

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
127053/FO/2020	7th Jul 2020	24th Sep 2020	Moss Side Ward

**Proposal** Erection of 4no. two storey houses with associated car parking and landscaping

**Location** Vacant Land On The Corner Of Victory Street And Claremont Road, Manchester, M14 5AE

**Applicant** Mr Robbie Mannion, One Manchester, Lovell House, Archway 6, Manchester, M15 5RN

**Agent** Mr Corin Yarrow, Bowker Sadler Architecture, Hatherlow House, Hatherlow, Romiley, Stockport, SK6 3DY

## Description

The application site comprises vacant land (previously used to accommodate residential housing until between 1961 and 1979) measuring 923m<sup>2</sup> in size.

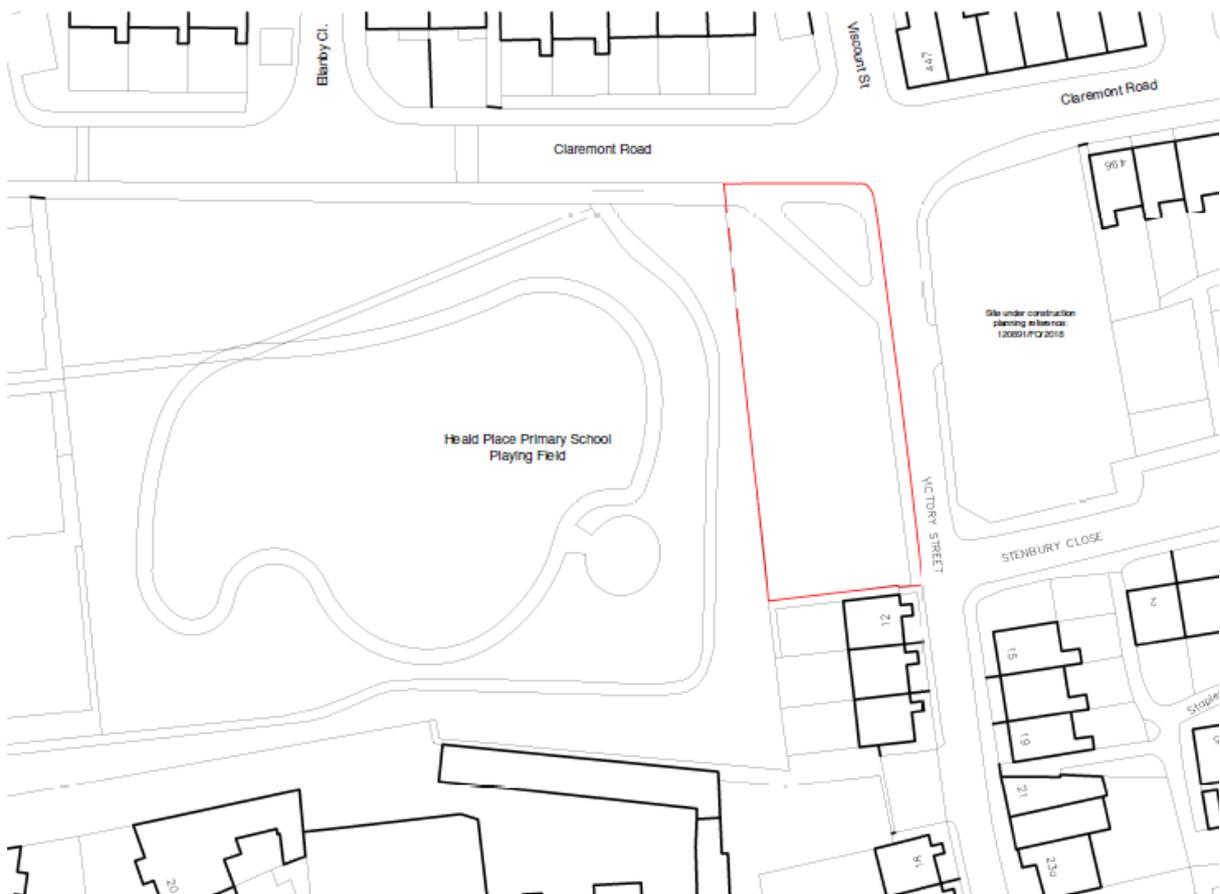
The land is currently in an unkempt condition, it currently features a number of trees and a significant area of dense vegetation undergrowth, it is located on the west side of Victory Street near to its junction with Claremont Road. The site is located in Moss Side Ward.



