

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139315/FO/2024
Date registered valid: 14 February 2024
Proposal: Erection of two storey three bed house including landscaping and car parking.
Address: Land Adjacent To 161 Mauldeth Road West, Manchester, M20 1BJ
Ward(s): Old Moat Ward

Applicant: Mr Gary Crane
Agent (if any): Mr Sabin Zannou, LDM Group
Case officer: Holly Wright
Tel: 0161 219 6381
Email: holly.wright@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 10 April 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 22 March 2024

Standard consultations: Printed: 29 February 2024 Expired: 21 March 2024

Neighbour notifications: Printed: 29 February 2024 Expired: 21 March 2024

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/area

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The application relates to an (initially vacant) plot of land situated to the immediate east of No.161 Mauldeth Road West. The site itself was formerly used as private outdoor amenity space for No.161 Mauldeth Road and is now intended to accommodate the proposed two-storey three-bedroom dwellinghouse under 139315/FO/2024.

The plot is bounded to the north by Mauldeth Road West, to the east by Oakham Avenue, and to the south and west by neighbouring residential properties. Situated within the Old Moat ward of Manchester, the site benefits from its proximity to Hough End Playing Fields, Fallowfield cycling loop, and Princess Road (A5103) with a surrounding area that is predominantly residential in terms of its character.

139315/FO/2024 represents a resubmission of the previously approved, expired scheme 124731/FO/2019.

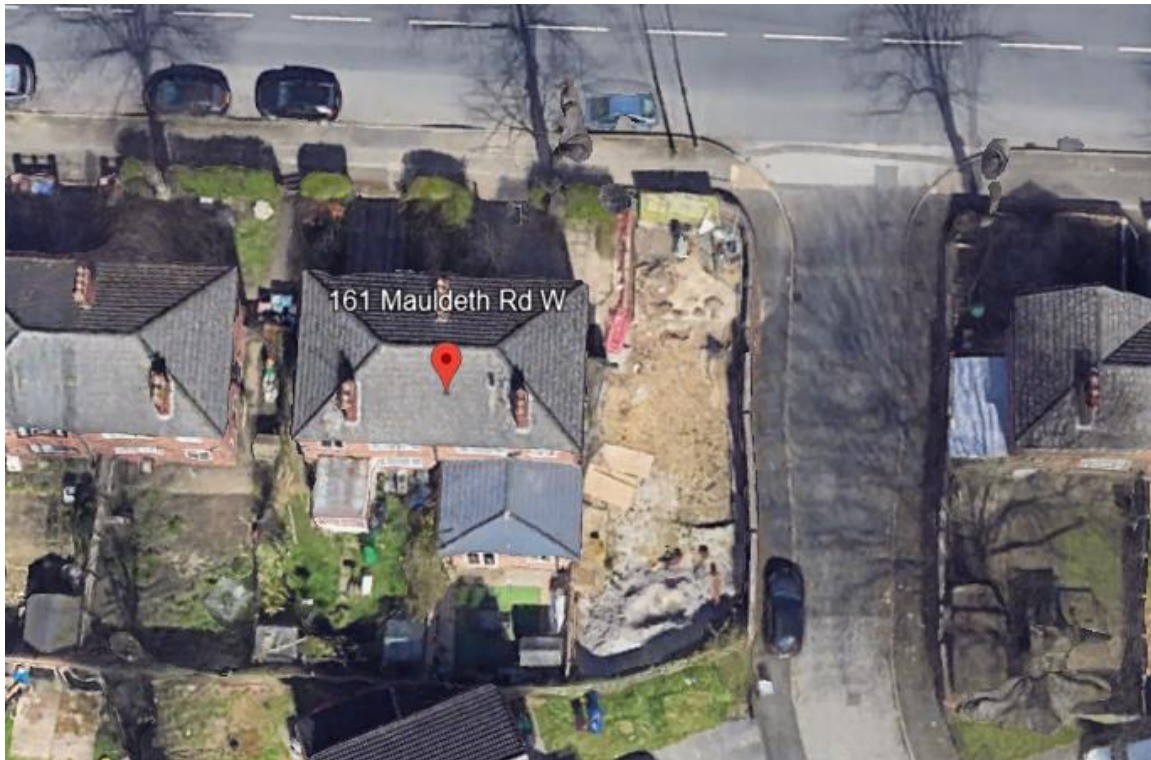


Figure 1. Excerpt from Google Earth, depicting site location.

