

Planning

Growth & Development

Delegated officer report for planning application

Application no. 126373/FO/2020

Date registered valid: 21 May 2020

Proposal: Erection of 2 storey dwellinghouse, with accommodation in the roofspace, to form end terraced property (Class C3) together with boundary treatment, off road parking and landscaping

Address: 23 Cronshaw Street, Manchester, M19 2TE

Ward(s): Levenshulme Ward

Applicant: Philip Belotel Ltd C/o Agent

Agent (if any): Phil Holmes PHA Architects Ltd 1 Cranleigh Avenue, Heaton Mersey, Stockport, SK4 3PZ

Case officer: Ian Jarvis
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Recommendation: Approve

Date of recommendation: 18 August 2020

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 22 May 2020 Expired: 12 June 2020

Neighbour notifications

Printed: 10 August 2020 Expired: 17 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

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

This application relates to a site which has a previous outline/reserved matters planning permission, now expired (111612/OO/2016/N2/114960/MO/2017) for the erection of a two storey Class C3 dwellinghouse.

The site lies at the corner of Cronshaw Street and Broom Lane and currently forms a side garden to 23 Cronshaw Street and which is surrounded by hedges approximately 1.2 to 1.5 metres high. The adjoining property, 23 Cronshaw Street, is an end terraced property, which is two storeys high, with a two storey outrigger, and has a completely blank gable along the boundary with the application site.

The proposed house would be attached to 23 Cronshaw Street and would follow the building line of the Cronshaw Street terrace. The property would have a short frontage onto Cronshaw Street and would turn the corner onto Broom Lane presenting its main frontage to Broom Lane, where the front door would be positioned and the house would be set back approximately 1.6 metres from the back of pavement on Broom Lane. It would remain two storeys high along this frontage although halfway along this frontage the eaves height and roof apex would be lower in height. Accommodation would be included in the roofspace, in the part of the house at the corner of Cronshaw Street/Broom Lane, with three rooflights on the Broom Lane frontage and a small dormer window in the rear elevation.

At the northern end of the site, where it adjoins the rear alleyway and 29 Broom Lane beyond, 2 car parking spaces would be provided, accessed from Broom Lane. The proposal also includes

new 1.1 metre high low boundary wall/railings along the Cronshaw Street and Broom Lane frontages with 2.1 metre high close boarded timber fencing along the rear garden boundaries.

Consultations & Notification Responses

Local residents - Three letters of objection have been received, from two local residents, for the following reasons:

- The property would front onto Broom Lane, which is a busy main road, linking into the A6. there is therefore already a lot of traffic in the locality- The corner of Cronshaw Street/Broom Lane is a traffic blackspot with cars often having to back out of Cronshaw Street. This traffic blackspot would be made worse by the proposed development.
- A three storey house would be out of character with surrounding properties, which are mostly two storey.
- Most years United Utilities have to dig up holes in the area and the proposal would overload an already strained system.
- The house does not have a downstairs toilet.
- The house is very close to a narrow pavement on Broom Lane.
- The building is too close to the end house (23 Cronshaw Street).
- The plans do not show any landscaping on Cronshaw Street itself, where it should be provided, rather than the back of the house.
- The construction process will cause disturbance to local residents.
- The site has inadequate car parking and visibility arrangements.
- The adjoining property has visual signs of subsidence and the proposal would cause further movement, to the detriment of adjoining properties.

Highway Services - Makes the following comments:

TRIP GENERATION

The addition of a single dwelling is not expected to generate trips that would impact highway safety or operation.

WASTE COLLECTION

The location of bin storage at the front of the property is accepted in principle. It is expected that residents will bring the bins to the kerbside on collection days - this arrangement is considered appropriate.

CAR PARKING

2 on site car parking spaces are proposed which is accepted in principle. However limited detail is provided regarding the car parking. Further information/confirmation is requested as follows:

- Dimensions of car spaces (drive spaces should be 3m x 6m length).
- Distance of parking access from side road (minimum 10m is required).
- Electric vehicle charging points to be provided at each space.

CYCLE STORAGE

No detail is provided regarding cycle storage, it is recommended that secure weatherproofed cycle storage is provided at the dwelling.

In response the applicant provided details of the provision of 2 electric charging points, a secure bike store and further details of the proposed 2 car parking spaces.

These revised arrangements are acceptable to Highway Services.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to contaminated land, construction hours and approval of the submitted waste management arrangements.

