

Application Number	Date of Appln	Committee Date	Ward
121401/FO/2018	13th Nov 2018	17th Jan 2019	Miles Platting & Newton Heath Ward

Proposal Erection of 57 properties with a mix of two and three storey semi-detached / terraced properties and six apartments in one block with associated road access, parking and landscaping.

Location Land Adjacent To Bourdon Street , Holland Street, Manchester, M40 7DB

Applicant Lovell Partnerships Limited, St Johns House , Barrington Road , Altrincham , WA14 1JY ,

Agent Mr James Mather, PRP Architects, Croxley House, 14 Lloyd Street, Manchester, M2 5ND

Description

The site measures approximately 1.3 hectares and is currently an area of informal open space consisting of a number of trees and rights of way. Bounded by the Rochdale Canal to the north and Holland Street to the south, the site was historically occupied by a row of terraced houses and small commercial buildings (demolished in 2008/9 as part of the regeneration proposals). The site is irregular in shape and is split into two main areas which are separated by the existing former Navigation Public House which does not form part of this planning application. Planning permission currently exists for a change of use of the former public house into four residential apartments (ref:119304/FO/2018).

The application site is located within the Miles Platting area of the City. The area has been identified as a key regeneration area within the Manchester Core Strategy and a Private Finance Initiative (PFI) has operated in this area since 2006. The PFI seeks to transform the area with the key objective of improving the supply of residential accommodation, particularly homes for sale, together with undertaking key improvements to infrastructure such as public parks and refurbishment of existing homes.

The overriding intention was to improve the quality of life for existing residents and helps to achieve a sustainable community. It was a requirement that an appropriate range of modern good quality homes were available for rent and for sale which met the needs of current residents and newcomers, which was primarily in the form of good sized family accommodation.

Other objectives included improving the urban design of the area, updating and providing new public realms that increases the quality and safety of the area which, then leads to increased community uses. The aim was to grow and sustain an increase in the population of the area from a wider range of social and economic backgrounds. Local Employment and training initiatives have also been implemented.

These objectives have, and continue to be achieved, and are monitored at regular intervals to ensure that this remains the case.

As part of the PFI, Outline planning permission (ref: 079633/00/2006/N1) was granted on 5th September 2006 for the redevelopment of the Miles Platting Neighbourhood area, comprising the erection of a maximum of 1443 no. residential dwellings comprising a maximum of 875 no. houses and 568 no. apartments and means of access. The application site falls within the area covered by that outline planning permission.

The permission also included demolition of 278 residential properties and 28 areas of commercial properties/community facilities, refurbishment works to 1757 retained houses and apartments along with the erection of a maximum of new commercial, community facilities and open spaces.

In addition a detailed planning permission was obtained for the PFI service works element also in 2006 (ref 080520/FO/2006/N1) which delivered the road network and Platting Park.

Development at the application site has not been brought forward as part of the outline planning permission as the time frame for submission of reserved matters has now expired. It had been expected that development would have been brought forward much sooner. Unfortunately, the economic downturn from 2006 precluded development being brought forward at a much quicker rate than expected.

It should be noted that as part of the outline planning permission, the application site was always envisaged to be brought forward for open market residential properties albeit included a greater emphasis on apartments. The area is predominantly residential in character. With the newly developed Platting Park facing the proposal site over the canal, Holland Street to the south east, Park View community school to the north and the Rochdale Canal and towpath bound the site to the western edge. There are clear views onto Platting Park located over the canal, with development, known as Cell 5, currently under construction on the opposite side of the canal to the application site.

Proposal

This current planning application is a full detailed application for the redevelopment of the site for open market residential properties which would be delivered as part of the Private Finance Initiative (PFI) contract. The development site being identified as Cell 6. It is located at the heart of the PFI area, and would provide a wide choice of family homes for sale.

The type of accommodation and site layout is slightly different than the outline planning permission expected with the emphasis being on good sized family dwellings.

As such, this application seeks approval for the development of 51 two and three storey terraced and semi-detached residential dwellings (Class C3) and one block of 6 apartments together with access roads, parking, landscaping and boundary treatment. The make-up of the proposed dwellings are as follows:

3 x 2 bed 3 person units 5.26% of the total

16 x 4 bed 5 person units 28.07% of the total

24 x 3 bed 4 person units 42.11% of the total.

14 x 2 bed 3 person units 24.56% of the total

The proposed houses and apartments exceed the residential quality space standards. The details are as follows:

2 bed 3 person (1 level apartment) space standard 61 sq m- proposed 67 sq m. (3 no)

2 bed 3 person (mews) space standard 70 sq m- proposed 71.4 sq m. (16 no)

2 bed 3 person 2 storey space standard 70 sq m- proposed 71.1 sq m. (12 no)

3 bed 4 person 2 storey space standard 84 sq m- proposed 91.6 sq m. (12 no)

3 bed 4 person 2 storey space standard 84 sq m – proposed 85.5 sq m. (8 no)

4 bed 5 person 3 storey space standard 103 sq m – proposed 124.5 sq m (6 no)

Total of 57 units.

Area 6 takes its design cues from Victoria Mill immediately to the north west of the site and, the established and emerging local buildings, resulting in a traditional built form and brick facade with contemporary details reflecting the original mill and warehouse buildings with tall multi panelled windows.

The layout shows a hierarchy of streets, which provide permeability for pedestrians and cyclists as well as vehicles. Vehicular access to the site would be taken from Holland Street. The existing Bourdon Street junction will be modified to meet technical requirements and provide access to the recently approved public house conversion to apartments and the proposed dwellings within this application. All the dwellings will front onto streets. See proposed layout below:



Interest- Members of the Committee are advised that the City Council has an interest in this application site as landowner. However, the Committee must disregard these interests and exercise its duty as Local Planning Authority only.

Consultations

Local Residents/Public Opinion

The application has been advertised on site, and in the press as being a Major Development, and letters were sent to 258 local residents and businesses.

Local Residents/Local Businesses have been informed and 23 e-mails have been received from the occupants of properties on Lower Vickers Street, Holland Street, Margaret Ashton Close, Lostock Street, Wardle Street, Croom Walk, Mellor Street, Stephen Hunt Street, Landos Road, Bourdon Street and Stockton on Tees.