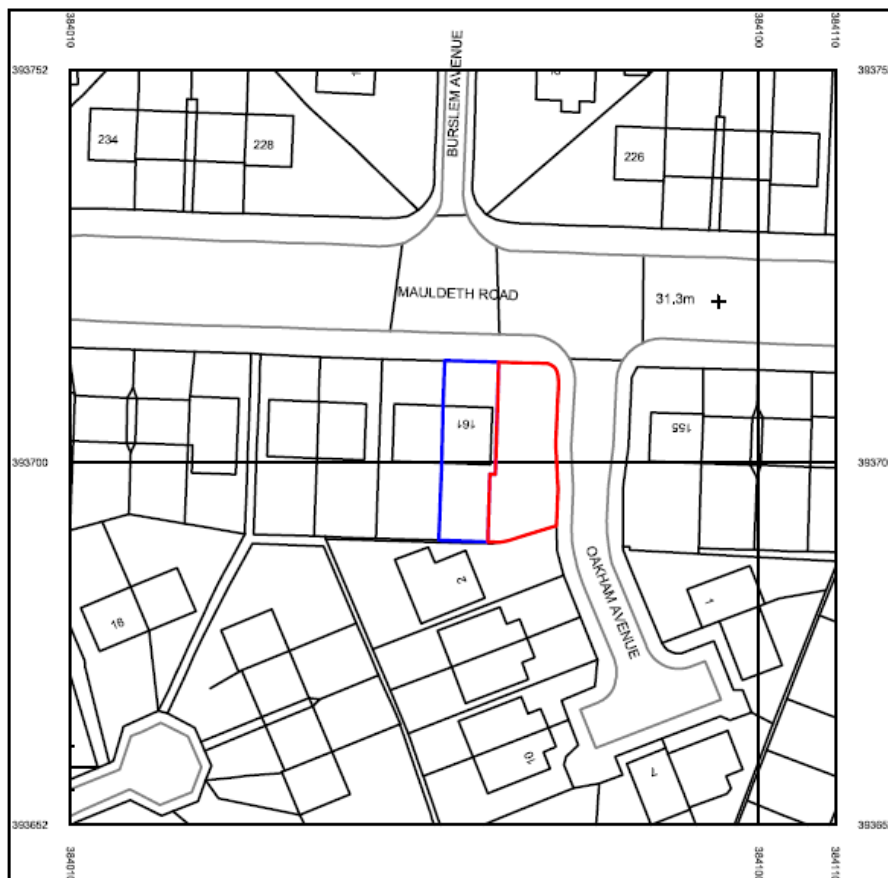


Figure 2. Submitted OS location plan.