One Manchester propose to erect 4 No. three bed four person two storey houses with associated car parking and landscaping.



The site is shown edged in red on the plan below.



## Consultations

The application was advertised in the press, a site notice was displayed on site and letters were sent out to an extensive area of neighbouring properties.

Objections have been received from 9 residents from 8 separate addresses on the basis that:

- On the opposite corner of the proposed site, there is already an unfinished building site that seems to have ground to a halt. The residents on Victory Street have already had to put up with building contractors for 2 years. During this time we have had to endure the noise and disruption which comes with building sites, including at anti-social hours.

- This is already a very busy street. Regularly have large construction vehicles pulling in and out of the current building site (often at anti-social hours). Heald Place was closed in 2013 and this, as well as the no right turn at the top of Claremont Road and Wilmslow Road, has resulted in Victory Street having to deal with a high stream of traffic, which would have usually used those routes. As a result, Victory Street is a busy bypass night and day. This is not fair on the residents and it should not be ignored particularly as this is a very narrow street. The closing of Heald Place and the negative affect it would have on Victory Street was never fully considered by the council. Victory Street should have also been closed to prevent the issues we are facing.

- There are double yellow lines on Victory Street as well and ongoing parking issues due to the number of visitors who come to visit Wilmslow Road in the evening and during the night leaving nowhere to park.

- What is happening with the trees and the conservation of wildlife? Green space and trees should be retained as it serves a function for drainage and for ecology. Do not want development that encourages more cars and doesn't enhance people's lives. People walk their dogs there, the community use this space. There are a limited number of green spaces in Rusholme, they promote better mental health and well-being and help global warming. Failure to maintain open spaces should not be justification to lose them, residents were unaware that the land was not allocated as open space. Residents know that homes are desperately needed but the council should protect open space.

- The scheme will provide overlooking to neighbouring property.

- The land should be a play area for children.

- Construction would cause noise disturbance to pets living in the community.

Comments from one property objected on the basis they were now allowed to purchase part of the land.

### **Highway Services**

CONTEXT - The site is located adjacent to the junction of the adopted highways Victory Street and Claremont Road, both of which restrict waiting at any time. There is an unadopted footpath which currently dissects the northern portion of the site and acts as a right of way. (This is shown to be retained)

**SITE ACCESSIBILITY** - The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities. It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

**PARKING** – The level of parking provision is accepted by Highways. Electric vehicle charging points should be required for each property. In order to facilitate access onto each of the driveways, dropped kerbs will be required and footway made good for pedestrians. Secure and sheltered cycle parking should be made available.

**REFUSE AND SERVICING** - All bins will be stored with the perimeter of each of the dwelling and transferred to collection from the kerbside along Victory Street, in line with neighbouring residential properties.

**BOUNDARY TREATMENTS** - Boundary treatments will comprise 900mm metal railings to the Victory Street elevation which is considered appropriate in maintaining suitable lines of sight onto the adopted highway. It is understood that no gating to driveways are proposed.

**OFF-SITE HIGHWAYS AMENDMENTS** - In order to facilitate driveway access, a Section 278 Agreement will be required with MCC Highways prior to any works beginning.

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

### **Environmental Health**

Recommended conditions relating to Construction Management, acoustic insulation, external equipment insulation (none is proposed), submission of a waste management pro-forma and contaminated land.

