

Planning

Growth & Development

Delegated officer report for planning application

Application no. 127221/FO/2020

Date registered valid: 22 June 2020

Proposal: Erection of one pair of two storey, semi-detached residential dwellings with associated boundary treatment, car parking and landscaping

Address: Land At 21-23 Vale Street, Manchester, M11 4NR

Ward(s): Clayton & Openshaw Ward

Applicant: Mr Akmal Mahmood Your New Home - Manchester Ltd 295 Manchester Road, Manchester, M34 5GR

Agent (if any): Mr Akmal Mahmood Your New Home - Manchester Ltd 295 Manchester Road, Manchester, M34 5GR

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: s.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 30 September 2020

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 15 July 2020

Standard consultations:

Printed: 23 June 2020 Expired: 14 July 2020

Neighbour notifications

Printed: 5 August 2020 Expired: 15 August 2020

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

This application relates to part of a roughly rectangular shaped area of open land, situated on the south side of Vale Street. The site which is now cleared, comprises low level vegetation and was historically occupied by a pair of semi-detached dwellinghouses, which have since been demolished.

The site which forms part of larger cleared site is neighboured to the rear (west) and north by semi-detached dwellinghouses along Halton Road and John Heywood Street respectively.

To the south is parade of local shops with a side, shared access serving a first floor flat at No.19 Vale Street which immediately adjoins the southern boundary of the site. Opposite the site on the other side of Vale Street are further residential properties.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is located in a predominantly residential area of Clayton, with semi-detached houses being the main housing type in the immediate area. A short distance to the south is a parade of shops with residential flats above.

Description of development

Planning permission is sought for the erection of a single pair of two storey, two bedroom, semi-detached dwellinghouses.

The properties are of a traditional design, incorporating hipped roofs. To the front, there are small garden areas and an off road parking space. To the rear are rear garden areas.

The proposal includes boundary treatment to all sides, including separating the side alleyway, which provides access to the neighbouring property at No.19 Vale Street.

The application follows the approval of an earlier application (Ref: 124066/FO/2019) for a similar development. Due to the issues surrounding land ownership, the site area has been reduced in width and the size of the proposed dwellinghouses forming the current proposal has been reduced accordingly.

Consultations & Notification Responses

Local Residents/Occupiers – 1 objection has been received which raises an objection in relation to building works causing noise and disruption due to night working.

Highway Services – It is noted that Vale Street forms the boundary of the Stadium CPZ ETIHAD ZONE E5 and therefore on-street car parking levels are significant during match days and events.

Whilst the driveway parking spaces are welcomed, the dimensions of the spaces should be increased to 6m, as per standard MCC requirements. Each driveway space should also provide an electric vehicle charging point.

The inclusion of cycle parking is considered acceptable, however this should be confirmed to be both secure and sheltered.

In order to facilitate vehicle access onto each of the proposed driveways, new dropped crossings will be necessary. These works will be subject to a S278 Agreement with MCC Highways prior to any works beginning, and will be subject to the applicant's own expense with nil costs to MCC.

There are two existing vehicle crossings present from Vale Street. If these become redundant, the applicant will be required to fully reinstate these in order to provide a continuous footway for pedestrians.

Given the location adjacent to the Stadium CPZ, it is recommended that H-Bar Markings are installed to protect driveway access.

In terms of trip generation, the addition of two residential dwellings in this location is unlikely to generate any significant intensification of vehicle trips. It is accepted that a slight increase in vehicles can be absorbed on the network with no significant impact.

The waste management arrangements are considered acceptable.

In terms of boundary treatment, whilst the low level brick walls with associated metal railings is considered appropriate for the scheme, the height of the wall should be reduced. The 1m height of the brick wall may restrict sight lines and therefore should be reduced to a maximum of 600mm.

A Construction Management should be submitted and agreed by the City Council.

Greater Manchester Police (Design for Security) – It is advised that all external fittings are certified to Secured by Design standards.

All garden boundary treatments adjacent publically accessible land. In particular, the rear boundary should be 2100mm high.

Entrance gates should be installed that lead to the rear of the property and should be set forward as close to the building line as possible.

The application is supported if the above measure are incorporated.

Environmental Health – Conditions are advised with respect to waste management, ground conditions, acoustic insulation and construction management.

Flood Risk Management- The applicant should design and construct a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

United Utilities – The development should incorporate a surface water drainage scheme. Foul and surface water shall be drained on separate systems

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Policies DM1, SP1, H1, H4, H6, T2, EN4, EN14, EN14, EN16-19 of the Core Strategy;
- Saved policy DC7.1 and DC26 of the UDP;
- Guide to Development in Manchester (SPD);
- Residential Quality Guidance;
- Greater Manchester Spatial Framework;
- National Planning Policy Framework (NPPF).

Issues

Principle

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

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

Further policy support is also given within policies SP1 and H1 which seek to encourage development on previously developed land including the renewal of areas characterised by poor quality housing, whilst the NPPF advocates a presumption of sustainable development particularly where existing resources can be utilised and shared.

In this case, the site would regenerate an unattractive, infill site and would add to the housing mix in the locality. The site is also appropriately situated within a sustainable location in an established residential neighbourhood where existing resources and infrastructure can be shared. On this basis, the principle of the proposed development is considered acceptable.

More specific planning issues are explored further below.

Siting

It is considered that the siting of the proposed residential units positively respond to the configuration of the site and the established building lines along Vale Street and road frontage. The siting of rear walls corresponds to character garden depths within the area and the distances between rear habitable rooms is considered to be comparable to neighbouring circumstances. The siting of the houses also allows secure access to neighbouring flat adjacent to the southern boundary.

The proposed layout is similar to that of the previous approval in terms of the rear building line and with a lesser rearward projection to that of the neighbouring commercial terrace.

Historically, the site was previously occupied by semi-detached dwellinghouses, with relationship between facing properties only marginally different to those now proposed. On this basis, the relationship between neighbouring properties is considered satisfactory. To counter concerns about any potential overlooking or the perception of being overlooked, a condition has been included which will require the rear, first floor bathroom window and the lower half of the bedroom window (bedroom 1) to be obscurely glazed.

Design, Scale and Appearance

The design and scale of the proposed housing relates to the heights of existing neighbouring houses. It is therefore considered that the proportions of the proposed housing is reflective of neighbouring houses to ensure that the development is satisfactorily related to its context and the street-scene.

The proposed houses have been designed to provide a principal frontage to Vale Street and is of a style, layout and scale to mirror neighbouring dwellinghouses.

The layout makes efficient use of the land available, to provide residential accommodation which respects the amenity of neighbouring occupiers, whilst providing a strong frontage to the road.

The incorporation of hipped roofs reflects the design of neighbouring properties, with the roof height, eaves height and window proportions comparable.

It is considered that the design reflects the pattern of development in the area and therefore the development will assimilate effectively into its immediate context. It is believed that the proposed house can be satisfactorily accommodated, without being over-dominant or at odds with the streetscape.

The proposed use of materials utilises a simple palette, including brick work, grey UPVC window frames and interlocking concrete tiles.

Residential space standards

The proposed development would deliver a 2 x two storey, two bedroom units.

Whilst the proposed houses are modest in size, they would have a floor area in line with the Council's space standards. At 75 sqm per dwelling they are in excess of the minimum standard of 70 sqm for a 2 bedroom, 3 person property.

On balance, it is considered that the development secures a satisfactory configuration of accommodation and responds to the site boundaries. Within this urban context it is considered that a satisfactory quality accommodation has been achieved, with appropriate arrangements for the external functional requirements of amenity space. It is therefore considered that the development responds positively to the Residential Quality guidance.

Residential Amenity

Policies DM1 and SP1 of the Core Strategy advocate that consideration should be given to effects of development upon the amenity, living conditions and well-being of residents.

In this instance, the proposed development will introduce a residential use into the context of an established residential area.

Whilst it is acknowledged that there will be a marginal increase in activity at the site, the relatively limited amount of prospective occupiers is unlikely to significantly undermine the amenity of existing residents in terms of coming and goings, noise and disturbance.

In terms of any impact as a result of the physical presence of the proposed houses, including any potential over-dominance, overshadowing or overlooking, it is believed that given the historic use of the site for residential dwellinghouses of a similar site area and the relationship and interface distances which mirror the relationships with neighbouring properties, there is unlikely to be any significant, adverse impact upon living conditions.

It is however important to protect future and nearby occupiers from any undue noise and disturbance and to minimise overlooking. Conditions are included to restrict any potential new window/door openings and to incorporate obscure glazing to the first floor bathroom areas. A further condition to restrict the dwellinghouses to Class C3 is also included.

Impact upon the Highway

In terms of vehicle movements and access, although there is potential for a marginal increase in traffic along Vale Street, it is not considered that the anticipated amount and frequency of vehicle movements will be so excessive that it will jeopardise highway or pedestrian safety or cause congestion on such roads. Highway Services have not expressed any concern in this regard.

The proposed dwellinghouses each incorporate a driveway for off road parking, representing a 100% ratio. On this basis, the parking arrangements are considered satisfactory and unlikely to cause any on-street parking problems.

Highways have requested that the proposed development incorporates off site highway works in the form of dropped kerbs to facilitate driveway access and the reinstatement of pavement and

kerbs to redundant vehicle crossings to the site to in order to allow a continuous footway. An appropriate condition has been included in this regard.

Cycle storage

The proposed house has a secure rear amenity space, where cycle storage units can be provided. A condition has also been included to ensure a space is provided for cycle storage.

Security

It is considered that proposal enhances natural surveillance to the street and through satisfactory planting and boundary treatment will allow for decent levels of defensible space and perimeter security.

To ensure all external fittings and associated works are of a satisfactory standard, an informative has been included which advise that all external fittings should be to 'Secured by Design' certification.

Waste Management

Space is shown, within the curtilage of each property for the storage of waste receptacles. Waste will be moved along a path at the side of the property for kerbside collection. The number and range of receptacles is expected to be in accordance with the Council's normal provision and collection protocol and will include recycling arrangements. These arrangements are considered to be satisfactory.

Air quality

From an air quality perspective, the proposal is for a two residential units only. The application site is located close to significant public transport routes with regular bus services. It is therefore envisaged that the location of the proposed development, together with measures forming part of the development, have the potential to limit any adverse impacts to air quality. It is proposed that a condition is attached requiring a Construction Management Strategy to be submitted, which would include mitigation measures in relation to dust suppression.

Surface Water Drainage

A pre commencement condition has been included to ensure the a surface water drainage is submitted and approved in writing by the City Council prior to non-demolition works commencing scheme.

Climate Change

As the proposal would result in the addition of a two residential units within the context of a principally residential environment, the impact upon climate change is considered negligible.

The site is located near to a busy, main arterial route and transport corridor, and is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity. To mitigate any impact, the proposal incorporates an electric vehicle charging point to each property.

Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area or the highway, a condition has been included which requires the development to be implemented in accordance with an agreed Construction Management Plan to ensure site safety, dust suppression, the parking of construction vehicles and the removal of waste.

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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of 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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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 only be implemented in accordance with external materials listed in the schedule dated 16 June 2020 and received by the City Council as Local Planning Authority on 22 June 2020.

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, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

Location Plan received by the City Council as Local Planning Authority on 22 June 2020 and proposed general arrangement (Rev D) and site plan (Rev E) received by the City Council as Local Planning Authority on 5 August 2020.

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

4) The development hereby approved shall only be implemented in accordance with the amended Site Investigation Report (inc. Appendix A) produced by Envirotec, received by the City Council as Local Planning Authority via e-mail dated 2 September 2020. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before the development commences.

For the avoidance of doubt, this should include:

- A 600mm clean cover system (comprising geotextile warning barrier in gardens, landscaping and non-permanent hard-surfaced areas, 100mm gravel capillary break layer, 350mm sub-soil and 150mm topsoil (imported materials to be suitability tested)) with or without excavation of 0.6m Made Ground below gardens, paths, patios, and disposing off site. Action: The selected option should be confirmed in the completion/validation report in due course.

- Sulphate-resisting cement (Class DS2) required for buried concrete.

- PE water pipes, subject to UU approval. Action: UU approval should be provided in the validation report.

- Passively ventilated sub-floor void and gas barrier membrane to achieve a BS8485 score of 4.5. Membrane to be independently verified.

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 SP1 of the Manchester Core Strategy.

5) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 SP1 of the Manchester Core Strategy.

6) The development hereby approved shall only be implemented in accordance with the Construction Management details and subsequent confirmation of site working hours received by e-mails dated 23 August 2020 and 2 September 2020 respectively. The development shall only be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

7) No development with the exception of demolition and any necessary remedial works shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the City Council as Local Planning Authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

8) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

9) Before the development hereby approved is occupied a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins should be stored at the front or outside the curtilage of the property, other than on the day of collection

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

10) The development hereby approved shall only be implemented in accordance with the boundary treatment and driveway gates detailed on the Site Plan (Rev E) received by the City Council as Local Planning Authority on 5 August 2020. The boundary treatment/gates shall be completed before any of the houses hereby approved are occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

11) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on Site Plan (Rev E) received by the City Council as Local Planning Authority on 5 August 2020 shall be completed prior to the dwellinghouses hereby approved being occupied.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

12) Before above ground development commences, a scheme for acoustically insulating the proposed residential accommodation against noise from nearby commercial premises and any other potential noise sources, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved noise insulation scheme shall be completed before any of the dwellinghouses are occupied.

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

Reason: To secure a reduction in noise and to protect future residents from noise disturbance, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy.

13) Notwithstanding details submitted, prior to the first occupation of the residential development hereby approved, full details of 2 electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of any of the residential units and thereafter retained.

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

14) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no windows or doors shall be inserted within the exterior of the dwellinghouses, or any other boundary treatment erected to the road frontage, other than expressly authorised by the granting of this planning permission.

Reason - In the interests of residential amenity, since any additions to the approved dwelling may adversely impact upon visual amenity or the amenity of neighbouring occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

15) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the houses hereby approved shall be used for any other purpose

(including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the 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.

16) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches or roof alterations shall be erected other than those expressly authorised by this permission.

Reason - To prevent overdevelopment and in the interests of residential amenity, pursuant to policy DM1 and SP1 of the Manchester Core Strategy.

17) Before first occupation of the dwellinghouses hereby approved, the bathroom windows on the first floor side and rear elevations, together with the lower half of the first floor bedroom window shown on the Proposed General Arrangement (Rev D) drawing, received by the City Council as Local Planning Authority on 5 August 2020, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, and shall remain so in perpetuity.

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

18) Prior to the commencement of above ground development, full details of all off site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority and implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include dropped kerbs to facilitate driveway access and the reinstatement of pavement and kerbs to redundant vehicle crossings to the site to in order to allow a continuous footway. The development hereby approved shall not be occupied until all the necessary off site highway works have an agreed timescale for implementation and shall only be constructed in accordance with the approved details.

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

19) The car parking indicated on the approved plans shall be respectively constructed, surfaced and made available for use prior to the buildings hereby approved being occupied. The car parking shall then be available at all times whilst the houses are occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

20) Prior to the erection of the above ground structure, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved shall be submitted to and approved in writing by the City Council

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

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

Informatives

1) Greater Manchester Police (Design for Security) advised that the proposed development should be designed and constructed to Secured by Design standards including laminated glazing and certified windows and doors.

2) The required off site highway works, pursuant to condition 18, shall be at the applicant's own cost through liaison with the Council's Highway Statutory Approvals team (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

150 John Heywood Street, Manchester, M11 4HW
10 Halton Road, Manchester, M11 4HN
6 Halton Road, Manchester, M11 4HN
30 Vale Street, Manchester, M11 4WG
32 Vale Street, Manchester, M11 4WG
26 Vale Street, Manchester, M11 4WG
28 Vale Street, Manchester, M11 4WG
88 Lingfield Road, Manchester, M11 4ND
86 Lingfield Road, Manchester, M11 4ND
15A Vale Street, Manchester, M11 4NR
Flat Above, 9 Vale Street, Manchester, M11 4NR
7B Vale Street, Manchester, M11 4NR
7A Vale Street, Manchester, M11 4NR
Flat 1, 19 Vale Street, Manchester, M11 4NR
24 Vale Street, Manchester, M11 4WG
18 Vale Street, Manchester, M11 4WG
9 Vale Street, Manchester, M11 4NR
35 Vale Street, Manchester, M11 4NR
19 Vale Street, Manchester, M11 4NR
11 Vale Street, Manchester, M11 4NR
17 Vale Street, Manchester, M11 4NR
27 Lingfield Road, Manchester, M11 4NT
25 Lingfield Road, Manchester, M11 4NT
22 Vale Street, Manchester, M11 4WG
20 Vale Street, Manchester, M11 4WG
16 Vale Street, Manchester, M11 4WG
14 Vale Street, Manchester, M11 4WG
7 Vale Street, Manchester, M11 4NR
33 Vale Street, Manchester, M11 4NR
15 Vale Street, Manchester, M11 4NR
13 Vale Street, Manchester, M11 4NR
8 Halton Road, Manchester, M11 4HN
4 Halton Road, Manchester, M11 4HN
2 Halton Road, Manchester, M11 4HN
14 Halton Road, Manchester, M11 4HN
12 Halton Road, Manchester, M11 4HN
148 John Heywood Street, Manchester, M11 4HW

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH2