The main points of objection are:

1. Object to the removal of the established trees on the site.
2. There are already enough houses in the area, however, the greenery is minimal. It has a positive impact on people both medically and psychologically
3. There is numerous wildlife including bats and birds in these trees, it is destroying their homes and cutting all greenery out of Manchester. Manchester has such little green space and it's an area where people can walk their dogs, children play, and wildlife can flourish. The properties are located too close to the towpath.
4. Housing development is important, but wiping out green areas and parks around existing housing is unacceptable. The properties should be built on rundown areas.
5. Concerns over the impact that more residents will have on the medical services.
6. Some of the properties at three storeys are too high and will cause overshadowing of the Canal. They will lead to loss of views for existing local residents.
7. The houses that are being built are not for rent by local people as they are bringing people into the area with high wages, and not working class people. More Council houses need building.
8. It will be more dangerous for children walking to and from school due to the increased traffic.
9. Concerned over the risk of flooding.
10. The boundary of the development site encroaches onto adjacent property.
11. Rights to light together with views will be affected.
12. Concerns over the proximity of high voltage cable.
13. Concerned over the amount of dust and noise generated.

The points received as part of the notification process will be addressed throughout the body of the report.

Environmental Health - No objections to the proposal subject to the attachment of conditions relating to refuse and contaminated land (submission of a Preliminary Risk

Assessment is required and any identified remediation requirements are implemented, followed by a final verification report) together with acoustic insulation of the properties and any plant. .

Highways Services - Have reviewed the above application and advised that there are no objections in principle. It is considered that traffic impacts on the surrounding highway are expected to be accommodated within the existing highway network.

The parking provision of 1 off street parking space per unit is considered acceptable in principle, with some of the properties having greater capacity. Advice is given regarding highways adoption, highway closure procedures, pedestrian visibility splays and boundary treatments, and compliance with traffic calming regulations.

Director of Housing - The council has contractually agreed with the developer that homes on this land will be built for sale as part of the Miles Platting regeneration programme.

United Utilities - Have no objection to the proposal provided that a condition is attached to ensure that the scheme is carried out in accordance with the principles set out in the submitted flood risk assessment any approval in relation to disposal of foul and surface waters for the site in line with the surface water management hierarchy, and that surface water must drain separate from the foul and no surface water will be permitted to discharge directly or indirectly into existing public sewerage systems.

They advise that a public sewer crosses this site and they will not permit building over this. They may require an access strip width of six metres, which is three metres either side of the centre line of the sewer. Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

In addition United Utilities recommend the attachment of a condition relating to the maintenance of sustainable drainage systems.

Environment Agency - have no objection in principle to the proposed development.

It is recommended that a contaminated land / remediation strategy condition is attached to any approval granted to ensure that risks to controlled water receptors are appropriately assessed and mitigated. In addition a condition requiring the submission of a verification report should also be attached to any consent granted.

Canal and River Trust- No objections to the proposal subject to the attachment of conditions relating to, accidental vehicular entry into the water and a submission of a risk assessment and method statement for the protection of the Rochdale Canal against pollution and to secure the structural integrity of the canal infrastructure including locks and towpaths, during the construction phase and use of the development.

Flood Risk Management Team - No objections to the proposal subject to the attachment of conditions relating to surface water run- off and sustainable drainage systems.

Neighbourhood Services – Arboriculture – no objections from an arboricultural perspective.

Greater Manchester Ecology Unit (GMEU) -The site lies adjacent to a Grade A Site of Biological Importance (SBI) in the form of Rochdale Canal, Stott's Lane- Ducie Street Basin. It is therefore important that the development does not impact on the Canal and the species it supports during either the construction or operational phases. It is therefore recommended that a condition requiring the submission and approval of a construction environmental management plan be submitted to and approved in writing by the local authority. The tree survey found that all trees on the site to be removed had negligible potential to hold bats. Consequently no further measures are required in relation to bats and trees. The bat activity survey found the local bat population to be "very small" and beyond the originally recommended condition for lighting design, no further measures are required at this time.

Greater Manchester Police Secured by Design- No objections subject to the implementation of the measures proposed in the Crime Impact Statement.

Policy

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 NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Manchester Core Strategy

Policy SP1- Spatial Principles

Policy SP1 advises that the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas. Policy SP1 states under Core Development Principles, that Development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- creating well designed places that enhance or create character;
- making a positive contribution to the health, safety and wellbeing of residents;
- considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income;
- protect and enhance the built and natural environment.

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible; and

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposed development would accord with policy SP1 in that the scheme would provide high quality and diverse housing close to a district centre in East Manchester.

Policy H1 - Overall Housing Provision

Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings.

The proposed development would accord with policy H1 in delivering 57 homes on a brownfield site.

Policy H2- Strategic Housing Location

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. The provision of family homes should remain an emphasis.

Including environmental improvements across the area.

Creating sustainable neighbourhoods which include complementary facilities and services.

Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure as set out in the energy policies (EN4 - EN7).

This site is in a strategic housing location and the delivery of development will help the delivery of the adopted core strategy, and thus would accord with the aspirations of policy H2.

Policy H4 - East Manchester

East Manchester, over the lifetime of the Core Strategy will accommodate around 30% of new residential development, and that high density housing would be permitted within parts of East Manchester that fall within the Regional Centre which is adjacent to the City Centre. The proposed development would accord with policy H4 by facilitating the delivery of 57 dwellings in East Manchester.

Policy H8 - Affordable Housing

Requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed.

This issue is dealt with in detail elsewhere in the report.

Policy EN1- Design Principles and Strategic Character Areas

All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above 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. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

Policy EN3- Heritage - states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

The proposal has been designed to preserve the setting of the nearby Grade II star Listed Building (Victoria Mill) and redevelops a vacant site in a key regeneration area.

The proposed houses are considered to be a high quality addition to the area reflecting the key characteristics of the area in terms of siting, scale, massing and materiality, these having been informed by the Mill itself.

Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies

Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement.

Policy EN9- Green Infrastructure New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of

a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management. Key features of Manchester's green infrastructure will include:

The continued development of a network of green spaces, water bodies, canals, paths and cycle-ways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area

Policy EN10- Safeguarding Open Space, Sport and Recreation Facilities. The Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that: improve the quality and quantity of accessible open space, sport and recreation in the local area provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity improve access to open space for disabled people.

Policy EN14 -Flood Risk

In line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

In addition to the requirements for site-specific Flood Risk Assessments (FRAs), an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.

All new development should minimise surface water run-off, including through

Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.

Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water runoff approach / rates will be required.

Policy EN15- Biodiversity and Geological Conservation. The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to: sites with international or national designations for their biodiversity value. Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) The Council's objective is to protect and conserve the City's existing trees and woodlands and aim for a net increase in trees across the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation. Development should wherever possible seek to maintain, enhance or restore existing geology.

Policy EN16- 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. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Policy EN17- Water Quality With reference to the Manchester-Salford-Trafford SFRA and other relevant documents: Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological; Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses; Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site; Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.

Policy EN18- Contaminated Land and Ground Stability. The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment. All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.

Policy EN19- Waste The Council will require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste 209 Objective 6 Environment 12 Manchester City Council | Manchester Core Strategy 2012 to 2027 hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal) Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

S06. Environment

Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.

The development of networks of green infrastructure across the City and City Region, together with protecting and enhancing townscape character and securing a high standard of design in all development proposals, will promote healthy, low-carbon

lifestyles, contribute to a sense of wellbeing, and help to facilitate the sustainable and inclusive growth of the City.

Policy T2- Accessible areas of opportunity and need

The Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers,
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites

Links within East Manchester to employment locations, Central Park and Eastlands in particular, and East Manchester.

Policy DM1 Development Management - Follows the principles advocated in the aforementioned policies and informs 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 and 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.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques.

For reasons to be outlined below, it is considered the proposal accords with this policy.

Unitary Development Plan for the City of Manchester (1995)

Relevant saved policies are as follows:

Saved UDP Policy DC7- 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.

Reasons: The Council wishes to ensure that disabled people have access to new developments so that they are not disadvantaged. As part of this, the Council wishes to see new housing designed in such a way as to provide access to disabled people wherever this is possible. This policy is not about the provision of housing for disabled people (this is covered by policy H1.2) but about access to new houses for disabled people as visitors. The Council wishes to ensure that children have safe areas in which to play. It will therefore ensure that this issue is fully taken into account in the design of schemes containing family housing. The proposal has been designed to lifetime homes standard which ensures that the houses provide for the flexibility of living as occupants needs change.

Saved UDP Policy DC16 -states that, in considering development proposals for any site, the retention of existing trees and the planting of new trees within the public highway and along the public frontages of the site will be encouraged by the Council. Except where trees are shown to be in poor health or are individually of little amenity value, or where a satisfactory replanting scheme is more desirable, the Council will not normally permit development proposals which would involve the loss of significant trees and would thereby change the visual character of the street. The proposed development includes the planting of trees to a number of front and rear gardens, and within the public streetscape giving a total of circa 57 new trees being proposed (81 in total) which would accord with policy DC16. Furthermore there are approximately 150 new trees planted in the new Platting Park which is immediately opposite the proposal site.

Saved UDP Policy DC19 Listed Buildings- DC19 'Listed Buildings' - In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the

use of adjacent land, and where appropriate, by the preservation of trees and landscape features;

- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

There is sufficient spatial separation between the proposed development and the Grade II star listed building (Victoria Mill) for the proposed development to not have a direct impact upon the listed building, however, the quality, design and massing of the proposed development has been carefully considered so as to positively contribute to the continued setting of the Mill.

The National Planning Policy Framework July 2018 (NPPF) –

The revised NPPF was adopted in July 2018. 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 9 *'Promoting Sustainable Transport'* states that *'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health'* (paragraph 103).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

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.

Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

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).

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).

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189). In determining applications, local planning authorities should take account of:

- a. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c. the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should

be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

National Planning Policy 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

It is not considered that the proposed development would lead to any adverse impacts in regard to noise and residential disamenity to existing residents in the local area.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABE as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Under point 2.12 'Buildings should front onto streets', the Guide states that: It is important to achieve an adequate level of enclosure if streets and open spaces are to provide a sense of place and help people feel comfortable and safe. Buildings should present their main face and pedestrian entrance to the adjacent main street, to contribute to its vitality and interest. Windows and entrances should ensure that the street is overlooked to promote informal surveillance.

The development would accord with the principles outlined above in respect of the provision of strong well defined street frontages, and surveillance. It produces a well-designed development with permeable routes that relate well to existing properties, and creates link through to areas such as the Rochdale Canal and Platting Park.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has 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 Green and Blue Infrastructure Strategy 2015

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

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

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

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

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Providing for Housing Choice SPD

This SPD, adopted in September 2008, provides planning guidance regarding the mix of new housing provision including affordable housing; it proposes an affordable housing target of 20% on new residential developments of 15 units or more. The

SPD accepts that there may be circumstances relating to local housing need or feasibility of on-site provision where payment of a commuted sum towards the provision of off -site affordable housing may be appropriate. There are also exemptions to the requirement of affordable housing provision, the PFI has been tested against the exemptions and due to the dates of the contract is prior to the trigger date for the provision of affordable housing.

East Manchester Strategic Regeneration Framework

East Manchester Strategic Regeneration Framework's broad aim to regenerate this area of the city comprised of a number of key elements , including the need to create sustainable communities; secure the highest standards of physical redevelopment; ensure that development was commercially viable and geared to generating and extending housing choice to a wider cross section of the community; recognising the history of East Manchester; recognising the importance of natural features and enhancing physical and visual connections .

The SRF was refreshed to create a framework for 2008-2018 and specific objectives included the creation of new family housing structured on a regular grid street pattern; the continued desire to promote housing renewal, establish a clear block structure, establish a mixed residential commercial canal side neighbourhood west of Hulme Hall Lane, reinforce the Rochdale Canal and associated Greenspace, establish a green link between the Rochdale Canal and the Medlock Valley along Varley Street, provide a mix of housing tenures through new housing development and establish a community service / leisure hub at the junction of Varley Street and Oldham Road

The proposed development has been designed to accord with and aid the delivery of these specific objectives.

Principle

The application site is located within the Miles Platting Neighbourhood Area. A combination of employment and population loss left the area with a significant amount of derelict land and buildings, a low value, low demand housing market, a poor physical environment and low population densities that could not support local facilities such as shops, post offices, banks or schools.

As part of informing the future plans for the area, consultation and master planning was undertaken with local residents which helped inform the principles outlined in the 2006 outline planning permission.

The principle of development of residential development at the application site has been established as part of the outline planning approval in 2006. This permission established the guiding principles for the regeneration of the wider regeneration of the Miles Platting area, including a parameters plan indicating the areas where new development will come forward and where existing properties will be refurbished. The application under consideration was always allocated as a residential development site.

As detailed earlier in this report, the development of the application site was anticipated to come forward sooner. However, due to the economic downturn development across the Miles Platting area did not occur as quickly as envisaged.

Whilst the outline planning permission has now expired, it still provides a useful guide to how development should be brought forward in this area. Notwithstanding this, expiration of the outline planning permission has provided an opportunity to re-assess housing need and house types across the area. The outline planning permission saw a greater emphasis on apartments. However, it is now considered that the application site would better serve the housing need by providing good sized family accommodation, with usable amenity space and, private parking.

The proposed development will provide 57 new family homes with in curtilage car parking and private gardens. All of the properties will be capable of accommodating families with the emphasis on larger accommodation with 70% of the properties being 3 and 4 bedroom. The sizes of the accommodation will not only be consistent with the City Council's space standards they in fact exceed the standards on all units.