Flood Risk Management Unit -No objections.

Greater Manchester Police - Recommended that the garden boundary treatment be increased, from 1.8 metres high to 2.1 metres high. This was agreed by the applicant and revised plans submitted. Otherwise, no objections in principle, although a number of further security improvements are suggested. These are provided as an informative.

United Utilities - Recommends that conditions are attached, to any permission, in relation to site drainage.

Issues

National Planning Policy Framework (February 2019) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and communities' health, social and cultural well-being; and

An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and 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 visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

There should be a presumption in favour of sustainable development and planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

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).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

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

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

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.

Policy H1 states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory overleaf provides an indication of the timescale over which development is likely to come forward. The proportionate distribution of new housing, and the mix within each area, will depend on:

- i. The number of available sites identified as potential housing sites in the SHLAA;
- ii. Land values and financial viability;
- iii. The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester;
- iv. Preserving and improving the quality of the existing housing stock;
- v. The management of areas where Houses in Multiple Occupation predominate.

Policy H1 states that 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Furthermore, policy H1 states that all proposals for new residential development should take account of the need to:

- i. Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people and people with specific support requirements;
- ii. Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- iii. 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;
- iv. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate levels of sound insulation;
- v. 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;
- vi. Prioritise sites which are in close proximity to centres or high frequency public transport routes;
- vii. Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations);
- viii. Be designed to give privacy to both its residents and neighbours

Policy H5 relates to sites in Central Manchester and states that, over the lifetime of the Core Strategy, the area will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- 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

Policy EN19 requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy T2 - States that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

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

Unitary Development Plan - The site is unallocated in the plan.

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

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

Under point 2.12 'Buildings should front onto streets', the Guide states that:

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

Manchester Residential Quality Guidance 2016 -Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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

Principle of development - The principle of a house on this site, including its layout, scale and means of access, has been established by the previous consent and the current application basically replicates what was previously approved. Since that time the Manchester Residential Quality Guidance has been introduced, but it is considered that the proposal is in accordance with that guidance and site circumstances have not significantly changed, since the previous permission. The principle of development is therefore considered to be acceptable.

Siting/layout - The property links into the adjoining terraced property, whilst presenting its main frontage to Broom Lane, which is the more major street characterised by residential properties fronting the street. It is therefore considered that the proposal responds to the surrounding context and maximise frontages with the street scene and the relationship, of the development, with the surrounding environment.

Each property includes a garden area, which is of a similar size, to that of surrounding properties, and which is considered to be of an ample size to provide some private outdoor space and an area for bin and cycle storage.

Scale/massing - At two storeys to the front, and three to the rear (second floor accommodation in roof space and rear dormer), the proposal responds to the massing of the remainder of the properties on the row, and those to the rear, on Corby Street, replicating the scale and massing of the buildings that were present on the site previously. It is therefore considered that the scale/massing, of the development, is an appropriate approach that is informed by its context.

Appearance - The proposed house would be two storey with an eaves and apex height which matches the terraced row to which it is linked, and surrounding properties where a pattern of 2 storey terraced houses largely exists. Also, the proposed house drops in height as it approaches 29 Broom Lane, which is lower in height than 23 Cronshaw Street and the proposal therefore provides a visual link which respects the differing heights of the two immediately adjoining properties. The elevational drawings submitted show a property of a similar style to neighbouring properties, although there is a slightly more modern appearance,

It is therefore considered that the proposed house respects its relationship with the adjoining terraced row of properties, whilst also offering a more contemporary style on what will be the main frontage of the house. This approach is considered to be acceptable and the proposed appearance, of the house, is therefore considered to be satisfactory.

Residential space standards - The proposed development would deliver a three bedroom residential unit that is in excess of space standards. It is also considered that the proposed development would contribute to sustainable growth in Manchester and thereby responds positively to the newly adopted Manchester Residential Quality Guidance (which reflects, in part, the national standards). The proposal would also secure design characteristics that would also positively contribute to the quality of the streetscene, and be effectively linked to its surroundings.

Residential amenity/privacy - The proposal is seeking to introduce a new residential property on a site, adjoining a significant number of residential properties. The likely impact of the development of 1 house, on surrounding occupiers, is therefore highly unlikely to represent a significant change in the nature of this area. In terms of privacy, the adjoining property (23 Cronshaw Street) has along two storey blank gable adjoining the site. Consequently, although there are bedroom windows facing the side of 23 Cronshaw Street, they are not going to impact upon the privacy of the occupiers of that property.

