

Application Number	Date of Appln	Committee Date	Ward
122897/FO/2019	29th Mar 2019	27th Jun 2019	Clayton & Openshaw Ward

Proposal Proposed redevelopment of vacant land to create 66 no. 2, 3 and 4 bedroom dwellings incorporating new access roads off Bank Street and Tartan Street, pavements and associated landscaping and boundary treatments

Location Land On The Corner Of Bank Bridge Road And Tartan Street Adjacent To And Comprising Ilk Street And Alpine Street, Manchester, M11 4GD

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Application Site and Area

The application site measures 1.52 hectares (3.76 acres) and is located on the corner of Bank Bridge Road and Tartan Street within the Clayton and Openshaw ward of the City, which is located north east of Manchester City Centre. The application site is located approximately 3.2 kilometres to the east of the City centre and is approximately 500 metres east of the Eastlands district centre.

The application site is comprised of an area of brownfield land, which was formerly occupied by housing and the site of the former Ravensbury Infant and Primary schools, both of which were demolished more than twenty years ago. The redevelopment area is formed by the sites of 45 former dwelling houses, 1 commercial premises, and highway land (mainly Ilk and Alpine Street). The land is level and predominantly residential in character with no buildings of historic or architectural significance. The site is now comprised of grass and overgrown self-seeded scrubland bounded by a kick rail that was installed following the demolition works. The site contains an area of unkempt land that includes a number of planted trees and areas of naturally colonised Willow and Birch scrub. The site does have a significant problem with flytipping and anti-social behaviour.

The site is situated on the edge of an existing predominantly residential area and is bounded by a cycle route to the north, Bank Bridge Road and Bank Street to the west, Tartan Street to the south and by existing two-storey semi-detached housing and a nursery to the east off Pioneer Street. On the northern edge of the site is a pedestrian/cycle route, which provides access to Clayton Vale. Alpine Street and Ilk Street provide access to the site via Tartan Street each of which are approximately 50m long with footways on both sides. They used to serve the former on-site buildings that have previously been demolished. Directly opposite Alpine Street and Ilk Street on the opposite side of Tartan Street is Ravensbury Community Primary School.

Located close to the application site to the south west is the large scale building complex of the National Cycling Centre and the Eastlands District Centre and Etihad campus beyond. Evans Cycles dominate the west edge of the site. Philips Park which is situated along the River Medlock provides a soft edge to the north west of the site. The application site can be seen in the location plan below:



Application site edge red

Background to Development

In January 2008, the City Council Executive approved a report in respect of the Compulsory Purchase of the lands within the application site that were not in the Council's ownership. The City Council's appointed developer partner at that time proposed a redevelopment of the area which would have delivered 58 dwellings in a range of sizes and styles, all aimed at families. The subsequent economic downturn and the collapse of the housing market necessitated the postponement of plans to redevelop the Alpine and Ilk Street area.

On the 18 March 2015, the Council Executive agreed proposals to deliver a comprehensive regeneration scheme to the wider Ben street area. The proposals consisted of four elements:

- Acquisition from Guinness Properties and subsequent refurbishment of 64 long term voids (now completed)
- Facelifting the remaining 213 terraced properties (now completed)
- Undertaking streetscape works to improve and connect the external environment within the neighbourhood (now completed); and
- Development of the Ilk St/Alpine St site for new build quality family homes that would improve the scope of the offer in the area.

Collectively these elements would provide a more sustainable approach to improving the residential area, by improving the scope of the housing offer and lifting the quality of the existing residential offer. The improvements will be under pinned with a neighbourhood management strategy to improve waste management, community

cohesion and resilience. The first three of the above four proposals have now been completed.

Proposed Development

Planning permission is now sought for the redevelopment of this site in accordance with the above strategy to deliver 66 no. new family dwellinghouses. The proposal is for the delivery of affordable homes through both shared ownership and rent to buy pathways, comprising a mixture of 2, 3 & 4 bed houses.

The proposed mix of properties includes 23 no. 2 bed / 3 person houses, 35 no. 3 bed / 4 person houses and 8 no. 4 bed / 5 person houses. All house types are two storey semi-detached properties with a minimum of 1 no. in-curtilage car parking spaces, gardens to the front and rear, bin storage in the rear gardens, good quality boundary treatments and soft landscaping. It is proposed that the houses are constructed with a brick finish, which is generally in line with the properties in immediate proximity of the site. Some variation to the front facades is proposed with the contrast brick and stepped feature brick to the upper floor front elevation and feature box-surround to windows of in principle locations and feature gables.

There are two new vehicular access routes into the site, one from Bank Bridge Road / Bank Street to the west and one from Tartan Street to the south. These meet in the centre of the site and then a further route is then provided to access the northern area of the site, with a new street being created along the northern boundary to overlook the existing Clayton Vale pedestrian/cycle route. The proposed site layout for the site can be seen below:



Proposed site layout plan

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

Consultations

Advertisements

The proposal, by virtue of the number of residential units, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) on 9th May 2019. Site notices were displayed at various locations around the application site also on the 9th May 2019.

Local Residents

3 letters of objection have been received against the proposed development. The comments made can be summarised as follows:

- This development is the apparent assumption that the two current, empty, streets are not used. This is not the case, during the working day both streets appear to be being used for parking and are both full. It is assumed these are people working at the school. What is the plan for where these cars are going to now go? There either needs to be an extension of the current Ethiad parking scheme to cover all hours or some other plan put in place to deal with the space this development is removing as the cars aren't going to disappear.
- Horrendous number of 66 houses are planned to be squeezed in on a plot that is totally not suitable for that. Green area with trees is planned to be changed to area with tiny houses with 2x2m useless gardens.
- Is the proposal to cut trees or urbanise part of Clayton Vale or the entrance of the vale? How will it be assured that the wellbeing of local people is protected if Clayton Vale is affected?
- So many houses on such a small plot will provide a big amount of litter, communal waste and noise. We have the problem with mice and rats already in the area. More rubbish means more rats.
- Bank street and Bank Bridge road is very busy particularly in rush hour. If this development could add about approx. 120 more cars (2 cars per 66 houses), the situation will get much worse.
- How long building new houses would take? How will the people who live in the area be protected from construction noise?
- Significant detrimental impact on the outlook and view of the properties overlooking this green area with nice big trees.
- Lots of trees and shrubs will be removed. Trees protects the area from the street noise and provides more oxygen. Cutting down trees for the development means more sound pollution in the area. The planet is burning and do we want to chip off green belt wherever it exists and pave it all?