The new homes are not only required as part of transforming the Miles Platting Area but also as part of meeting the City's housing growth objectives. The proposed scheme responds to this demand by providing 57 new homes, contributing to the target of 2,500 new homes per annum set out in the 2016 Housing Strategy for Manchester. The offer of a high quality family accommodation makes an efficient use of a brownfield site which can help to meet housing needs.

The residential element of this proposal is therefore consistent with growth priorities and as part of meeting the objectives of policies H1 and H4 of the Core Strategy. These homes would meet the demands of a growing economy and population on a well-connected brownfield site.

Regeneration

Since the initial start of the works, the PFI contract works that have been completed, include the refurbishment of 1,750 properties, bringing these residential properties on the estate up to decent homes standard. There has also been an extension constructed to the existing building to Butler Court extra care housing block. The creation of 6 new pocket parks, 2 allotments and one central green park running alongside the canal in the form of platting park. In addition the project also provided a significant Community Fund which was used in part to refurbish and maintain the Victoria Mill and Community Library. To date 4 areas of new build have been built out with a total of 273 new properties.

During the development activities there have been an average of circa 35 people employed at any one time on each of the construction sites. This has been the case for the last 9 years, and will continue for a further 4-5 years. In addition several work teams and many office staff posts were created to facilitate the Service Works and refurbishment works over the five year period 2007-2012

A percentage of local labour was required and provided during the Service Works refurbishment of 1800+ properties.

The applicant is committed to, and record, employment of local labour on the most recent site (area 11) and all future phases of the Miles Platting PFI development, including Area 6.

Whilst new residential development has been slower than anticipated, a number of cells have now been completed with further development in the pipeline.

The proposed development is considered to have the amount of development to facilitate the creation of an attractive sustainable community and improve the local neighbourhood. The scheme is a key phase of a larger residential development in the Miles Platting PFI area, which would deliver a range of family housing on a previously cleared site.

Proposed Massing/ layout of schemes and context within area

The proposal relates to the comprehensive re-development of this site for residential development. The proposal would comprise buildings of a mix of 2 and 3 storeys, semi-detached and terraced houses. The layout has been designed so that the scheme incorporates the principles of the Guide to Development in Manchester together with the Residential Quality Guidance by ensuring that all units have their principle frontage to the street and all the properties have car parking within the dwelling curtilage. The streets would form a linked network to provide connectivity to the surrounding area. The layout shows a hierarchy of streets, which provide permeability for pedestrians and cycles. The layout allows for natural surveillance of people using the green spaces/ leisure areas in the form of the canal and its walkways and the newly formed Platting Park. The residential properties relate well to the historical features of the area in the form of the mill buildings in particular Victoria Mill, and the sympathetic style of the houses provides an attractive vista into and out of the proposed development.

Each of the routes within the site would be clearly defined by pavements along the side of the roads allowing for a high degree of legibility for pedestrians throughout the scheme. The routes have been designed to be safe, secure and user friendly and would encourage and support the development of a pedestrian link through the scheme. This will encourage people to continue to use the development by a full range of transport modes including walking and cycling thereby reducing reliance on the car.

The proposal reflects a traditional layout of development, and incorporates traditional influences in the form of medium density development set around the existing road pattern, and new highways. The properties are to be built with front gardens to provide defensible space from the highway, with a larger private garden to the rear or side for amenity space. This approach is considered to be in line with modern day visibility splays, good urban design principles and the streetscape. Therefore, it is considered that the layout of the development is acceptable; it reflects the spirit of the adjoining neighbourhood and is not considered to be overdevelopment of the site. Furthermore, the height and scale of the proposed buildings are considered to be acceptable in this location.

The proposal is considered to be of an appropriate density relative to the character of the area and responds positively to the existing and proposed street scene.

Access through the Site

There is currently a web of footpaths running through the site creating public rights of way. These pathways are maintained by the City Council. There are other footpaths that have been created as a result of desire lines across the site. The applicant has applied to formally close off the footpaths. However, as the site is in the ownership of the City Council it is the City Council that will have to formally go through the process, this will be determined under the appropriate legislation. As part of the planning application currently under consideration, it is proposed to re-open previously closed off pedestrian routes through the site that will provide perfectly acceptable and convenient pedestrian permeability through the site.

Design and Appearance

The development would improve the appearance of the area. The proposed buildings are a combination of contemporary and traditional design that utilises the positive features of the site and surrounding properties. The dwellinghouses are designed as two and three storey dwellings to be sympathetic to the existing surrounding buildings and address the street with building frontages and elevational interest. All the properties provide in curtilage parking spaces, with some being located behind a side gate, and others on the driveway. The design of the elevation has been carefully considered to ensure that the ground floor has natural surveillance and vitality, and that there is not a monolithic run of brickwork at street level. Windows at ground level provide interest to the elevations resulting in houses that would relate well to each other within the context of the street scene, and, in urban design terms form a positive frontage. Furthermore, the scale and mass of the properties have been designed to respect the character and grain of the area and of the existing buildings, particularly Victoria Mill.

The suggested materials are traditional in palette with a mix of brickwork, upvc doors and roof tiles. The three storey properties are a mix of hipped roof, and gable elevations. A condition would be attached to any consent granted with regards to the final palette of materials to be used. However, the brickwork will be of a variation of primary red bricks to again pick up the character of Victoria Mill, with detailing and banding being picked up in a contrasting colour.

All of the houses have either living room, or kitchen /dining room windows overlooking the street to increase visual surveillance and to be in line with the City Council's Guide to Development. The houses would have quality boundary treatments including brick walls with railings above to the front of properties, and timber fencing to rear gardens to create a suburban appearance, and low boundaries to highway junctions to improve visibility. There is a distance of 17 metres between the existing properties on Holland Street and the proposed residential properties, these views being taken across public space, and being gable to gable. Where front elevations face onto each other there is a distance of 20 metres, again across public highway. It is considered that these distances would provide an acceptable level of privacy, and would not result in overlooking of either the existing or proposed properties. It is also considered that the distances between the former Navigation Inn and the closest residential properties proposed as part of the development under consideration at 14m and 20m respectively also affords an acceptable level of privacy and safeguards the residential amenity of both existing and future occupants of both developments. The streetscenes are shown below:



It is considered that the development would create a positive feature within the Miles Platting area.

Traffic Generation

In respect of non-car accessibility of the site, the site is easily accessible by public transport, by cycle and on foot.

It is not anticipated that the development will have an unacceptable impact on the local highway network. Highway Services have confirmed that the impact of the development can be suitably accommodated within the existing highway network. It

should also be noted that proposals contained within the outline planning permission were for a much denser apartment led scheme.