The comments of residents have been considered, but it is not felt that one additional house would lead to the problems envisaged in relation to matters such as traffic and the visual impact of the property, and overall, the proposals are not considered to have a detrimental impact on the residential amenity of existing residents in this area.

Car/cycle parking - Two in-curtilage dedicated car parking spaces are provided, in addition to the provision of bicycle storage facilities by way of a secure metal container, and these arrangements are acceptable to Highway Services, giving the site better dedicated facilities that are not available to many properties in the area.

Security/boundary treatment - The property would have robust boundary treatment with low brick wall/railings onto Broom Lane/Cronshaw Street and higher 2.1 metre fencing to the garden area, in accordance with the requirements of Greater Manchester Police. It is considered that the proposal represents an appropriate treatment in terms of both boundary treatment and security.

Climate Change - The proposal includes the provision of 2 electric vehicle charging points in accordance with the requirements of Highway Services.

In addition the following measures would form part of the development:

- A reasonably sized private amenity space including the provision for external drying of washing.
- By providing waste storage facilities that allow segregation of recyclable materials and which achieve the requirements of Manchester City Council.
- Secure cycle parking provision .

Accompanied by a condition relating to design measures to minimise the environmental impact and energy use, of the houses, these arrangements are considered satisfactory and it is considered that the development would contribute to the Council's aim of securing developments that are adaptable to climate change.

Air Quality - The site lies close to Stockport Road, which falls within an air quality corridor which has air quality issues, and therefore the issues of air quality has been assessed as part of this application, although it is also noted that the site does not lie within an air quality management area. It is considered that the measures proposed as part of this application (e.g. cycle parking and electric charging points) and the proposed conditions, relating to sustainability, waste and air quality controls during the construction management phase, provide sufficient mitigation measures that will ensure that this development would not significantly impact upon air quality in this location.

Waste - The application is accompanied by a Waste Management Strategy and adequate bin storage facilities are provided within the curtilage of the property. These arrangements are considered to be acceptable.

Drainage - Whilst conditions are recommended by United Utilities, the Council's Flood Risk Management Unit do not consider such conditions to be necessary, for this relatively small scale development. An informative is however included relating to drainage requirements.

Conclusion - Whilst the introduction of the house would have some impact upon existing residents, due to the development of this garden/vacant site and some increased traffic and general activity at the site, the site is of a good size that allows a quality development to be created with dedicated parking and a layout that respects it's surroundings. It is not considered that any potential impacts of the development would be significant and will represent the introduction of a new house into an area where it is needed and would provide significant regeneration benefits. On balance, it is therefore considered that the granting of planning permission, for the proposed residential development of this site, is appropriate.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case negotiations took place in relation to security and boundary treatment proposals. The applicant has also been advised of a number of pre-development conditions, and these have been accepted. The proposal is considered to be acceptable and therefore determined within a timely manner.

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 be carried out in accordance with the following drawings and documents:

Drawing numbered 02/JD/03, stamped as received by the City Council, as Local Planning Authority, on 28 February 2020.

Drawings numbered F02/JD/01 rev A and the Waste Management Strategy, stamped as received by the City Council, as Local Planning Authority, on 20 May 2020

Drawing numbered F02/JD/07 (as amended by F02/JD/06 rev D in relation to the Cronshaw Street elevation design), stamped as received by the City Council, as Local Planning Authority, on 29 June 2020.

Drawings numbered F02/JD/02 rev A (indicating wall and railing frontage boundary treatment as illustrated on the approved elevational drawings), F02/JD/04 rev B and F02/JD/06 rev D, stamped as 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 Manchester Core Strategy.

3) Notwithstanding any materials referenced within the application submission, 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 should be 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 Manchester Core Strategy.

4) The development shall be carried out in accordance with the Waste Management Strategy stamped as received by the City Council, as Local Planning Authority, on 20 May 2020, and indicated on drawing numbered F02/JD/02 rev A, stamped as received by the City Council, as Local Planning Authority on 5 August 2020. 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.

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

5) The boundary treatment hereby approved shall be carried out in accordance with the details indicated on drawing numbered F02/JD/06 rev D, stamped as received by the City Council, as Local Planning Authority, on 5 August 2020. The boundary treatment shall be completed before first occupation of the house, in accordance with the approved details, and shall thereafter be retained and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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 and DM1 of the Manchester Core Strategy.