- If space is a problem, there is area on the Ashton New Road where houses were demolished and where constantly Travellers are camping. Why not build houses there instead of attacking Clayton Vale?
- The area is full of fly tipping and part of this development area is unfortunately used as a dump. When 66 new houses are built, people will dump this same rubbish into the heart of the Vale!
- What is wrong with building flats? Why does every house need a garden and why communal space has to be removed for the new properties to have small gardens. There is so much unused post industrial space that can be developed into flats. What is the point of cramming the area with houses with gardens while noise from traffic that it will add to the streets and amount of cars that will bring into the area will make using those gardens impossible in peace and without a gas mask.
- Building so many gardens adds to the need for lawn mowers. More air pollution and more noise. Chemicals for the gardens, trees cut down for garden fencing. Where is logic and sustainability in that? Will this development have 100% of solar power cells on roofs? Will material used for this build be required to come from renewable sources?
- The existing primary school already creates a huge problem of traffic and the safety of children is ignored.
- How will adding new families to the area solve the problem of poor policing by an underfunded Police department?

Highway Services

Ravensbury Primary School is located on the opposite side of Tartan Street, with the entrance protected by appropriate keep clear markings (No Stopping Mon-Fri 8am-5pm).

Comments were made in relation to the site layout, new highway adoptions, off-site highways works, trip generation and junction capacity, site accessibility, vehicular access and egress, parking and access, cycle parking, boundary treatments, refuse and servicing, construction management and travel plans.

It has been confirmed that in principle, the indicative highway layout is considered appropriate with all new internal access roads maintaining a 5.5m carriageway width, that the trip assessment work within the submitted Transport Statement is acceptable, there are no significant concerns in terms of highway design or infrastructure, appropriate visibility has been ensured at the new junctions, refuse vehicle swept paths are acceptable and that the proposals for over 100% in curtilage parking is acceptable.

Additional information was requested in relation to carriageway width to the northern end of Alpine Street, additional traffic calming measures, new driveways onto raised tables, the locations of driveways a minimum of 10m away from junctions, the

provision of electric vehicle charging points at all properties, the provision of secure cycle parking at all properties and confirmation that all frontage boundary treatments are permeable from a height of 600mm upwards.

Conditions are requested in relation to the submission of a construction management plan, the submission of a residential travel plan and the completion of detailed off-site highway works plans.

Following the submission of additional information from the applicant in relation to the above matters, the applicant has confirmed that the highway layout and parking spaces have been adjusted to address the concerns raised, each of the properties will be provided with an electric vehicle charging point and a secure cycle storage space and that it is agreed to accept an off-site highway works condition to address any necessary additional traffic calming and other associated works. Highway Services have assessed this information and have confirmed that there are no further concerns associated with the development.

Environmental Health

Comments have been received in relation to construction management, noise and acoustic insulation of the new properties, air quality, contaminated land and waste. It has been confirmed that the insulation scheme outlined within the submitted Acoustics Noise Assessment is sufficient and should be completed prior to the first occupation of the properties. A condition has been requested to ensure the submission of a post completion verification report.

It has been confirmed that the waste management strategy submitted with the application is considered to be acceptable and its compliance should be conditioned.

Reports have been submitted in relation to the remediation of the site and these are considered to be acceptable. An appropriately worded condition has been recommended to ensure compliance with these reports and the submission of final verification assessments.

Greater Manchester Police

Having looked at the documents submitted, GMP would recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved.

Greater Manchester Archaeological Advisory Service

GMAAS have had a look at the GM Historic Environment Records and can confirm that there are no known archaeological sites within the site boundary. Historic mapping shows that the site saw no early development, with terrace houses being established in the late 19th and 20th centuries.

GMAAS consider that the site has no archaeological interest and no further work is required.

Arboriculture

Initially, some concerns were raised regarding species selection, as the species selection of small fruit trees is not ideal. Arboriculture would like to see the planting pit specification for the trees on the north side of the site. It appears from the plan that this area will be hard standing, and confirmation is required that the proposed trees will have sufficient rooting area for their development.

The applicant has acknowledged the request for additional information and has agreed to accept appropriately worded conditions relating to the submission of a detailed landscaping scheme and specialist tree pit details.

Flood Risk Management Team

Recommend that conditions relating to surface water drainage and details of the implementation, maintenance and management of the approved scheme are included in any approval.

Greater Manchester Ecology Unit

No significant ecological issues were identified by the developer's ecological consultant.

Issues relating to bats, nesting birds and invasive species can be resolved via condition and/or informatives. The development will however result in the loss of a significant number of trees and shrubs and associated bird nesting habitat with the proposed scheme appearing to fail to provide adequate mitigation.

Comments and recommended conditions/informatives have been made in relation to protected species, the protection of Clayton Vale from construction, nesting birds, the proper treatment of invasive species (Japanese Knotweed and Giant Hogweed) and the further contribution towards enhancing the natural environment. These are all included in the lists below.

Policy Context

The Development Plan

The Development Plan comprises:

- The Manchester Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") (Adopted July 2012); and
- The remaining extant policies of the Unitary Development for the City of Manchester ("UDP") (Adopted 1995).

The Core Strategy is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the UDP as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved and will remain so until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must of course be decided in accordance with the Development Plan unless material considerations indicate otherwise. In terms of the saved UDP policies, paragraph 215 of the NPPF states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the National Planning Policy Framework.

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

The UDP, as noted above, was adopted in 1995 and as detailed above some of the policies have been saved. Part 1 Policies of particular importance is Citywide Development Control policy DC7.

Policy DC7.1 relates to New Housing Development and advises 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, whenever this is practicable. All developments containing family homes will be expected to be designed so as to have safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The Manchester Core Strategy (2012)

Policy SP1 'Spatial Principles' outlines the key spatial principles which will guide strategic development in Manchester to 2027. In particular, the policy places emphasis on the creation of neighbourhoods of choice with the majority of new residential development being accommodated within the regeneration areas of North, East and Central Manchester.

The requirement to provide new family homes within this Clayton regeneration area is an objective supported by policy SP1 of the Core Strategy. This area of Manchester in particular is identified as being part of a regeneration area within policy SP1, and as such all development should have regard to the character, issues and strategy for that area as described in the corresponding Strategic Regeneration Framework.

Policy SP1 goes on to state that development in all parts of the City should:-

- Make a positive contribution to neighbourhoods 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;
 - Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Responding to the need for, and supporting, housing growth, including creating the right type of development to provide housing choice, is also reflected in Objective SO3 and policy H1 'Overall Housing Provision'. Prioritising previously developed land along with re-using vacant housing, is a priority within policy H1 as is ensuring the right type, size and tenure of the housing.

Policy H1 states that proposals for new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the identified spatial distribution which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation.
- Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- Prioritise sites which are in close proximity to centres or high frequency public transport routes.
- Take account of any environmental constraints on a site's development (e.g. flood risk)
- Be designed to give privacy to both its residents and neighbours.

Policy H4 'East Manchester' states that East Manchester, over the lifetime of the Core Strategy will accommodate around 30% of new residential development, and that priority will be given to family housing and other high value, high quality development where this can be sustained.

Policy H8 'Affordable Housing' states that the following 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. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance.

- New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
- The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within

Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.

- Affordable housing units will be inclusively designed to reflect the character of development on the site.
- Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate.
- The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products.

The objectives of policies SP1, H1, and H4 of the Core Strategy seek to support new housing development and improve the quality of the external environment, which this proposed development is considered to comply with. Furthermore, policy H8 seeks to deliver housing choice to meet different needs. Further information about the provision of a fully affordable homes development will be given below within the Issues section of this report.

Policy T1 'Sustainable Transport' relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. Policy T2 'Accessible areas of opportunity and need' states that 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, including the regional centre and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities.

EN1 'Design Principles and Strategic Character Areas' - All development in Manchester will be expected to follow the seven principles of urban design listed below and have regard to the strategic character area in which the development is located:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

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 EN4 'Reducing CO2 emissions by enabling low and zero carbon development' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies. Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

EN8 'Adaption to Climate Change' - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability,
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways,
- The need to control overheating of buildings through passive design,
- The opportunity to provide linked and diverse green space to enhance natural habitats, which will assist species adaptation.

Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

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.

Policy EN14 'Flood Risk' states that 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). Consideration has been given to the surface water runoff from the site and a scheme will be agreed which minimises the impact from surface water runoff.

Policy EN15 'Biodiversity and Geological Conservation' states, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or

adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Policy EN16 'Air Quality' states that 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.

Policy EN18 relates to Contaminated Land and Ground Stability and explains that the Council will give priority for the remediation of contaminated land to strategic locations as identified within the Core Strategy. 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' requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how waste will be minimised and recycled on site and the sustainable waste management needs of the end user will be met.

Policy DM1 outlines the following specific issues:

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

At the heart of the regeneration strategy for this area in Clayton is the need to promote good urban design and a high quality environment and public realm whilst protecting residential amenity is also key. This is promoted within policy DM1 where effects on amenity are required to be considered along with appropriate siting, scale, form, massing and materials and the effect the design has on the local area.

Other Material Planning Considerations

Providing for Housing Choice SPD and Planning Guidance (2008)

The document was adopted on the 2nd September 2008, and supports the work being carried out within this neighbourhood. It provides that everyone should have the opportunity to live in a decent home; a home they can afford, in an area they want to live in. However large increases in house prices in the city have made it much more difficult for many households to get a foot on the housing ladder. The Affordable Housing strategy is one way of tackling the problem. It means making homes available to people who would otherwise find it hard to buy or rent. It includes housing rented from a public landlord like the council or a not-profit housing association or trust, as well as 'shared ownership' schemes.

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

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

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new

developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

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

National Planning Policy Framework (NPPF) February 2019

The revised NPPF 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). Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 110).

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). Planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (Paragraph 130).

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

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

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 (paragraph 170).

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Issues

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. The proposed development is not of a type listed in Schedule 1. The EIA Regulations state that the proposed development may be considered to be Schedule 2 development under Category 10, 'Infrastructure Projects', of the EIA Regulations. Sub-section (b) relates to 'Urban development projects', where the area of development exceeds 5 hectares. The Site is 1.52 hectares and would comprise the erection of 66 dwellings. Thus the proposed development does not exceed the 5 hectare threshold or units size threshold of 150 units set out in Schedule 2 10 (b) of the EIA Regulations.

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

Principle

The application site is located within the Clayton and Openshaw ward of the City, and forms part of the East Manchester Regeneration area. Policy SP1 states that this area will be the focus for the provision of new residential accommodation on areas of previously developed land. Policy H1 goes on to state that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono

tenure areas by increasing the availability of family housing. Policy H1 also seeks to ensure good quality family housing.

As outlined earlier in the report, the site previously comprised of terraced properties, a commercial property and the former Ravensbury Infant and Primary schools and which has since been cleared. The application site is classed as a brownfield site and as such, the development accords with the principles of Policies SP1 and H1.

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

Community Consultation

A Statement of Consultation has been prepared in support of the application, and is located within Section 7 of the Design and Access Statement. This document explains the programme of consultation that the proposal has been through in order to ensure that issues could be considered and addressed as the proposal is developed.

A public consultation event was held on Wednesday 27th February 2019 at Ravensbury Community School. The applicant and design team members were present to meet members of the public to present the proposals and to answer any queries raised.

Out of the 500 invites, 34 local residents and stakeholders were present. In general, the development proposals were positively received. Attendees recognised the benefits of the new development, what it would bring to the area, accepted the need to do something with the site and the necessity for housing in this area. Those who attended were in favour and 1 against who was concerned about the potential loss of on street parking and natural habitat.

Of those who support the proposals some of the comments received were:

- Good range of properties proposed
- Lots of garden and green space in the design
- It looks great, about time something positive was done with the site.
Good design.
- Lovely development with nice green garden spaces and off road parking_
The current site has needed attention for many years so this scheme is ideal to improve the look of this area.
- Sick of fly tipping on the site
- How can I register my interest to buy one.

The Statement outlines that the planning submission provides a detailed response to all the matters raised at the consultation event through the inclusion of detailed plans and specialists reports. These matters will be considered in more detail below.

Loss of Open Space

It is acknowledged that since the demolition of the properties and schools previously seen on this site some time ago, the land has become greened with self-seeded scrub and some trees. However, the site is not recorded or designated as a formal open space in the City Council's Open Space Audit in 2009 and does have significant problems associated with it from fly tipping and other anti-social behaviour issues. The site does not form part of Clayton Vale or the nearby Phillips Park and is an informal space left following the former clearance of buildings for redevelopment.

It must also be recognised that this is a previously developed site, and the public benefits of the scheme proposed are considered to outweigh the loss of this area of informal space. The loss of the area of informal space needs to be considered in the context of the overall proposal, that this is a brownfield site, which is being brought forward for a mix of affordable housing which complies with policy H4 of the Core Strategy.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

The application has been accompanied by an Affordable Housing Statement, which outlines that One Manchester's target is to develop over 1000 properties within the next five years with the emphasis on diversifying the market by bringing a varied rental and affordable homeownership offer to Manchester neighbourhoods.

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

The Shared Ownership and Rent to Buy products provide the ability to diversify the affordable homeownership offer and attract new residents into this locality. The proposals for this site are to deliver 26 properties for shared ownership and 40 rent to buy units.

The proposed shared ownership product allows the purchaser to buy an equity share in the property with a portion of rent at 2.75% of unsold equity with an option to staircase in future years.

Rent to buy provides the opportunity to get on the housing ladder by purchasing a percentage of their own home throughout a 5 year period with the opportunity of owning the property outright in the future. One Manchester will support residents

with their savings plan and should the resident not purchase a share during this time they will review the options with them which will include staying longer to continue to save a deposit, or moving with support to an affordable or market rent property depending on their circumstances at this point.

Once the property is bought outright, the grant allocated to One Manchester for this affordable home is then recycled back into our delivery of more new affordable homes.

The applicant (One Manchester) will be promoting this product as a pathway into affordable homeownership, which is in line with the Shared Ownership and Affordable Homes Programme 2016-2021.

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

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

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

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

Siting/layout

The site faces onto both Bank Bridge Road/Bank Street and Tartan Street. The proposed development responds positively to both road frontages by providing built form along the perimeter of the application site and strengthening the urban grain.

All of the family houses have a street frontage, with a decent sized front garden, in curtilage car parking spaces and front boundary treatments and planting to soften the appearance on the street scene. All of the properties are semi-detached,

meaning that there is space to the sides for car parking on some plots, but bin access to all plots to remove the need for alleyways or frontage bin storage area. There are then well sized private gardens for the rear, which is adequate for these 2, 3 and 4 bedroom dwellings.

Overall, the siting and layout of the development maximises the relationship with the surrounding road network. The siting and layout provides a logical arrangement and is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD and the East Manchester SRF.

Scale/massing

The scale of existing buildings in the immediate surroundings consists of 2 storey housing and an existing single storey school and nursery building. Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the proposed family houses are two storeys in height to compliment the scale of the existing houses adjacent to them.

Overall, the scale of the development responds appropriately to the scale of the existing developments in the area along with a high quality design that would activate this site frontage along Bank Bridge Road and Tartan Street.

Highways issues /car parking

A Transport Statement has been prepared in support of the application. The statement outlines that the proposals would deliver 66 dwellings served from a new access off Bank Bridge Road and via Alpine Street. An analysis of recent accident data on the local highway network confirm that it has a good safety record. Highway safety is therefore not considered to be a barrier to the redevelopment of the site.

The site is well located in the context of surrounding land uses and has various employment, educational and community facilities all within a reasonable walking distance. A range of employment and amenity destinations including Manchester City Centre are accessible within a 5km cycle journey from the site. In addition, the site is also accessible by several regional and national cycle routes. Regular bus and tram services are accessible from the site which provide connections across Manchester and provide the opportunity to travel to further afield destinations.

To positively encourage travel by sustainable modes, the development will be supported by a residential travel plan. In the weekday, the development is forecast to generate 35 two-way trips in the AM peak period and 31 two-way trips in the PM peak period. This equates to only around 1 trip every two minutes. These small increases will have negligible traffic impacts on the local highway network, let alone the impacts being significant or severe in NPPF terms.

The level of proposed off street parking at over 100% is considered to be acceptable, and it is considered that the proposed development would not give rise to on street highways issues. Furthermore, any impacts to the road network would not be significant.

It is acknowledged that residents have raised concerns regarding the loss of car parking from the existing streets of Ilk Street and Alpine Street that is currently used by the school for additional parking. However, planning permission has been recently granted under application 119826/FO/2018 for the proposed extension of the existing school car park on the corner of Tartan Street and Bank Street to create 26 spaces new in total within the grounds of the school. This would more than accommodate the cars that had previously parked on the adjacent Ilk and Alpine Street areas.

Secure cycle storage is proposed within the rear gardens of all the properties, and the applicant has confirmed that all of the proposed houses would be provided with electric vehicle charging points. These will be ensured through the inclusion of appropriately worded conditions.

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

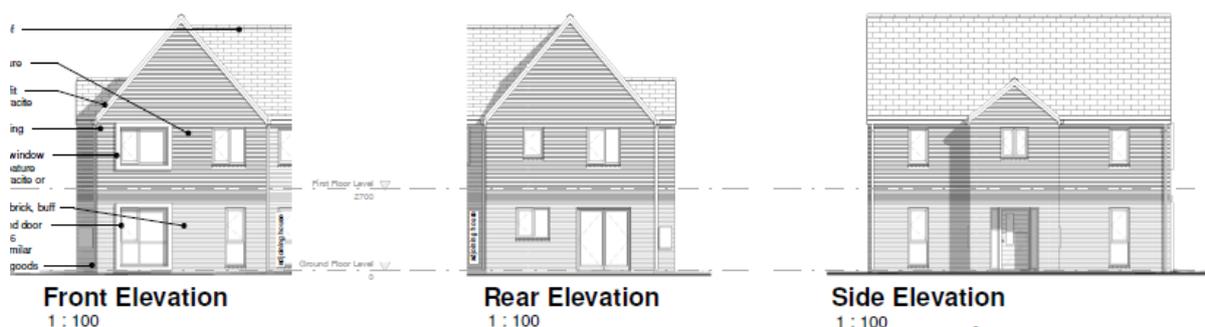
Appearance/ design quality

The aim is to create a high quality development with a distinctive identity which is appropriate to its context. Although the final palette of materials has not been confirmed, it is proposed that the houses are constructed with brick finish which is generally in line with the properties in immediate proximity of the site.

Simple forms and uniform massing maintains the schemes identity, whilst also offering a contemporary approach to housing. Some variation to the front facades is proposed with the contrast brick and stepped feature brick to the upper floor front elevation and feature box-surround to windows of in principle locations and feature gables. The scheme has been designed to fit within the existing residential context.

Deep profile fenestration is provided to all living spaces in order to maximise the solar gain and modern feel. Plot boundaries to the rear are to incorporate 1.8m high close boarded vertical timber board fence to maximise privacy and improve security.

Images of the different house types can be seen below:





The dwellings would then have a good quality boundary treatment to the frontage of all the properties, with a 900mm wall with railings on top fronting onto the new highway and 900mm high plot divisional railings between front gardens. There would then be a 1.8m high brick wall with timber trellis tops to prominent rear garden boundaries along the street frontages. Therefore, the development would have an acceptable appearance within the street scene.

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

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

Proposed Residential Accommodation

There is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF, the mix of housing has been designed to take into consideration existing and future housing needs in this area of City. The proposed mix of accommodation on this site would be:

- 23 no. two bedroom / 3 person houses,

- 35 no. three bedroom / 4 person houses, and
- 8 no. 4 bedroom / 5 person houses.

The residential units have been designed with consideration to the space standards outlined in the Manchester Residential Quality Guide, and meet the minimum sizes set out in the Space Standards, with the two bedroom 3 person houses having a floorplate of 71sqm, the three bedroom 4 person houses having a floorplate of 88.3sqm and 92.7sqm, and the four bedroom 5 person houses having a floorplate of 100.2sqm.

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

Inclusive Access

The proposed development has been designed to be inclusive in terms of access. The site is predominantly flat and therefore, level access would be provided throughout the development, with no steps to properties or within the rear gardens. There is a minor level change from the development down to the cycle path to Clayton Vale located along the northern boundary of the site, however a ramp has been provided to access this area in addition to 2 sets of steps.

The layout of the different house types have also been designed to provide future adaptability through the provision of a future lift position and also potential future ceiling hoist track to the first floor. Entrance door widths would also enable visitor accessibility. Each property has an incurtilage car parking space, most of which have sufficient width to allow extra room for transferring to and from the car.

Noise

A detailed Acoustic Planning Report has been completed by ADC Acoustics and submitted to accompany the application. The consideration of such matters is a key requirement for policy DM1 of the Core Strategy along with saved policy DC26 of the UDP. This approach is also outlined within the NPPF which seeks to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new developments. The report outlines the prevailing environmental noise climate at the development site, and that the acoustic requirements of national/local policies and current industry guidelines have been reviewed and used to inform a detailed noise impact assessment of incident noise affecting the development as well as potential noise output from the development.

The proposed residential development would re-introduce housing onto a former residential and school site. It is acknowledged that there are existing residents living within neighbouring buildings which face and back onto the application site, and there would be an increase in the amount of development on the site compared to

the existing vacant land. However, any noise generated would only be from the comings and goings from occupants, which should be limited compared to the general movement of people within this part of this neighbourhood, and should not have a significant effect on the residential amenity currently enjoyed by the surrounding occupants.

In relation to the construction of the development and any potential noise generated, a fully detailed Construction Management Strategy would be required for submission prior to any works commencing on site. This would propose routing strategies for construction vehicles to ensure the least potential impact on existing residents, and would outline what measures would be put in place in relation to general noise, disturbance and dust creation to protect the residents as best as possible during the short term construction period.

This application is accompanied by a noise assessment, which identifies that the noise at all positions was dominated at all times by traffic on Bank Bridge Road / Bank St and, to a much lesser extent, Tartan St. Distant traffic was audible during the night. Daytime levels are fairly high around the perimeters fronting onto the roads, but lower further into the site, ignoring the screening effect of the proposed houses themselves. Levels are significantly lower at night.

Acoustic specifications for glazing and vents have been provided within the report. The above report has been assessed by Environmental Health, who have confirmed that the proposed mitigation measures recommended are acceptable for this development.

On that basis, provided that the residential accommodation is appropriately insulated as recommended within the Acoustic Report, the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Ecology

An Ecological Assessment has been prepared by United Environmental Services Ltd and is submitted in support of the application. The preliminary ecological appraisal has highlighted potential issues with the following ecological receptors on or adjacent to site: designated sites, trees, invasive species, breeding birds and bats. It is confirmed that provided these issues are addressed in accordance with the recommendations detailed in this report, the development may proceed without adversely impacting the aforementioned ecological receptors.

The development also presents an opportunity to enhance the habitats available to wildlife on site. The provisioning of bat and bird nest boxes on site will provide improved roosting and nesting opportunities into the long-term future of the site.

Conditions and informatives are therefore recommended in relation to protected species, the protection of Clayton Vale from construction, nesting birds, the proper treatment of invasive species (Japanese Knotweed and Giant Hogweed) and the further contribution towards enhancing the natural environment. These are all included in the lists below.

It has been confirmed by Greater Manchester Ecology Unit that these measures can be controlled and implemented via the use of appropriately worded planning conditions and as such there are no significant ecological constraints associated with the site.

Trees, Landscaping and amenity space /boundary treatment

The planning application has been submitted with a detailed Landscape Strategy Plan, an Arboricultural Impact Assessment and an Arboricultural Method Statement, due to the existing planting that exists on the application sites. The Arboricultural assessment outlines that there are thirty one individual trees (T1-T31) and seven groups (G10G7) that were surveyed.

The report confirms that in order to accommodate the proposed development, it will be necessary to remove all trees within the site boundary. The site is an unused area of open space that appears in a state of neglect. Many of the trees are vandalised and the area has been repeatedly used for fly-tipping and is now strewn with litter. Due to lack of formal management, there are areas of naturally colonised Goat Willow and Birch and swathes of dogwood/bramble. It is due to this lack of management that the area offers no amenity to the locale and as such the retention value of the trees is disproportionate to the value of regenerating the site and providing well needed affordable housing.

The vast majority of the trees on site are 'C' category i.e. those present in groups but without this conferring on them significantly greater collective landscape value; and/or those offering low or only temporary/transient landscape benefit. Therefore, the retention of these trees can be given minimal weight in the consideration of this planning proposal, particularly as it is considered that they can be mitigated by new planting associated with the scheme.

There are 8 'B' category trees to be removed. These trees are the largest and most visually prominent on site due to their location on and adjacent to the boundaries. Whilst it is considered to be unfortunate to lose these trees, the Willows are an unsuitable species to retain within close proximity to residential dwellings or roads and are best suited to larger areas of open space which is not achievable on this site. The Cherry and Alders also require greater space in order to prevent conflict with dwellings and associated infrastructure.

Therefore, the Arboricultural assessment states that throughout the site, the majority of the trees are of low value and quality and it is therefore, considered that this loss can be mitigated through the provision of a robust soft landscaping scheme.

The submitted detailed landscape drawing for the development outlines that there would be 24 new trees planted to mitigate the loss of those required for the development. All the properties would have front and rear garden areas, which would be grassed with some shrub planting to front gardens adjacent to the road. Trees have been introduced to both the front gardens of some properties along Alpine Street, acting as way-finders from Tartan Street, through the site towards the cycle route to the northern boundary, along with some further street trees. Gardens to the

fronts have been maximised where possible whilst maintaining the desired parking provision in order to reduce the amount of hardstanding.

It has been confirmed by the applicant that they are happy to accept a condition that requires the submission of a fully detailed landscape scheme for the development along with additional details in relation to tree pit details for the street trees. It will be possible at this stage to negotiate the planting of additional trees to soften the appearance of the development in the area.

There is a small area of incidental space located adjacent to the new Tartan Street / Alpine Street junction. The overall landscape strategy for the site includes a landscape 'embellishment' along the new Alpine Street that is fundamental to the wayfinding and permeability of the site from Tartan Street through to the cycle path to the north. Therefore, on balance it is deemed that with the margin to the east of the junction being minimised in width, planted in low maintenance shrubs and would ultimately be covered by One Manchester's 'Management and Maintenance Plan', the proposed layout is considered to be acceptable.

The application has been accompanied by the One Manchester's "Management and maintenance plan for Ilk & Alpine development" document, which outlines that there is a commitment by the applicant to ensure that these areas are regularly maintained in the same way that other landscaped areas in Clayton are.

The dwellings would have boundary treatment to the back of pavement comprising a 900mm wall with railings on top fronting onto the new highway, 900mm high plot divisional railings between front gardens, 1.8m high brick walls with timber trellis tops to prominent rear garden boundaries and 1.8m high closed boarded fencing to rear garden boundaries. This is considered to be an acceptable approach.

It is recommended that appropriately worded conditions relating to landscaping, boundary treatments and the management and maintenance of common areas be attached to any approval to allow further exploration into high quality landscaping and boundary treatments around the site. It is considered that the proposed landscaping at the site has been well thought out and provides a good quality and appropriate setting for this quality development. It also provides adequate mitigation for the loss of trees and shrub planting currently seen on the site. As it provides good quality green infrastructure to the benefit of this area, the proposals are considered to be in accordance with Policies DM1 and EN9.

Flood Risk/surface drainage

A Flood Risk Assessment and Drainage Strategy report accompanies this application and, it was necessary for a surface water drainage scheme to be submitted for consideration. The submitted report has considered flooding from a number of sources in accordance with NPPF guidelines, and it is believed that the site is not at risk of flooding, nor does the proposed development create a risk of flooding elsewhere.

In view of the content of the report, it is recommended that conditions are attached to any planning approval that details of surface water drainage are considered prior to

the commencement of the development and that the system that is put in place is managed and maintained thereafter.

Sustainability and energy efficiency

A Sustainability Statement has been submitted in support of this application. The statement outlines that the environmental performance of the proposed development has been reviewed against national and local policies. The scheme would be built to achieve high levels of sustainability by following the principles of the Code for Sustainable Homes, some of which have now been incorporated into revised building regulations.

Energy saving and carbon emission reductions will be achieved through high levels of insulation, concentrating on the building fabric in the first instance. Where necessary, renewable technologies such as photovoltaic arrays and heat pumps will be considered to supplement the fabric provisions. Similarly, the construction materials will be assessed (using the Green Guide to Specification) and selected to reduce the impact on the environment. Other measures will include mitigation of site impacts, implementation of the considerate contractor scheme, and a Secured by Design assessment. The ecology of the site will be assessed and measures taken to preserve as far as possible its ecological value.

These proposals will deliver a scheme that is inherently energy efficient and cost effective during the lifetime of the homes. There is an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. It is recommended that the energy standards form part of the conditions of the planning approval.

Designing out crime

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

Ground conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Preliminary Risk Assessment and a Phase 2 Site Investigation report is submitted in support of the planning application. An appropriately worded condition has been recommended to ensure compliance with these reports and the submission of final verification assessments.

Therefore, it is recommended that a condition of the planning approval is that final verification details should be submitted in relation to the contamination of the ground.

This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Waste

A completed waste proforma and submitted site plans have been provided, which detail the refuse storage for the proposed development. Each individual house has allowance for a hard, imperviously paved external area within the rear garden to house 1 no. general waste bin, 1 no. pulpable recycling bin, 1 no. mixed recycling bin and 1 no. green /food waste bin. It has been confirmed that adequate internal storage space within each property will be provided for residents to store and recycle their waste separately. The submitted floor plans for the different house types show this space.

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

Air Quality

The application site is not located within an Air Quality Management Area (AQMA), however the consideration of the potential impact of the development on existing levels is still necessary. The proposed development could impact on local air quality by virtue of road traffic emissions associated with the construction and occupation of the completed development. The submission of a fully detailed Construction Management Strategy is to be conditioned, that will assess the potential impacts of the construction on air quality and suggest mitigation measures to reduce any impacts as much as possible. Given the size of the completed development, it is not considered that vehicle emissions associated with the proposed development are likely to have a significant impact on local air quality.

It is proposed to install an electric vehicle (EV) charging point to all of the proposed dwellinghouses and a cycle storage facility for each house would be located within the rear gardens, which would help to reduce impact of the development on air quality on the local area. It is also conditioned for the submission of a detailed Residential Travel Plan, to assist future occupiers to use more sustainable methods of transport than the private car.

Public Rights of Way

The redevelopment of this site for residential dwellinghouses would require the closure/diversion of a number of roads/rights of way within the application site. This includes the closure of the former Ilk Street, the realignment of Alpine Street, along with the closure of a footpath that cuts the corner across the junction of Bank Bridge Road and Tartan Street.

It is considered that the design of the site layout for the development retains a good level of permeability both north-south and east-west across the site that mitigates the loss or diversion of these existing public rights of way. Alpine Street is to be retained

and extended to retain a link between Tartan Street and the cycle / pedestrian route to Clayton Vale along the northern boundary of the site, and the new access road being provided off Bank Bridge Road that links up to Alpine Street, allows clear pedestrian and vehicular access within and around the site.

It is acknowledged that the existing footpath that currently cuts the corner off between Bank Bridge Road and Tartan Street will be closed. However, the diversion required along Bank Street and Tartan Street around this corner is minimal and would not increase walking time significantly. This can be seen on the existing site plan below:



If planning permission is granted for the redevelopment of this land, applications (using the appropriate powers) would be made in due course for the closure of these existing public rights of way within the application site as required.

Residential amenity

It is acknowledged that there are existing residents living around the application site and there would be a significant increase in the amount of development on the site compared to the existing open land. However, any noise generated would only be from the comings and goings from occupants, which should be limited compared to the general movement of people within this part of this neighbourhood, and should not have a significant effect on the residential amenity currently enjoyed by the surrounding occupants.

The proposed development has also been assessed in relation to any loss of privacy, any overbearing and overshadowing impact on existing properties, and in general on the amenity currently enjoyed by the occupants of these existing buildings. The proposed properties would be two storey in height, which mirrors the existing residential properties within this area. The properties located closest to the proposed development are located at Nos. 7 and 9 Tartan Street and Nos. 79 – 93 Pioneer Street.

The area immediately adjacent to No. 7 Tartan Street is the landscaped area along the newly aligned Alpine Street and therefore, there is no overlooking or overshadowing to the side from any new properties in this area. The new property on Plot 66 that is located to the rear of Nos. 7 and 9 has two windows in the side elevation that face the existing rear gardens. However, both the ground and first floor windows serve the ground floor wc and the first floor bathroom, and therefore the glass in these windows would be opaque. The existing properties at Nos. 7 and 9 Tartan Street have substantial rear gardens and therefore, the new property on Plot 66 is located approx. 42 metres away from the rear elevation of the existing property.

In relation to Nos. 79 – 93 Pioneer Street, the new properties located closest to these existing maisonettes are Plots 51 to 53. Both the existing properties and in particular the new properties again have long rear gardens and therefore, the distance from existing elevation to proposed elevation is 41 metres. The new properties are also located at an angle to the existing maisonettes and therefore, there should be no direct overlooking into existing habitable windows.

Therefore, it is considered that the proposed development would not give rise to significant resident disamenity from overlooking, massing or overshadowing. However, it is recommended that a condition is attached to ensure that no additional windows can be added to the elevation of the dwellings without the need for planning approval.

Permitted development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable. It is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

Conclusion

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

The proposal would see the redevelopment of a brownfield site where the site is currently underused, within the heart of one of Manchester's key regeneration areas. The dwellinghouses would contribute to the City's residential growth strategy and help support neighbourhoods of choice by introducing affordable accommodation. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising

the impact on existing residents. Matters of car parking, cycle parking, highways, noise, flood risk and sustainability have all been considered along with ground conditions, designing out crime and waste management. Furthermore, the matters raised by local residents have been fully considered.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this development where early discussions took place regarding the scale, design and appearance of the development, accommodation type and mix along with highway impacts. Further work and discussions have taken place with the applicant through the course of the application, particularly in respect of the highway related matters, landscaping and air quality, along with other matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision

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

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

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

Drawings:

MHA-XX-XX-DR-A-1-001 P1

1OM01_MHA_A1_XX_DR_A_0-001 P4

1OM01_MHA_B1_XX_DR_A_0-002 P3

1OM01_MHA_B2X_XX_DR_A_0-003 P4

1OM01_MHA_D2_XX_DR_A_0-004 P4

MHA-XX-XX-DR-A-3-001 P1

MHA-XX-XX-DR-A-1-004 P1

Design and Access Statement

Affordable Housing Statement

One Manchester Management and Maintenance Plan for Ilk & Alpine development

Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police dated 28th February 2019

Waste Management Strategy proforma

Noise Assessment prepared by ADC Acoustics ref ARR/PPN/C/2889.01

Carley Daines & Partners Ltd., Preliminary Risk Assessment, ref 18-B-12068, 13th April 2018

TerraConsult, Phase 2 Site Investigation Report, ref 3906/01 Issue 2, dated 9th August 2018.

Sustainability Statement completed by MHA Architects

Arboricultural Impact Assessment

Arboricultural Method Statement

Preliminary Ecological Appraisal

Transport Statement

Stamped as received by the City Council on the 6th March 2019

Planning Statement

Residential Quality Guidance and Space Standards Assessment

Stamped as received by the City Council on the 29th March 2019

MHA-XX-XX-DR-A-1-002 P6

MHA-XX-XX-DR-A-1-003 P5

Stamped as received by the Local Planning Authority on the 17th June 2019

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Based on the principles of the materials outlined within the Design and Access Statement, prior to the erection of the above ground structure samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with the approved details.

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

4) a) The development shall be completed in accordance with the Carley Daines & Partners Ltd., Preliminary Risk Assessment, ref 18-B-12068, 13th April 2018 and TerraConsult, Phase 2 Site Investigation Report, ref 3906/01 Issue 2, dated 9th August 2018.

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 Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

5) Prior to the commencement of the development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. The development shall then be constructed in accordance with the approved details, within a previously agreed timescale. Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

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

For the avoidance of doubt the scheme shall include the following:

- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, details are to be provided that further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

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

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff;
- o Sheeting over of construction vehicles; and
- o Dilapidation Survey of the highway and footways around the site
- o Air Quality Protection measures

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

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

8) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the new dwellings hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

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

9) Prior to the erection of the above ground structure, full details of the necessary off site highway works shall be submitted and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details.

Reason - In the interests of highway safety and relieving parking pressures, pursuant to Policies DM1 and SP1 of the Core Strategy.

10) The provision of space and facilities for bicycle parking spaces within the development shall be completed in accordance with the drawing numbered MHA-XX-XX-DR-A-1-002 P6 received by the Local Planning Authority on the 17th June 2019. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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

11) Prior to the first occupation of the development hereby approved, full details in relation to the provision of electric charging points to all the new dwellinghouses hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The proposed electric vehicle charging points shall then be fully implemented in accordance with the approved scheme prior to the first occupation of the development.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant policies SP1, EN16 and DM1 of the Core Strategy for Manchester, and Greater Manchester Air Quality action plan 2016.

12) Before the development hereby approved is first occupied a Travel Plan for the new residential development shall be submitted to and agreed in writing by the City Council as Local Planning Authority. 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 attending the development
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development 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 revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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 to the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

13) a) Prior to the erection of the above ground structure, a fully detailed hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority, including the numbers of plants, the locations and the species of all planting along with the tree pit details for any street trees proposed. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied.

b) 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.

14) No trees shall be felled, or have any works undertaken on them, during the bird nesting season (1st March to 31st August inclusive), unless prior consent is granted by the City Council as Local Planning Authority.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Core Strategy for the City of Manchester and National Planning Policy Framework.

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

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

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

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

17) Prior to the commencement of any development including site clearance, earth moving or material or machinery brought on site, a detailed construction method statement to protect the Clayton Vale LNR from negative impacts shall be submitted to and approved in writing by the City Council as the Local Planning Authority. All measures approved by this method statement will be implemented and maintained for the duration of the construction period in accordance with the approved details.

Reason - To ensure the protection of the Clayton Vale LNR and wildlife habitats in the locality, pursuant to policy EN15 of the Core Strategy for the City of Manchester and National Planning Policy Framework.

18) Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Japanese Knotweed and Giant Hogweed on site. The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of invasive, which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

19) Prior to the occupation of the development hereby approved, a scheme for delivering biodiversity enhancement at the site shall be submitted to and approved in writing by the City Council as the local planning authority. The biodiversity enhancement measures shall be implemented in accordance with the approved scheme.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Core Strategy.

20) The development hereby approved shall be carried out in accordance with the Sustainability Statement completed by MHA Architects stamped as received by the City Council, as Local Planning Authority, on the 6th March 2019. A post

construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

21) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police dated 28th February 2019, stamped as received by the City Council, as Local Planning Authority, on the 6th March 2019. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

22) a) The development hereby approved shall be completed in accordance with the noise assessment prepared by ADC Acoustics ref ARR/PPN/C/2889.01, stamped as received by the City Council, as Local Planning Authority, on the 6th March 2019, in relation to the acoustic treatment of the residential accommodation of the development hereby approved.

b) Prior to the first occupation of the development hereby approved, a noise insulation verification report, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the accommodation.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

23) The development hereby approved shall be completed and operated in accordance with the Waste Management Strategy received on the 6th March 2019, the plan numbered MHA-XX-XX-DR-A-1-002 P6 received on the 17th June 2019 in relation to the waste strategy for the residential accommodation hereby approved. The refuse arrangements shall be put in place prior to the first occupation of the development and remain in situ for as long as the development is in use.

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

24) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country

Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

25) The positions, heights, and type of boundary treatment around the development hereby approved shall be erected in accordance with the plans numbered MHA-XX-XX-DR-A-1-003 P5 stamped as received by the Local Planning Authority on the 17th June 2019. The approved scheme shall be implemented in full before each particular property is first occupied and retained as such thereafter.

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

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: 122897/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

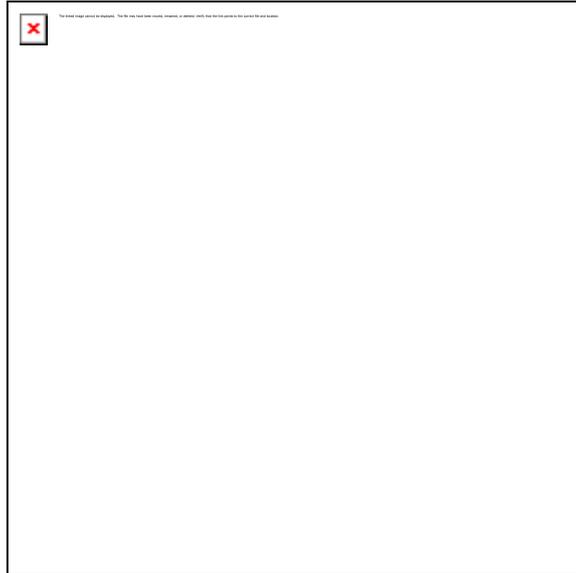
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Housing Strategy Division
Greater Manchester Police
Health & Safety Executive
Greater Manchester Ecology Unit**

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

Representations were received from the following third parties:

Relevant Contact Officer : Jeni Regan
Telephone number : 0161 234 4164
Email : j.regan@manchester.gov.uk



 Application site boundary  Neighbour notification
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