### **Neighbourhood Team Leader (Arboriculture)**

There are a large number of trees proposed for removal from this site, however, the trees proposed for removal are predominantly low quality self set specimens. The applicants design has allowed them to retain a large proportion of this sites tree stock and for that reason we would have no objection to the proposed removal. We would not recommend any mitigation planting for this site due to limited space.

### **MCC Flood Risk Management**

Recommended the imposition of a condition to set out drainage as submitted.

### **Parks & Events**

Any comments received will be reported to Committee

### **Greater Manchester Police**

Should the Local Planning Authority be minded to approve the application then a condition requiring the development to achieve Secured by Design accreditation should be included.

### **Greater Manchester Ecology Unit**

No significant ecological issues were identified by the developer's ecological consultant. There are no protected species associated with the site. Issues relating to nesting birds and biodiversity enhancement measures can be resolved via condition.

### **United Utilities**

Made comment that the drainage should be as set out in the submitted documentation.

### **Policies**

**The National Planning Policy Framework (February 2019)** – The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
  - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 59 states that 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.

Paragraph 68 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and

decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 105 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

**Core Strategy Development Plan Document** – The Core Strategy Development Plan Document 2012 -2027 was adopted by the City Council on 11th July 2012. It is the key document in Manchester’s Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long-term strategic planning policies for Manchester’s future development.

A number of UDP policies have been saved until replaced by further development plan documents to 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.

The following policies within the Core Strategy are considered relevant:

Policy SP1, Spatial Principles – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy T2, Accessible areas of opportunity and need – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

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

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the

local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;

- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.
- Character, setting and accessibility of areas and buildings (including conservation areas).

#### Policy H5 - 'Central Manchester'

Central Manchester, over the lifetime of the Core Strategy, will accommodate 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

Policy EN1, Design Principles and Strategic Character Areas – This policy states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN 4, Reducing CO2 Emissions by Enabling Low and Zero Carbon Development – This policy states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN 8, Adaption to Climate Change – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, Air Quality – The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

Policy DM1, Development Management – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

**Saved UDP Policies** – 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.

**The Manchester Green and Blue Infrastructure Strategy (G&BIS)** – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

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

the city and beyond.

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

### **Guide to Development in Manchester Supplementary Planning Guidance –**

Recognises the importance of an area's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

**Manchester Residential Quality Guidance 2016** – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

## **Issues**

### **Principle of the Proposal**

The land on Victory Street was historically in use for residential development. The land has no allocation and does not constitute protected open space. The land is not well maintained and supports poor quality trees with no protected species on site. The proposal includes for replacement tree planting off site and management of the retained open space to the corner of Claremont Road and Victory Street.

The construction of four three bed four person family dwellings on the site is considered to be acceptable given the size of the site itself, the historic use and the residential character of neighbourhood in which the site sits. In addition, policies SP1, H1 and H5 of the Core Strategy and the guidance within the NPPF underline the requirement for new family housing both nationally and locally and this proposal meets those strategic requirements for housing growth.

### **Affordable Housing**

One Manchester would manage the housing proposed. The level of existing social housing within One Manchester's existing stock base, is significant. This proposal would accord with affordable housing policy H8.

Notwithstanding the above, there are detailed matters that need to be considered. This includes impact of the proposal on the existing levels of residential/visual amenity within the vicinity of the site and any potential impact on pedestrian/highway safety along Victory Street.

These have been assessed thoroughly as set out below.

### **Scale, Massing, Siting, Layout and Design**

The 4 no. houses would be two storey, constructed utilising Red and Blue brickwork with slate type roof tiles with UPVC windows and doors in anthracite grey. The houses would be secured by boundary treatment, with a mix of 1 metre steel railing to the frontage with hedging behind and 1.8m and 2.1 high timber fencing panels to the private gardens.

The housing stock in this location is two storey in height and the scheme proposals would be appropriate and contextual in the street scene. The materials selected for construction are appropriate and the design of the properties matches other housing in the immediate vicinity.