6) No above ground works shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

7) Prior to the commencement of development on site an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development. Prior to occupation of any of the houses 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 Manchester's Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

8) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the house 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 parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

9) Prior to the first occupation of the development hereby approved, finalised details in relation to the location and appearance of the electric charging points indicated on drawing numbered F02/JD/07, stamped as received by the City Council, as Local Planning Authority, on 29 June 2020, 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 to policies SP1, EN16 and DM1 of the Manchester Core Strategy and Greater Manchester Air Quality action plan 2016.

10) Prior to first occupation of the house, details of the secure cycle storage facilities shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The development hereby approved shall be completed in accordance with these approved details and in the location indicated on drawing numbered F02/JD/07, stamped as received by the City Council, as Local Planning Authority, on 29 June 2020. 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 and DM1 of the Manchester Core Strategy.

11) 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 Hours of working;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy of construction vehicles;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

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, EN19 and DM1 of the Manchester Core Strategy.

12) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the dwellinghouses hereby approved, shall not be extended, and structures shall not be erected within the curtilage areas, without the benefit of planning permission.

Reason - In the interests of residential amenity, and to safeguard the character of the area, pursuant to policies SP1 and DM1 of Manchester's Core Strategy.

13) 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 openings, including windows and doors, shall be inserted within the elevations of the building, other than those shown on the approved drawings.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

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

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

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

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

15) Notwithstanding the provisions of 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. 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.

Informatives

1) The applicant should design and construct 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 and should liaise with United Utilities regarding this matter

2) The applicant will be required to enter into a Section 184 agreement for the cross over construction. This will need discussion and agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). The works will include the relocation of dropped kerb/tactiles across the parking area/alleyway.

3) - The proposed development should be designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors (please see www.designforsecurity.org/secured-by-design/ or www.securedbydesign.com for more information). Developments that are built to this standard are less likely to be susceptible to crime.

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

- Low planting behind the front boundary wall should not exceed 1000mm in height and any tree canopies should fall no lower than 2000mm from the ground. This is in order to allow people to see their surroundings better and eliminate any potential hiding places.

- We would recommend that the lighting to the parking bays are provided due to them being not overlooked by any form of surveillance from the property itself.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

19 Cronshaw Street, Manchester, M19 2TE
9 Cronshaw Street, Manchester, M19 2TE
6 Cronshaw Street, Manchester, M19 2TE
17 Cronshaw Street, Manchester, M19 2TE
16 Cronshaw Street, Manchester, M19 2TE
10 Cronshaw Street, Manchester, M19 2TE
15 Cronshaw Street, Manchester, M19 2TE
22 Danforth Grove, Manchester, M19 2TD
20 Danforth Grove, Manchester, M19 2TD
46 Broom Lane, Manchester, M19 2TG
11 Cronshaw Street, Manchester, M19 2TE
24 Danforth Grove, Manchester, M19 2TD
31 Broom Lane, Manchester, M19 2TX
38 Broom Lane, Manchester, M19 2TW
36 Broom Lane, Manchester, M19 2TW
48A Broom Lane, Manchester, M19 2TG
Flat Above, 40 Broom Lane, Manchester, M19 2TG
44B Broom Lane, Manchester, M19 2TG
44A Broom Lane, Manchester, M19 2TG
Broom Lane Dental Care, 52 Broom Lane, Manchester, M19 2TG
50 Broom Lane, Manchester, M19 2TG
42 Broom Lane, Manchester, M19 2TG
33 Broom Lane, Manchester, M19 2TX
1 Watts Street, Manchester, M19 2TT
40 Broom Lane, Manchester, M19 2TG
8 Cronshaw Street, Manchester, M19 2TE
18 Danforth Grove, Manchester, M19 2TD
54A Broom Lane, Manchester, M19 2TG
29 Broom Lane, Manchester, M19 2TX
56 Broom Lane, Manchester, M19 2TG
54 Broom Lane, Manchester, M19 2TG
48 Broom Lane, Manchester, M19 2TG
21 Cronshaw Street, Manchester, M19 2TE
14 Cronshaw Street, Manchester, M19 2TE
13 Cronshaw Street, Manchester, M19 2TE
12 Cronshaw Street, Manchester, M19 2TE

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 Zone - All Exceeding 90M
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH2