel)
Strategic Development Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester

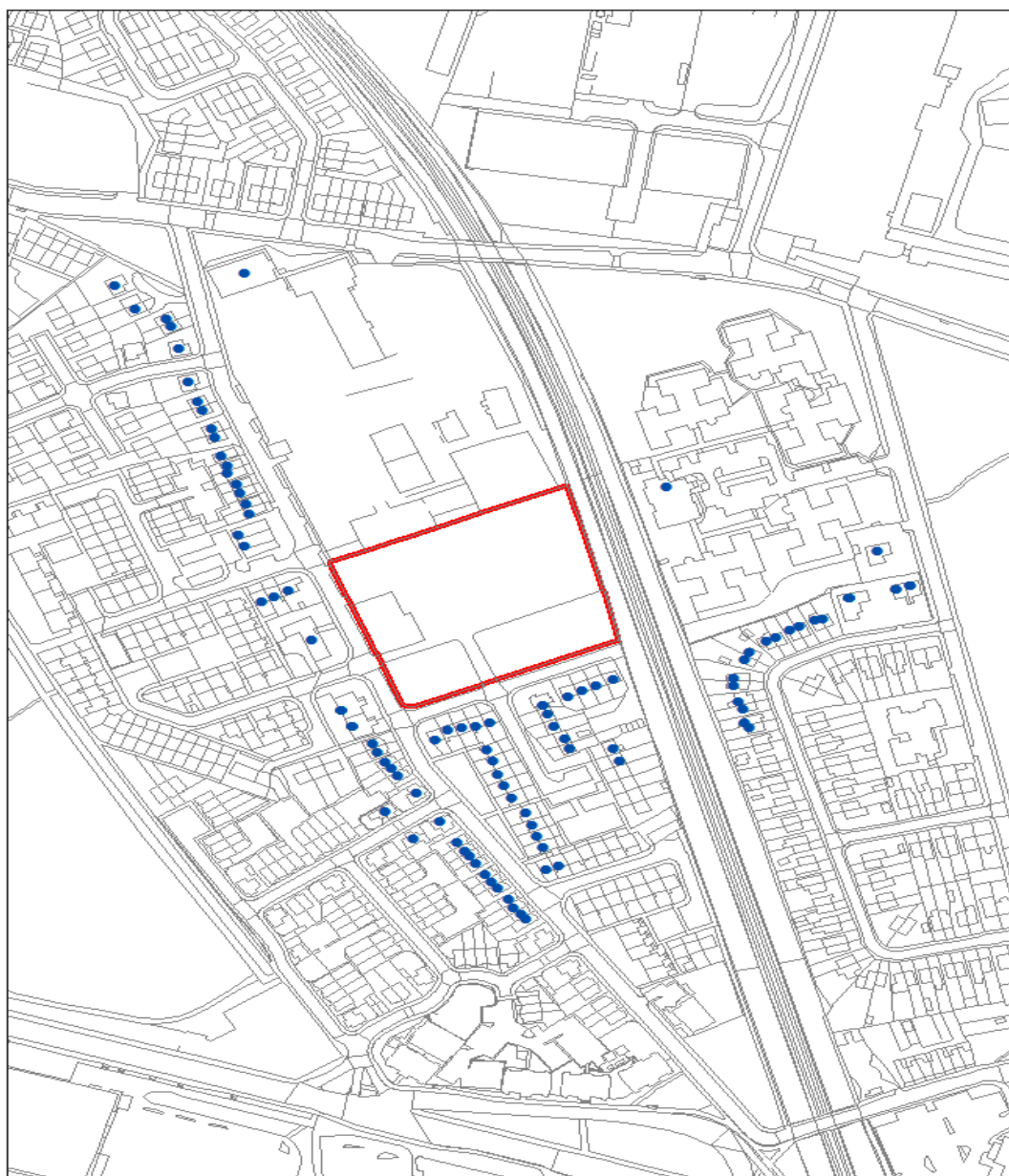
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Network Rail

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

Representations were received from the following third parties:

Relevant Contact Officer	:	Sue Wills
Telephone number	:	0161 234 4524
Email	:	s.wills@manchester.gov.uk

Land at leach Street



 Application site boundary  Neighbour notification
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