The properties would be aligned so that they would follow the building line on the western side of Victory Street. Overall, the scale, massing, siting, layout and design of the proposal is considered to be acceptable.

The gable end of the unit to the north most part of the site has been designed to provide overlooking towards the maintained space for trees.



## Space Standards

The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester’s space standards (SS) for residential developments.

The amount of floor space proposed for the four units is 87.3m<sup>2</sup>. As the space standards require 87m<sup>2</sup> for the units, it is considered that sufficient living space for the future residents of these dwellings would be provided.

## Accessibility

The drawings submitted show a level threshold to provide access to the dwelling from Victory Street. In addition to the level access, the interior layout of the proposed dwellings is considered acceptable and offers spacious circulation space.

## Trees and Landscaping

The application is accompanied by an Arboricultural Impact Assessment and Arboricultural Method Statement that shows specifically that Category C trees will be lost as a result of this development being accommodated.

Group G1 (Cherry, Maple and Alder) would be part retained and part removed (fell 1 x Maple with extensive stem decay), Group G2 (2 X Hawthorn and 1 x Cherry) would be lost due to development.

An assessment has been made by the Arboricultural Section that the trees to be lost are not worthy of retention and the most part of the trees are to be retained and a comment was made that there would not be adequate space remaining on site to accommodate replacement planting. On that basis there was no objection raised.

It is considered that the loss of green infrastructure is regrettable, but the proposed public benefits of providing family housing outweighs any harm. One Manchester are willing to accept a condition that would require either the planting of street trees or trees within the local park to mitigate the loss of green infrastructure. They are also retaining an area where trees are located on the junction of Victory Street and Claremont Road, which they have provided a landscape management strategy for.

## **Ecology**

The site does not support any protected species. Greater Manchester Ecological Unit are satisfied subject to the imposition of two conditions, one relating to the protection of breeding birds and one requiring enhancement of the retained open space. These trees are too closely spaced and due a thin. If non-native species are removed and native retained this would be beneficial ecologically, with further enhancement including native bulb planting such as bluebell and lesser celandine, with three bird boxes attached to retained trees/new build. A condition to this effect is attached.

## **Car Parking and Cycle Parking**

8 No. car parking spaces would be provided for the 4no. houses, located to the side of the dwellings, providing 200% car parking. This is appropriate in an area that suffers from parking on pressure need, due to its proximity to the District Centre and the nearby Mosque.

A condition is recommended to secure Electronic Vehicle charging for each property.

Cycle Parking is capable of being accommodated both within the proposed residential units and within their private gardens.

## **Pedestrian and Highway Safety**

It is not believed that four additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety along Victory Street. It is also noted each dwelling would have its own car parking spaces which will alleviate pressure on Victory Street. The right of way to the north of the application site would be retained.

## **Waste Management**

Space is available within the rear gardens of each of the proposed dwellings for refuse and recycling bins. These would be moved by individual households to the back of pavement for collection by the city council. However, the applicant must provide a waste management pro-forma to set out that the correct number of bins will be provided, a condition is recommended.

## Climate Change

One Manchester are taking a fabric first approach to reduce emissions that is set out in their submitted Energy Statement. This scheme would achieve an improvement over 2013 building regulations by 11% and an improvement in fabric energy efficiency of 15%, which is mainly due to enhanced sustainability design, construction methodology and enhanced U-Values and exceeds the 9% required by policy. A condition is recommended that the scheme follows the approach set out in the submitted Energy Statement.

## Amenity Space

The amenity space is functional and satisfies the tests of the Guide to Development in Manchester SPD which includes space for outdoor play, recreation and drying of clothes and also provides a landscaped setting for the proposed dwellings. Platt Field are 200m to the south of the application site.

## Residential Amenity

The impact on residential amenity has been assessed in terms of the proposal's impact on privacy, overshadowing and noise resulting from increased activity.

The gable of the southernmost unit would be located c. 4.6m to the north of the nearest neighbouring property on Victory Street which presents a blank gable to the north elevation. There would be one window at first floor to the southern elevation to a bathroom, which would be obscurely glazed. The windows to the ground floor would be screened by a 2.1m fence to the boundary. Windows to the rear elevation which sits c.3.15m further back than the neighbouring rear building line, would not offer any views towards the rear of neighbouring property, any views towards the backmost part of gardens would be at an oblique angle.

The development sitting to the north of the existing housing to the western side by c. 4.6m would mean that there could not be any overshadowing.



The properties proposed would sit opposite a new development to the other side of Victory Street which is still under construction (reference 120891/FO/2018 – erection of 7 two storey houses with rear dormers with associated car parking and landscaping).



Victory Street Elevation (with boundary walls)

### **Approved plans for site opposite reference 120891/FO/2018**

The distances between the front elevations of both sets of properties across the road width, with pavements and frontages, reflect the pattern of development on Victory Street. It is not considered that the dwellings would adversely impact the residential amenities of the future occupants of the development to the eastern side of Victory Street.

The development would not result in a large increase in comings and goings to and from the site, as a result it is not considered that the proposal would cause such levels of noise that would be harmful to residential amenity or that would reduce the levels of pedestrian and highway safety enjoyed along Victory Street.

A condition is recommended to put in place a Construction Management Plan to limit the impacts and disturbance associated with the development of the site upon residential amenity.

### **Visual Amenity**

Given the design, scale and massing of the proposal, along with the front boundary treatment, it is considered the proposal would complement and not adversely impact the visual amenity of the area.

### **Air Quality**

The provision of four additional dwellings on the site would not have an undue detrimental impact upon the air quality experienced in the vicinity of the site. A construction management plan condition would be attached to any consent granted to ensure that dust suppression measures are implemented while the development is being built. In terms of the running of four additional households in this location, it is not considered that the comings and goings associated with the dwellings would have an undue detrimental impact upon air quality.

Sufficient space exists within the curtilage of all four plots to allow for the storage of

cycles and to accommodate vehicle charging points all four dwellings. Both of these measures would help reduce the reliance on the traditional motor vehicle.

### **Drainage**

The applicant has submitted a design for drainage which is acceptable to the Floor Risk Management Team and to United Utilities. To ensure compliance with the submitted design an appropriately worded condition is suggested.

### **Crime and Security**

As requested by GMP, a condition requiring the development to achieve Secured by Design accreditation would be attached to any approval granted.

### **Conclusion**

Whilst the loss of trees on the site is regrettable, the regeneration benefits of the scheme proposed are clear. Sustainable housing would be provided and mitigation is offered for the loss of the poor quality trees that do not support ecology, through the provision of offsite tree planting and management and biodiversity improvements for the retained area of trees to the junction of Victory Street and Claremont Road. The scale and massing of the development responds to the site specific context and has regard to its relationship to neighbouring properties. The development would not result in a large increase in traffic movements to and from the site, as a result it is not considered that the proposal would reduce the levels of pedestrian and highway safety enjoyed along Victory Street.

**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 Director 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 to resolve any problems arising in relation to dealing with the planning application.

**Conditions to be attached to the decision**

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

1005 - Proposed Street Views  
1010 - 3B4P Floor Plans  
1011 - 3B4P Elevations  
30669-615-P1 EXTERNAL WORKS REV P3  
30669-620-P1 DRAINAGE LAYOUT REV P2  
30669-650-P1 FOOTPATH WORKS LAYOUT REV P1  
30669-665-P1 TYPICAL DRAINAGE DETAILS 1 OF 2 REV P1  
30669-666-P1 TYPICAL DRAINAGE DETAILS 2 OF 2 REV P1  
30669-680-P1 EXTERNAL WORKS DETAILS REV P1  
Arboricultural Impact Assessment  
Arboricultural Method Statement  
Extended Phase 1 Habitat Survey of Land at Victory Street, Rusholme, Greater Manchester 2020  
M619.01. Victory Street, Rusholme - Landscape Management Plan- V2  
SUT-ZZ-00-RP-G-701-0001  
Victory Street - Transport Statement 300320

Received 2<sup>nd</sup> June 2020

Energy Statement prepared by Anderson Goddard Ltd reference AG-73547-LZCR-Rev A dated 15<sup>th</sup> April 2020

Received 9<sup>th</sup> June 2020

1004 REV D BOUNDARY TREATMENT  
1001 REV D Location Plan  
LETTER RE OPEN SPACE ASSESSMENT  
1003 REV D Site Plan  
1002 REV D TOPOGRAPHICAL SURVEY

Received 7<sup>th</sup> July 2020

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) Above-ground construction works shall not commence until samples and specifications of all materials, including window frames, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those 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 and DM1 of the Manchester Core Strategy (2012).

4) 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 part of any dwelling 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).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1, H7,H8 and DM1 of the Manchester Core Strategy (2012).

5) Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

6) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the Claremont Road and Victory Street shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

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 Policy DM1 in the Manchester Core Strategy.

7) 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.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

8) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

9) Prior to the commencement of above ground development, details for the external storage of waste, including segregated recyclable waste (including details of a secure and ventilated bin store and details of the waste management contractor),

shall be submitted to and approved in writing by the City Council as local planning authority. The approved bin store shall be retained in situ whilst the development is occupied and at all times thereafter.

Reason - In the interests of residential and visual amenity and public health pursuant to policy DM1 of the Manchester Core Strategy Development Plan Document.

10) The car parking spaces hereby approved shall be laid out and made available for use before first occupation of the dwellinghouses. The car parking spaces shall remain in-situ for the duration of the development

Reason - In the interests of residential amenity and pedestrian and highway safety, pursuant to Policy DM1 in the Manchester Core Strategy.

11) No removal of or works to any hedgerows, 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 - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

12) Notwithstanding the details of the hard and soft landscaping treatment scheme as set out within the approved drawing references: 1003 REV D - Site Plan and M619.01. Victory Street, Rusholme - Landscape Management Plan- V2, a further plan indicating biodiversity enhancement to be made shall be submitted within one month of the grant of consent. Landscaping and biodiversity enhancements 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.

13) The development hereby approved shall not be occupied unless and until surface water management has been implemented in accordance with the Drainage Layout, Drawing No.: 30669-SUT-ZZ-XX-DR-C-620-0001, Sutcliffe, February 2020.

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 EN17 of the Core Strategy.

14) The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy Statement, received by the City Council as local planning authority on 09 June 2020. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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 for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

15) Before first occupation of the development hereby approved a strategy for the planting of trees within Moss Side Ward including details of overall numbers, size and species, planting specification and maintenance, shall be submitted to and approved in writing by the City Council as local planning authority.

Any approved tree planting shall be implemented not later than 12 months from the date the proposed building is first occupied.

Reason - Pursuant to Core Strategy policies EN9, EN15 and DM1.

16) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be implemented in accordance with the agreed Construction Management Plan. The Plan shall include:

- The routing of construction traffic;
- 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 and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned;
- Specify the working hours for the site;
- Identify advisory routes to and from the site for staff and HGVs;
- Dust management statement;
- Noise management statement.

Reason - In the interest of pedestrian and highway safety, and to ensure that construction works are not prejudicial or a nuisance to adjacent dwellings and properties pursuant to policy DM1 of the Core Strategy.

17) Development of the hereby approved housing development shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

18) Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Facilitate driveway access

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

19) Prior to occupation of the development hereby approved the first floor window to the south elevation of the dwelling to the south most part of the site shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 127053/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
Corporate Property  
Parks & Events  
Greater Manchester Police  
Greater Manchester Ecology Unit**

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

**Relevant Contact Officer :** Jennifer Connor  
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