The proposed development will continue to be accessed by safe and efficient vehicular access arrangements; it is considered that the proposed development would be able to be accommodated within the local highway network.

Access/ Parking including Cycle Parking

Vehicular access to the site would be taken from existing highways, including Holland Street and Bourdon Street. The layout would also include the introduction of a new internal road.

Parking provision has been provided in the form of in-curtilage parking to all of the proposed dwellinghouses, with this being 1 parking space per unit, with some of the properties having the capacity to accommodate a further vehicle on the driveway.

It is considered that the nature and levels of car parking proposed would be appropriate in this locality.

As part of providing a sustainable development which in turn encourages alternative modes of transport to the motor vehicle, the properties all have the potential for cycle storage either within the development, within the houses or in the rear gardens, and the developer is willing to install fixed storage facilities for the occupants.

With the rise in use of cleaner modes of transport the provision of electric charging points is something to be encouraged. It is proposed that charging facilities will be provided to all plots. This would be via a switched spur that would be located internally to suit the location of the driveway which would then be connected to an external point by a pre laid duct. This would allow simple connection of alternative fast chargers.

Traffic Calming

The roads will be located within an area served by a 20mph limit, and the new development would have the same speed restrictions applied to their use. This approach was considered acceptable by Highway Services.

Trees

Policy EN9 seeks to protect existing green infrastructure. There are 30 trees at the application site, 15 category A, 11 Category B and 1 Category U

A total of 26 trees will be lost as part of the development which include 14 category A and 11 Category B, and 1 Category U. There will be 4 category B trees retained.

It is acknowledged that the proposals will result in a number of mature trees being lost at the application site. This will have an impact on the character of the area and result in a loss of green infrastructure. It is noted that the City's Arborist has raised no objection to the loss of the trees. In addition, the application site is a previously developed site, and has always been anticipated to be a development site as part of the regeneration of the Miles Platting area.

The applicant has sought to mitigate against the loss of trees at the site by planting a number of appropriate trees within the front and rear gardens. In addition,

discussions with the applicant through the course of the application process has secured a number of street trees along Holland Street. This will result in 81 proposed trees across the application site representing a net gain of 55 trees.

It should also be noted that the applicant has made wider improvements across the PFI area with 150 new trees having been planted in Platting Park, which assists with the greening up of the wider area

Loss of Open Space

It is acknowledged that the proposal site has been available as an attractive open space adjacent to the canal and has been enjoyed by local residents for a period of approximately 10 years, and, there is no doubt that this would be regarded as a loss of a green area. However, it is a previously developed site, and following the demolition of the properties that historically occupied the site, and in the interests of both residential and visual amenity of the remaining residents, the site was informally grassed, rather than be left as a large unattractive area. It has to be reiterated that from the time of the demolition of the previous dwellings on the site, it has always been identified as a development cell, and, from the early days of the Master Plan which preceded the outline planning application in 2006 its' allocation was always for residential development. The original development proposed for the site had a higher density than that now proposed, comprising of a more apartment led scheme.

Whilst the loss of any green space within an urban environment is regrettable, this has to be weighed against the benefits of providing much needed housing within the area. The proposed housing would still retain an open feel with front and back gardens laid to lawn, and, a net gain of trees will be planted throughout the site, which, whilst not as mature as those being removed, will become established over a period of time. The neighbouring Platting Park accommodates 150 new trees, and provides a safe recreational space for local residents of all ages to enjoy as a community, and in addition 2 allotments have also been created. The proposed development still provides pedestrian permeability through the site, and access can therefore still be gained to the canal and its' pathways. It is therefore considered that the loss of the open space is adequately mitigated against by alternative provision within the area.

Landscaping

The landscaping proposal consists of low wall and railing treatment to front boundaries, with flagged areas and lawn to small front garden areas, and grassed areas adjacent to driveways to the front gardens. Quality design and good management of the public realm will be essential to creating a safe and viable location. To this end it is important to create pedestrian-friendly environments, whilst accommodating the vehicle and servicing requirements. In addition to the boundary treatments to the houses, there will also be timber low level knee rails to create a physical boundary to ensure vehicles cannot enter the canal. These will be softened up by planting a low level hedge behind them canal side, to provide a more attractive boundary to residents and users of the canal. It is considered that the high quality public realm works proposed would create safe and secure pedestrian routes. In addition a landscaping condition to ensure a quality landscaping scheme to complement the quality of the physical build would be attached to any consent granted, including the requirement of the tree species.

There are areas of shared surface, and further information is required as to the long term management of these. They will either be subdivided between the home owners, or potentially managed by Adactus who are managing other areas within the PFI area. This arrangement would be secured via a condition attached to any consent granted.

Ecology

Whilst there are a number of trees being lost to enable the development, there is a net gain, and the findings are that the trees that are being lost would not provide roosts or foraging opportunities for bats. As part of a proposed landscaping scheme, a condition would be attached to any consent granted to ensure that additional biodiversity, mitigation or enhancement measures for the scheme are submitted to, and approved by the local planning authority, and thereafter implemented. This would include measures such as the installation of bat and bird boxes. The scheme will assist in enhancing the ecological value of the site, whilst balancing the need to provide a scheme with sufficient aesthetic appeal.

Residential Amenity

With regard to the proposed uses on the site and potential noise, it is considered that the buildings would be suitably insulated to prevent any significant break out of noise and to prevent occupiers of the dwellings being disturbed from external noise sources.

In addition, it is recommended that a condition be attached to any approval to require a management strategy and mitigation measures for the construction phase of the development in order to minimise disruption such as dust from the construction works on the local environment.

It is acknowledged that there are residential properties directly surrounding the application site, and there would be a significant increase in the amount of development on the site compared to the current vacant site. However, as this is a residential proposal and the site was previously occupied by residential properties, there should not be a significant increase in the noise generated from the site and the general activity should be limited to residents leaving and returning to the accommodation. The height of the new houses is only two storeys/ three storeys, and there is sufficient distance proposed between existing and proposed properties to safeguard privacy, overlooking and enjoyment of private amenity space, and therefore, it is not considered that the development would have a significant impact on any of the surrounding terraced and semi- detached properties.

Secured by Design

The priority has been to create a quality development, which encompasses the key principles to ensure a safe and secure environment. The proposed street layout has been designed to maximise personal safety, the security of property and reduce opportunities for crime as a result of natural surveillance. A Crime Impact Statement has been submitted as part of this application, and, provided that the physical security specifications and management procedures listed in the report are implemented the scheme should achieve secure by design accreditation. It is therefore recommended that a Secure by Design condition is attached to any approval

Access for Disabled People

The development has been designed to comply with Lifetime Homes, and would have level access. A condition is proposed to require the finalised details of route widths, levels and gradients to the external areas around the proposed properties

Sustainability

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

Contaminated Land

The site is currently formed of vacant land (formerly occupied by dwellings), and areas of grassland with some mature trees, that sits adjacent to the canal. A Ground Investigation report has been submitted to accompany the planning application, but there were a number of outstanding matters (submission of a Preliminary Risk Assessment is required and any identified remediation requirements are implemented, followed by a final verification report). It is therefore recommended that a condition be attached relating to contaminated land and landfill gas measures be attached to any approval pending the receipt of the information outlined above.

Flood Risk

The planning application was accompanied by a Flood Risk Assessment. This has been assessed by the Flood Risk Management Team who have recommended conditions relating to the design and implementation of sustainable drainage based upon the findings within the report.

In view of the comments received from the Flood Risk Management Team, in respect of flood and drainage matters, it is recommended that any approval is conditioned to require the submission of a surface water drainage scheme based on SUDS principles.

Refuse Storage

The site layout plan indicates that all the properties would have bin storage in either rear or side garden areas, and that four bins per property are proposed. All the properties would have internal space for the storage of recyclable and compostable

materials pending transfer to the external appropriate bin. All the bin storage areas are easily accessible for moving to the kerbside on collection day.

Air quality

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

Affordability

Policy H8 advises that new development will contribute to the City-wide target for 20% of new housing provision to be affordable.

The supporting SPD to this policy states that there are exemptions to the policy. The criteria that might qualify development for exemptions that are of relevance in this instance include:

- that inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Framework, planning frameworks or other Council approved programmes.

The trigger for the affordability also has a date referral, this being contracts that were signed on or after December 2007. The contract and masterplan for the Miles Platting PFI was signed with the applicant in March 2007 and as such precedes the trigger date for the affordability requirement. Therefore, in this instance, the proposal complies with the exception test as outlined in policy H8 and therefore, there is no requirement to provide affordable housing as part of this proposal.

It is important to note that as part of the contractual arrangement between the applicant and the City Council, an annual report on overage is provided and its validity is independently assessed. To date these reports have indicated that there is insufficient overage. This is largely in part due to the significant works that have already been carried out by the applicant in terms of infrastructure, green spaces and other public benefits.

In addition, the application should also be viewed in the context of the original regeneration intent for this area, which is enshrined in the 2006 outline planning permission. The overriding objective was to re-balance the housing market in Miles Platting by increasing the supply of owner occupied accommodation together with early work which has already been delivered by the application in terms of whole scale refurbishment of retained social housing properties, selective demolition works and providing specialist accommodation for older people together with a number of larger homes.

This was to create a more sustainable economically active neighbourhood. This comprehensive regeneration, and the improved mix of dwellings, will ensure that the Miles Platting neighbourhood has a sustainable future. Area 6 has always been

designated as a build for market sale site. In addition the monies from these sites finance the refurbishment of the social housing, and the public realm improvements such as Platting Park, creation of pocket parks 2 allotments and the refurbishment and retention of Victoria Mill and the library, all contributing to making Miles Platting a desirable place to want to live.

On completion the Miles Platting neighbourhood will have a sustainable community comprising of over 3300 dwellings, a net increase of over 40%

Comments by Objectors

Loss of Trees- residents have expressed concern over the trees being lost to make way for the development, and there have also been concerns expressed over the use of the trees as bat roosts. Whilst any loss of trees is regrettable, this has to be weighed against the wider benefits of the regeneration that would be brought to this site and the wider PFI area by this development. The proposal would incorporate new tree planting, which results in a net gain in the total number of trees throughout the development site. There would be 26 category A and B trees removed, which is regrettable, 4 would be retained. The trees that are on the site are of a size that would not be easily incorporated within a workable housing layout. However, as part of the landscaping proposals there would be 85 trees in total on the site giving a net gain of 55 trees across the site. These would be of a more domestic scale and of appropriate species for a residential development and capable of long term management and retention. The proposed tree planting throughout the development, coupled with the 150 already planted within Platting Park is considered to be an acceptable tree replacement strategy, and the proposed planting would comply with policies EN9 and EN15 in the Core Strategy. A comprehensive ecology report accompanied by a bat survey has been assessed and it is found that there is limited potential currently on the site for bat roosts or foraging. Further opportunities would be introduced by the additional planting of trees throughout the site, Park and wider area.

Risk of Flooding- The concerns over potential flooding have been assessed by the Flood Risk Management Unit, and it is considered that the proposed development will not have a detrimental impact upon the canal or the existing and proposed residents.

Property Boundary- The owners of number 1 Bourdon Street (the former Navigation Inn) highlighted that there was a discrepancy between the boundary lines. This was a civil matter, and this has now been addressed to the mutual agreement of both parties. As such the site boundary has now been amended. The City Council is allowing access across City Council owned land to enable access to the parking for the apartments that were approved previously as a conversion from the public house.

Right to light / right to view- The proposed development has been assessed and it is considered that the proposal would not have a detrimental impact on the level of natural lighting that would be afforded to both existing and proposed properties. Whilst it is acknowledged that the development would be occupying a previously cleared site, the clear site has only ever been an interim measure. Prior to the clearance of the site in 2008 /2009 it had historically been occupied by residential properties. These properties were sub- standard and not fit for purpose. The resultant cleared site was grassed in order to provide an acceptable outlook for the remaining residents within the area. The site was always intended as a development cell which

would form part of the bigger picture and be brought forward for housing development as part of the rolling program of works to be drawn down under the PFI. As such it was never the intention that the view nor the cleared site were to form a permanent feature within the area.

Public Access to the canal- As part of the proposed development, the footpaths through to and alongside the Canal are to be upgraded to enable easier and safer access. Any paths that are existing formal pathways that will no longer be open will go through the appropriate closure process.

Loss of recreational space- Whilst the use of this informal open space will no longer be available, this was never a long term use for the site. The area was seeded to create an attractive environment for the remaining local residents in the interim period between demolition and redevelopment. The upgrading of the pathways, the introduction of pocket parks throughout the area 2 allotments and, the introduction of Platting Park have been introduced by way of providing formal and managed spaces for recreational use.

Construction Management- A condition requiring the submission and approval of a construction management plan prior to the commencement of development will be attached to any consent granted. The details of the plan once approved shall be implemented in full and monitored throughout the process to ensure that the noise reduction and dust suppression are maximised.

Conclusion

The redevelopment of this site with an attractive, quality development will bring major environmental and regeneration benefits to the area.

Whilst the development will have certain impacts on the area, the conclusion reached is that there are measures that can and will be introduced to minimise any potential adverse impacts. There are clear positive elements to the proposal which would introduce a high quality housing development into East Manchester and contributes to improvements to the public realm in an accessible location for pedestrians and those travelling by public transport.

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

Human Rights Act 1998 considerations - This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material

considerations, including Council policy as set out in the Core Strategy and saved 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 matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussions have taken place with the applicant through the course of the application, particularly in respect of the matters arising from the consultation and notification process, particularly affordable housing, environmental improvements and traffic. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

location plan 2001 Rev B 13:11:2018, Existing site Plan AA7328 2010 Rev C dated 04:01:2019, proposed site plan 2011 Rev Q dated 04:01:2019, proposed brick types 2012 Rev C Dated 04:01:2019, proposed boundary types 2013 Rev C dated 04:01:2019, proposed street scene 2020 dated 09:11:2018, House types Mews 2101 Rev D dated 13:11:2018, Lexington 2102 Rev D dated 09:11:2018, Stateley 2103 Rev D dated 09:11:2018, Oakley 2104 Rev D dated 13:11:2018, Heartford 2105 Rev D dated 13:11:2018, Kingston 2106 Rev D dated 13:11:2018. Block 1 elevations 2201 Rev C dated 09:11:2018, Block 2 2202 Rev C dated 09:11:2018, Block 3 2203 Rev C 09:11:2018, Block 4 2204 Rev C 13:11:2018, Block 5 2205 Rev C dated 13:11:2018, Block 6 2206 Rev C dated 13:11:2018, Block 7 2207 Rev C dated 13:11:2018, Block 8 2208 Rev C dated 13:11:2018, Block 9 2209 Rev C dated 13:11:2018, Block 10 2210 Rev C dated 13:11:2018, Block 11 2210 Rev A dated 13:11:2018.

Design and Access Statement AA7328 0107 part 1 and 2 dated 21:11:2018, Air Quality Assessment dated 28:09:2018, Biodiversity report dated 28:09:18, Crime Impact Assessment dated 28:09:2018, Res dwelling units information dated 28:09:2018, Swept path analysis 28:09:2018, Contaminated land desk study, dated 28:09:2018, Noise survey and acoustic report dated 28:09:2018, Tree survey and constraints dated 28:09:2018, Bat Survey dated 20:12:2018, Bat roost assessment dated 20:12:2018, Flood risk assessment dated 28:09:2018, waste management dated 04:10:2018, Transport and Travel statement dated 28:09:2018.

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) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out 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 and DM1 of the Core Strategy.

4) Prior to the commencement of any 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 and shall include:

- The routing of construction traffic;
- Detail the 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.

Reason - In the interest of pedestrian and highway safety, and to ensure that the proposed development is not prejudicial or a nuisance to adjacent dwellings pursuant to policy DM1 of the Core Strategy. Details are required prior to works commencing

on site as the impacts of construction works to deliver the development require mitigation.

5) The development shall be carried out in accordance with the Crime Impact Statement dated 2nd August 2018 ref 2018 0550 CIS 01 prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 28 September 2018. 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.

6) Prior to the first use of the development, a scheme of highway works in relation to Holland Street and Bourdon Street, in order to provide adequate pedestrian and vehicular environment at 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:

- creation of dropped kerbs to driveways and car park entrance;
- reinstatement of footways.
- detailing of shared surfaces

The approved scheme shall be implemented and be in place prior to the first occupation of the development 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 SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

7) Notwithstanding the geo-environmental report dated March 2018 ref 18LPL064, a) before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared

outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, prior to first occupation.

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

Reason - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

8) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Holland Street and activity at the Rochdale Canal 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 and a verification report submitted for approval by the City Council as local planning authority. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

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

9) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

10) The storage and disposal of waste shall be undertaken in accordance with the approved Waste Management Strategy and drawing AA7328-2011 Rev Q submitted with the application and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

11) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the approved drawings, documents and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the use or occupation of the phase of development within which the retained tree is located for its permitted use.

- a. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).
- b. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- c. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Evidence of the installation of fencing shall be supplied in writing to the City Council as local planning authority prior to any works commencing on site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies SP1 and DM1 of the Core Strategy

12) 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 - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

13) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and therefore managed and maintained in accordance with the approved details. These details shall include:

- Verification report providing photographic evidence of construction as per design drawings.
- As built construction drawings if different from design construction drawings.
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its' lifetime

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. Pursuant to policies within the NPPF and NPPG and local policies EN08 and EN14.

14) No development shall take place until surface water drainage works have been designed and implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- Consideration of SuDS hierarchy and connection to Rochdale Canal or Ordinary Watercourse;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes with finished floor levels needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

15) Notwithstanding the provisions of Class A, D, E, G Part 1, Class A, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015 or any subsequent amending legislation, no extensions, free standing buildings or means of enclosure to properties within the development shall be erected on any public sewer or within a 3 metre strip either side of any public sewer; and no deep rooted shrubs and trees should be planted in the vicinity of the public sewer and overflow systems, unless full details of methodology for ensuring no undue impact is caused to the sewerage system, and those works are fully agreed in writing with the local planning authority.

Reason - To preserve access to the sewer for maintenance and improvement in the interests of flood prevention, pursuant to policy EN14 of the Core Strategy for Manchester.

16) Notwithstanding plan ref:AA7328-2011 Rev Q before the dwellinghouses hereby approved are occupied, a hard and soft landscaping treatment scheme for all areas of open space and landscaping, together with long term maintenance arrangements (including long- term, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens)) has been submitted to and approved in writing by the City Council as local planning authority. The content of the plan should include elements to mitigate for loss of trees, shrubs and bird nesting habitat, and shall include species and size of trees to be planted. The approved scheme shall be implemented not later than 12 months from the date of first occupation of any building within that Phase. 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 for Manchester.

17) In accordance with other highway networks within the area, all highways within the development hereby approved shall be subject to 20 mph speed restrictions. Within 3 months of commencement of development a scheme to achieve this restriction shall be submitted to, and approved in writing by, the City Council as Local Planning Authority. The approved scheme shall be carried out in accordance with an implementation programme to be approved by the City Council as Local Planning Authority.

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

18) No development shall take place within 10 metres from the edge of the Canal towpath until a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the canal has been submitted to and approved in writing by the local planning authority. The Development shall not begin until details of the measures to prevent any contaminated surface water run-off, wind-blown dust, or other debris entering the waterway or construction materials from the development reaching the Rochdale Canal have been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall subsequently be implemented in accordance with the approved measures.

Reason - To prevent pollution of the Rochdale Canal, pursuant to NPPF paragraphs 170 and 178 and policies EN14 and EN17 of the Core Strategy for Manchester.

19) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of the development, full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. 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 building and surrounding area and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

20) 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.

21) The development hereby approved shall be carried out in accordance with the Transport and Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 28:09: 2018.

In this condition a Travel Plan means a document which includes:

- i. the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii. a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii. mechanisms for the implementation of the measures to reduce dependency on the private car

- iv. measures for the delivery of specified Travel Plan services
- v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

22) Prior to the first occupation of the development, details of bird and bat boxes to be provided (including location and specification) shall be submitted for approval in writing by the City Council, as Local Planning Authority in that phase. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason - To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

23) Full detailed designs (including specifications) of all highways works including Traffic Regulation Orders shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the development commencing. The development shall be implemented in accordance with the approved details prior to any residential property within the development being first occupied.

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

24) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i. the measures proposed to recruit local people including apprenticeships
- ii. mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii. measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

25) Prior to the first occupation of the residential accommodation hereby approved, details of a management plan for the long term management and maintenance of the areas of shared surfacing shall be submitted and approved in writing by the local planning authority. The approved plan shall thereafter be implemented and remain in force for so long as the residential accommodation is occupied.

Reason - To secure a satisfactory development and in the interest of residential and visual amenity pursuant to policy SP1 and Dm1 of the Manchester 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) none of the dwellings hereby approved shall be used for any other purpose (including any other purpose in Class C3(a) 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 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.

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

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

28) Prior to the first occupation of the residential dwellings details of the cycle storage shall be submitted to and approved in writing by the City Council as local planning authority and once approved shall be implemented and retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

29) Prior to the first occupation of the residential development, details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented, and be in place prior to the first occupation of the residential properties.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy (2012).

30) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions outbuildings or front boundary treatments shall be erected other than those expressly authorised by this permission.

Reason - To secure a satisfactory development and in the interest of residential and visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

31) The car parking and vehicular access arrangements to serve the development hereby permitted shall be demarcated and made fully available for use in accordance the details shown on drawing no. proposed site plan 2011 Rev Q dated 04:01:2019 prior to the first occupation of the development hereby approved and shall be retained thereafter as long as the buildings are in use.

Reason - In the interest of highway safety and the free flow of traffic and in accordance with Policy DM1 in the Core Strategy Development Plan Document.

32) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement contained in point 3.4.6 of the Design and Access Statement AA7328 0107 part 1 and 2 dated 21:11:2018 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.

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: 121401/FO/2018 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

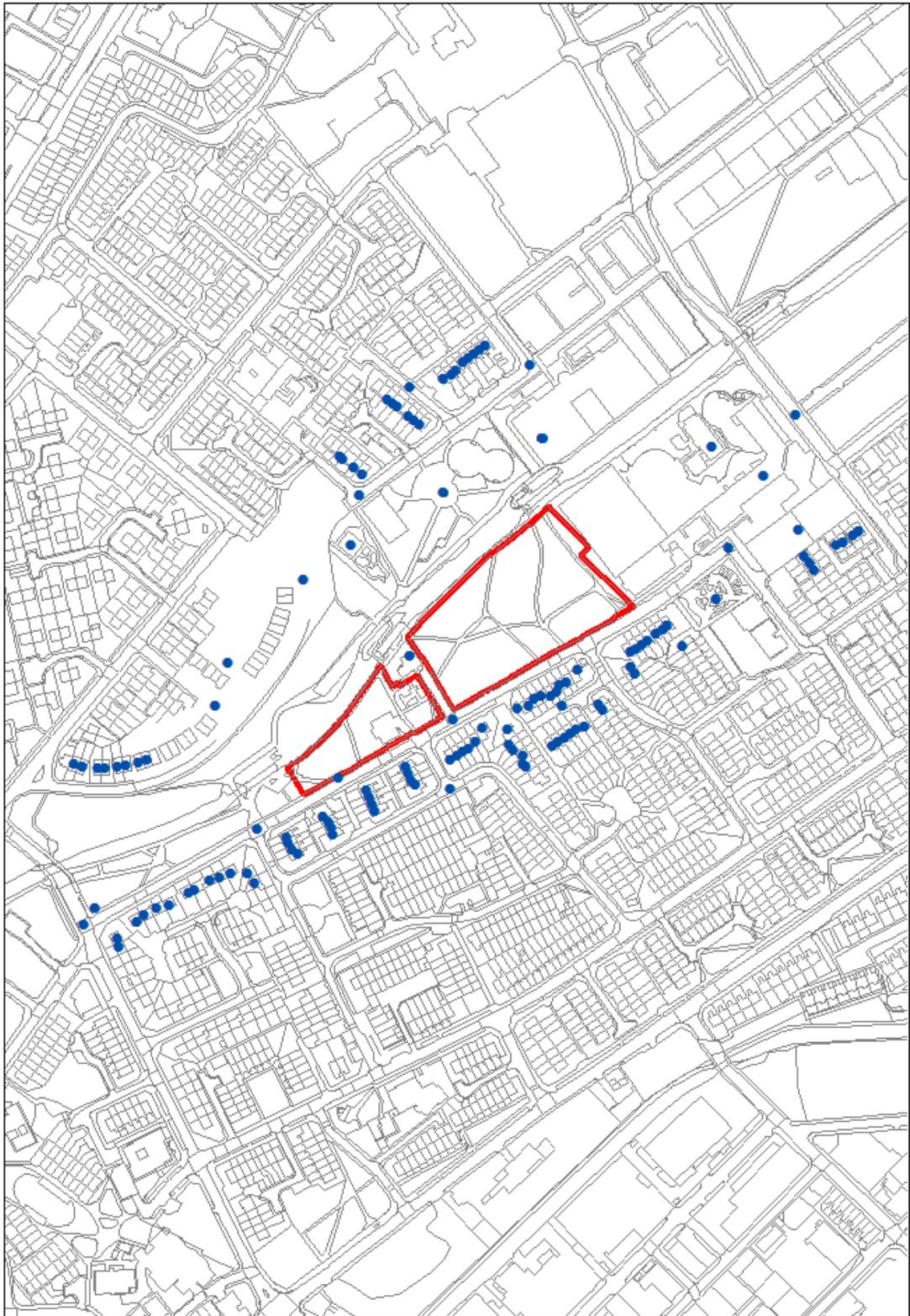
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
United Utilities Water PLC
Canal & River Trust

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:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Greater Manchester Ecology Unit
United Utilities Water PLC
Canal & River Trust

Relevant Contact Officer : Janet Lawless
Telephone number : 0161 234 4535
Email : j.lawless@manchester.gov.uk



 Application site boundary  Neighbour notification
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