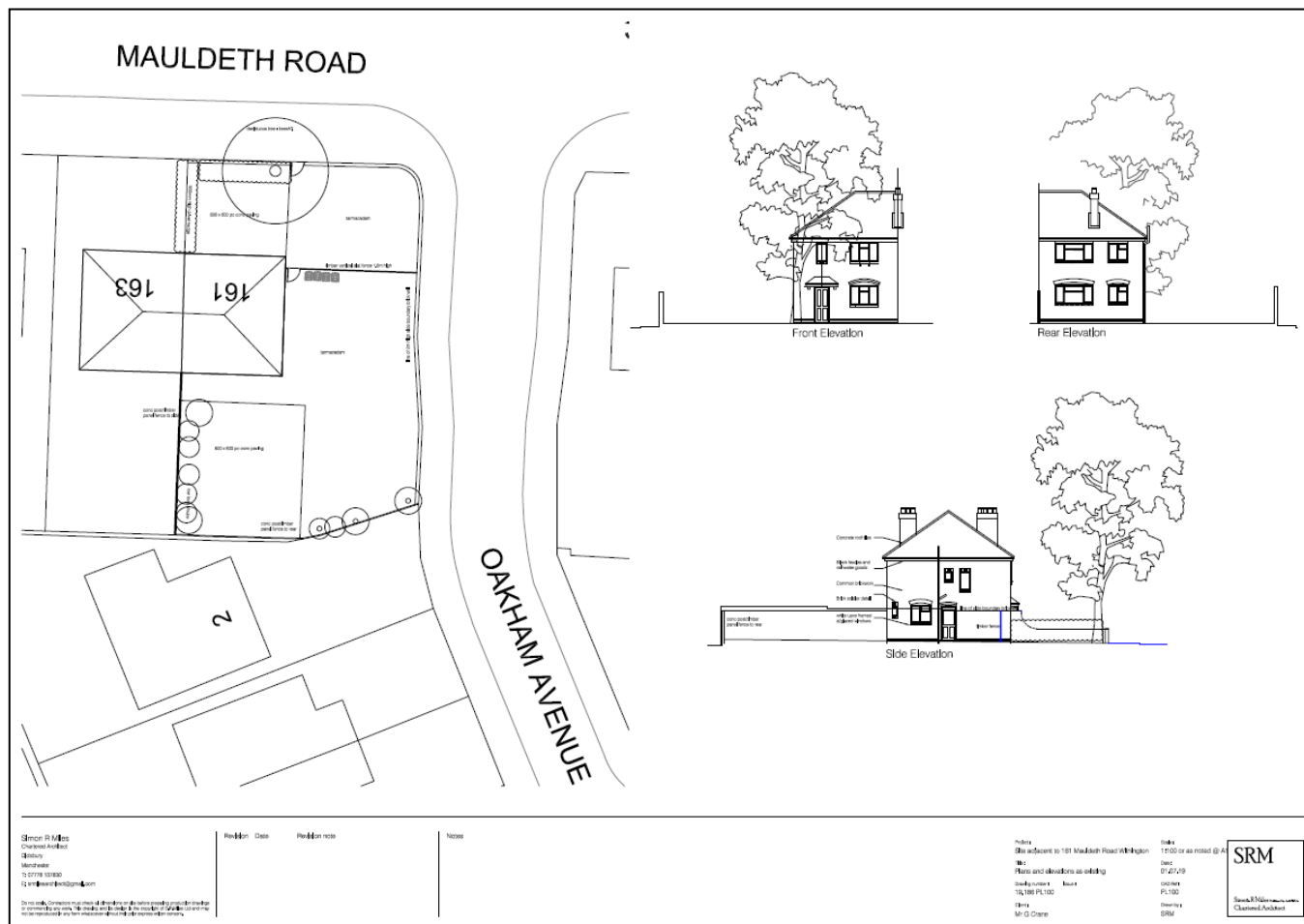


Figure 3. Submitted existing plans and elevations.



Figure 4. Front elevation.



Figure 5. View from Oakham Avenue.



Figure 6. View from Oakham Avenue.



Figure 7. Rear view.

Description of development

The applicant is seeking permission for the erection of a two-storey three-bedroom detached dwellinghouse, including 1no. parking space to the rear, electric vehicle charging, cycle and bin storage to the side, and landscaping to the front and rear.

Internally, the dwelling would provide 85.3m² of floorspace comprising:

- **Ground Floor**
 - External porch
 - Entrance hallway
 - Downstairs WC
 - Kitchen (3.4m x 2.3m)
 - 2 x storerooms
 - Combined living and dining room (4.7m x 5.1m)
- **First Floor**
 - Bedroom 1 (3.4m x 2.7m)
 - Bedroom 2 (2.5m x 3.4m)
 - Bedroom 3 (2.4m x 2.4m)
 - Bathroom (2 x 2.3m)

Its proposed materials include common brickwork with feature soldier course in red stock facing brick, concrete roof tiles, white uPVC and aluminium-framed double-glazed windows, a composite external front door, concrete hard landscaping, with boundary treatment to remain as existing.

Consultations & Notification Responses

Local residents, as per appendix 1 – no comments or objections received.

Highways provided the following feedback in response to the application:

- Given that the proposed development is resultant in one additional residential dwelling, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
- The site is well accessed by sustainable modes. Regular bus services and tram services are available within walking distance of the development site.
- One car parking space will be provided for the new property within the site's curtilage, thus equating to a provision of 100%. It should be noted that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway.
- A new dropped kerb access will be required and be in place from Oakham Road. It is noted that on-street parking does occur along Oakham Road and therefore it is recommended that a H-bar is installed.
- An Electric Vehicle charging point is in place for the driveway. The EVC should be a minimum of 7kW.
- Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Oakham Road and will require a crossing licence/agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.
- A cycle store is noted within the curtilage of the site and provides parking for 2 cycles. This is acceptable to Highways.
- It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.
- Designated refuse storage has been accommodated for the dwelling within the curtilage of the site with kerbside collection noted from Mauldeth Road West. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.
- The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

United Utilities recommended that the development includes sustainable drainage systems to manage surface water and to offer new opportunities for wildlife to flourish.

Environmental Health made no objection to the proposal, requesting conditions relating to demolition/construction hours, NSE4(a0 residential sound insulation, refuse management, air quality, and contaminated land be attached to the decision notice.

Flood Risk Management provided the following feedback in response to the application:

- Currently we would object to development at this location. The submitted Flood Risk Assessment (FRA) fails to meet Governments Standing advice.
- As no topographic survey has been provided the developer has been unable to provide an accurate average existing ground level throughout the site, and adjacent roads. We

would expect the developer to provide an existing topographic survey within the FRA to ensure property threshold levels are set appropriately for the development located within Flood Zone 2. Governments standing advice can be found via the following link:
Preparing a flood risk assessment: standing advice - GOV.UK (www.gov.uk)

- To overcome our objection, please see our bullet points below:
- The developer must provide an existing topographic survey to accompany the proposed FRA.
- The proposed FRA must be updated to reflect the existing topographic survey information.
- The developer must update the proposed Finished Floor Levels (FFLs) to reflect Governments standing advice and property threshold levels must be set appropriately.
- The FFLs must be demonstrated on the proposed elevations.

Policies

The following policies are considered relevant in the consideration of this application.

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:

- Policy DC7 – New Housing Development

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles
- Policy EN19 – Waste
- Policy H1 – Overall Housing Provision
- Policy H6 – South Manchester
- Policy T1 – Sustainable Transport
- Policy EN14 – Flood Risk

The National Planning Policy Framework (NPPF, 2021)

- Chapter 2 – Achieving Sustainable Development
- Chapter 5 – Delivering a Sufficient Supply of Homes
- Chapter 11 – Make Effective Use of Land
- Chapter 12 – Achieving Well-Designed Places

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

The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester. The following paragraphs are relevant to the proposal:

Section 2 Design - Paragraphs 2.3 and 2.7 - Discusses the importance of new development to surrounding neighbourhoods and the character of its streets, in terms of its layout, design, scale, massing and orientation of its buildings to achieve a unified urban form to enliven the neighbourhood and its sustainability. The density of the development has also been assessed to ensure the proposed levels are informed by the characteristics of the area and the specific circumstances of the proposals.

Paragraphs 2.13, 2.14, 2.15 and 2.18 - Discusses the importance of urban design and the contribution of new buildings to the streetscape and the appearance and character of the local environment. It states that 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. Furthermore, corners of buildings create visual interest, enliven the streetscape, and contribute to the identity of an area.

Technical Housing Standards: Nationally Described Space Standard (March 2015)

This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out the requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage, and floor to ceiling height. The requirements of this standard for bedrooms, storage and internal areas are relevant only in determining compliance with this standard in new dwellings and have no other statutory meaning or use. The nationally described space standard has been applied to an assessment of the size and quality of the proposed dwelling house.

Manchester Residential Quality Guidance

This document 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. As design is a key component of sustainability, this guidance is of relevance to the present application.

Places for Everyone

The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'.

You can view the Inspectors' Report on the GMCA's website at [Places For Everyone - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk/places-for-everyone). In addition, a hard copy is available in Manchester Central Library, St Peters Square, Manchester M2 5PD between 9am - 8pm Monday to Thursday and 9am - 5pm Friday and Saturday.

The nine constituent local authorities will now consider the Inspectors' Report and the adoption of Places for Everyone, with the plan going to the Full Council meeting in Manchester on 20 March 2024. The first Council meetings to approve the plan will be Salford and Wigan (28 February).

There will be a period of six-week post adoption (i.e. from 21 March) when a judicial review challenge may be made. This will trigger a process of consideration by the Courts as to whether a JR is sufficient grounds to be heard (there is a one-step oral hearing appeal process if a Judge decides to reject the ground for a JR from the outset).

Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

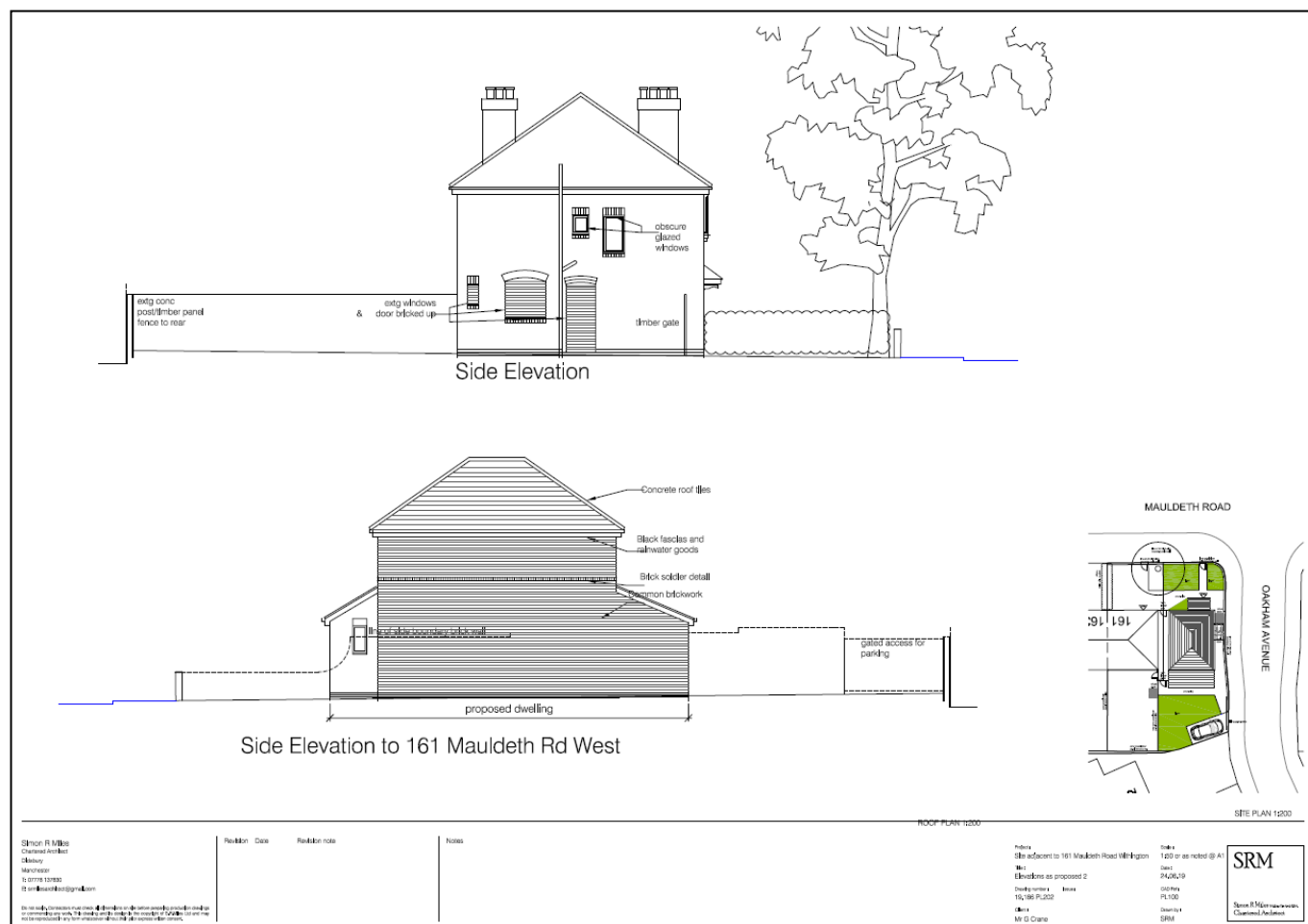


Figure 10. Submitted proposed elevations.

Issues

Principle – chapter 2 of the NPPF encourages LPAs to ensure land is efficiently and effectively used to assist in the delivery of new homes, particularly in circumstances whereby development proposals are considered to accord with local policies. Policies H1 and H6 of the Core Strategy seek to encourage the delivery of family housing outside of the inner areas of the city, with 90% of development taking place on previously developed land.

Situated within the Old Moat ward of Manchester, the application site was previously occupied by 2no. residential dwellinghouses, thus the proposal is considered to comply with the aforementioned policies, representing conforming development, which is generally considered acceptable in principle.

The proposal itself seeks to create a two-storey, three-bedroom dwellinghouse with landscaping, car parking, cycling and bin storage provisions in addition to internal storage space to provide a good standard of family accommodation. It is considered that the proposal would contribute positively to the local housing stock, meeting the identified needs for family housing in Core Strategy policies H1 and H6, whilst also being in-keeping in terms of design with the appearance and character of the surrounding residential properties.

Having had regard to the previously consented scheme, on balance, the proposal is considered to accord with policies SP1, DM1, H1 and H6 of the Core Strategy, with no concerns or objections received from neighbouring residents. Notwithstanding the principle being accepted, the proposal's impacts upon amenity must be fully considered.

Residential amenity – the proposal would create a similar scale footprint dwelling to those already existing along this stretch of Mauldeth Road West as well as being sited on a plot of comparable size. The properties erected along Oakham Avenue to the south post-date the original estate.

The new dwelling would be sited forward of the principal elevation of No.2 Oakham Avenue, (which is the closest neighbouring residential property located to the rear of the site) and would feature one first-floor rear-facing window, which would serve bedroom 2. It is noted that the new dwelling would have a splayed relationship with the front elevation of No.2 Oakham Avenue, with its proposed first-floor rear window sited at an oblique angle with a distance of approximately 14m between the properties.

Given the siting and distance of this window, it is considered that the proposal would have the potential to give rise to issues associated with both actual and perceived overlooking. In order to overcome this, the lower section of bedroom 2's window will be obscurely glazed, as indicated on the submitted plans. This has been conditioned accordingly.

The dwelling's side elevation facing No.161 Mauldeth Road would feature one window only along its front porch. This is not considered to give rise to issues associated with loss of privacy, due to its siting at the front of the property, as well as the 3.155m gap maintained to the shared boundary. The windows in the dwelling's front elevation and eastern side elevation would face onto Mauldeth Road West and Oakham Avenue respectively, rather than any nearby residential property.

In terms of the proposal's potential to cause overshadowing, a loss of light, or a loss of outlook, it is understood that such affects would be limited given the spacious nature of the application site, subservient dimensions in relation to the surrounding residential properties, in-keeping building lines, and appropriate gaps maintained to the plot's shared boundaries. The impacts on the adjacent property of No.161 Mauldeth Road are also considered acceptable given that the proposal includes elevational alterations to this property including bricking up its side-facing door and windows at ground floor level, in the interests of residential amenity and improved security.

The proposal is therefore considered to accord with policies DM1 and SP1 of the Core Strategy.

Siting – the proposal's siting, to a large extent, references the footprint of the dwelling which originally occupied the site, though its 7.6m plot width is anomalous within the street. Nonetheless, with reference to the MRQG, the proposal is considered to be consistent with the prevailing urban form of medium density 2-3 storey dwellings in this area, with a similar dwelling-to-plot ratio and a typology that responds well to the mix of dwellings present along Oakham Avenue.

The new dwelling would be sited in line with the existing front and rear building lines of the properties fronting Mauldeth Road West, leaving a shared gap of 1.4m on its western elevation (0.7m each side) between the new dwelling and No.161 Mauldeth Road West. This would enable the occupiers of No.161 Mauldeth Road West to continue to manoeuvre bins to the front. The occupiers of the new dwelling would also have the option to move bins through this area, however, would also have access to a designated refuse store located to the eastern side of the property.

The siting of the proposal would therefore result in a characteristic relationship with a similarly small gap retained at No.155 Mauldeth Road, located on the opposing side of Oakham Avenue.

Design – the proposal consists of a detached two-storey dwelling that is designed to respond to the elevations of the existing inter-war residential properties sited along Mauldeth Road West. Its eaves, window heads, and cills line through and the positioning of its doors and windows seek to create a harmonious symmetry with No.161 Mauldeth Road West, whilst its overall proportions are considered to be more consistent with the modern dwellings of Oakham Avenue.

The property would feature a soldier course of brick to its front and side elevations which would add visual interest to the dwelling, whilst the inclusion of 2no. first-floor windows in the eastern side elevation would further break up the mass of the gable end, to positive effect.

The design approach of this proposal is considered to accord with the Council's current design guidance for residential development with the MRQG stating that 'new development should investigate and reference its historical context; interpreting materials, styles and detailing in a contemporary context that can reinforce local distinctiveness and a sense of place'. With this in mind, it is considered that the proposal would forge a more cohesive relationship between the old and new dwellings within the street scene.

Height, scale, and massing – the height, scale, and massing of the proposal would result in a dwelling that responds to the larger detached dwellings located along Oakham Avenue to the south of the site, whilst featuring a similar height, scale and massing to the older semi-detached properties located along Mauldeth Road West.

In this regard, the proposal is considered to accord with policies DM1 and SP1 of the Core Strategy, the Guide to Development in Manchester (SPD), the Manchester Residential Quality Guidance document, and chapter 12 of the NPPF.

Materials – the materials palette consists of materials that would match those of the surrounding inter-war dwellings, including No.161 Mauldeth Road West. This includes concrete roof tiles, common brickwork, and white uPVC double glazed windows. A condition for materials to match has been attached to ensure the new dwelling successfully integrates with the surrounding street scene.

Residential space standards – the proposed layout, which would include 1no. porch area, 1no. half-bathroom, 1no. kitchen, 1no. living and dining area, 2no. storage rooms, 1no. double bedroom, 2no. single bedrooms and 1no. bathroom would achieve a gross internal floorspace of 85.3 square metres, which slightly exceeds the relevant nationally described standard for a 3-bedroom, 4-person dwelling, of 84 square metres. The proposal would therefore respond positively to the MRQG, which reflects, in part, the national standards.

Car parking / Cycle storage – the proposal includes the provision of 1no. car parking space (measuring to at least 2.4m by 4.8m) to the rear of the property which would be accessed off Oakham Avenue.

Highways requested that a car parking space measuring to at least 3m by 6m be included, however, given that the previously approved consent 09562/FO/2019 did not include these provisions, this amendment request has not been actioned.

The proposal also includes the provision of 1no. electric vehicle charging point at the southeast corner of the property. This accords with Highways' guidance as well as chapter 9 of the NPPF which stipulates that development should 'be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations'.

The site's sustainable transport options are also further enhanced through the provision of a cycle store, able to house 2no. bicycles, to the eastern side of the property. The store would be located behind the retained 2m-high boundary wall, adjacent to the proposed bin store.

Highways also indicated that the site is located within a sustainable location close to major public transport routes including regular bus and Metrolink services.

The proposal is therefore considered to accord with policies SP1, T1, and DM1 of the Core Strategy as well as chapter 9 of the NPPF.

Waste management – the proposal includes details of a bin store, able to house 4no. refuse bins, to the eastern side of the property, away from the plot's front boundary to the benefit of the street scene.

These arrangements are considered satisfactory, however the details of the type and level of waste containers for the development have not been provided. As such, a condition for waste management at the site has been attached to ensure the proposal's accordance with policies DM1 and SP1 of the Core Strategy.

Landscaping / Boundary Treatment – the landscaping scheme consists of a simple treatment of front and rear lawns with shrub perimeter planting and a paved driveway, as indicated on the submitted Design and Access Statement.

The only amendments to the existing boundary treatment would be the installation of an electronic sliding gate along Oakham Avenue, to allow for vehicular access to the proposed rear car parking area, as well as the installation of a new pedestrian access gate off Mauldeth Road West. All other existing boundary treatments would be retained.

There are no visual amenity or highway and pedestrian safety concerns with this arrangement.

Contaminated Land - a condition for the submission of a Preliminary Risk Assessment, Remedial Strategy and Verification report has been attached to investigate the presence of ground gas etc.

Construction Hours – guidance on the permitted hours of construction has been attached as an Informative in the interests of residential amenity, as recommended by Environmental Health.

Flood Risk – objected to the proposal on the basis that the submitted Flood Risk Assessment fails to meet Government's standing advice, with no topographic survey provided.

However, given that the previously approved consent 09562/FO/2019 did not include conditions relating to the submission of a flood risk assessment, this has not been attached.

In line with the previous approval, a condition relating to the drainage and disposal of foul and surface water has been attached, pursuant to policies EN14 and EN17 of the Core Strategy.

Environmental Health – made no objection to the proposal, requesting conditions relating to demolition/construction hours, NSE4(a0 residential sound insulation, refuse management, air quality, and contaminated land be attached to the decision notice.

However, given that the previously approved consent 09562/FO/2019 did not include conditions relating to residential sound insulation or air quality, these have not been attached.

Conclusion – the proposal relates to conforming development on previously developed land in an established residential area. On assessment, the impacts on residential and visual amenity, internal space standards, parking, cycle parking provision, waste storage and EV charging are acceptable. The proposal responds to the prevailing density and is sited and designed to assimilate well within the street scene.

On this basis, the proposal is considered to comply with Core Strategy policies H1, H6, DM1, EN19, T1 and SP1, chapters 2, 5, 9, 11 and 12 of the NPPF, the Guide to Development in Manchester (SPD), the Technical Housing Standards: Nationally Described Space Standard and the Manchester Residential Quality Guidance document.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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. No significant problems have arisen during the consideration of this application and the application has been determined in a timely manner, in accordance with the policies with the Development Plan.

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

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

- 'Application for Planning Permission', stamped as received by the City Council as Local Planning Authority on the 14th February 2024.
- 'Plans as proposed', numbered '19.186 PL200 REV A', stamped as received by the City Council as Local Planning Authority on the 14th February 2024.
- 'Elevations as proposed 1', numbered '19.186 PL201 REV A', stamped as received by the City Council as Local Planning Authority on the 14th February 2024.
- 'Elevations as proposed 2', numbered '19.186 PL202', stamped as received by the City Council as Local Planning Authority on the 14th February 2024.
- 'Design & Access Statement' stamped as received by the City Council as Local Planning Authority on the 14th February 2024.

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.

2) The materials to be used on the external surfaces of the development hereby permitted shall match those specified on the submitted application form and approved plans, including brickwork and roof tiles to match the existing building present at No.161 Mauldeth Road West.

Reason – To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

3) Before first occupation, the ground and first floor WC windows and the lower section of the first floor rear window of bedroom 2, shown on drawings '19.186 PL200 REV A', '19.186 PL201 REV A' and '19.186 PL202', stamped as received by the City Council as Local Planning Authority on the 14th February 2024, shall be obscurely glazed to a specification of no less than Level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

4) a) Within 3 months of this consent, 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 re-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 re-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 re-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.

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) Before first occupation, 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.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - In the interests of amenity and public health pursuant to Core Strategy policies DM1, SP1 and EN19.

6) The site shall be drained via separate systems for the disposal of foul and surface water.

Reason - To secure a satisfactory system of drainage and to prevent pollution of the water environment in accordance with policy EN14 of the Core Strategy and the National Planning Policy Framework

7) No part of the development shall be occupied until the secure and covered cycle storage provision shown on the approved drawing labelled 'Plans as proposed' numbered '19.186 PL200 REV A' has been provided.

The approved space and facilities shall then be maintained and retained at all times thereafter.

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 Core Strategy.

8) No part of the development shall be occupied until the electric vehicle charging point shown on the approved drawing labelled 'Plans as proposed' numbered '19.186 PL200 REV A' has been provided.

The approved electric vehicle charging point shall then be maintained and retained at all times thereafter.

Reason - To ensure that adequate provision is made for electric vehicle charging, pursuant to policy T1 of the Core Strategy.

9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMOs and short term lets restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of

the local community. Pursuant to the National Planning Policy Framework and policies SP1, H11, and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) Construction/demolition works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to policies SP1, EN9, EN15, and DM1 of the Manchester Core Strategy.

2) It is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development.

Where United Utilities' assets exist, it is essential that the applicant, or any subsequent developer, contacts our Developer Services team prior to commencing any works on site, including trial holes, groundworks or demolition.

3) Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Oakham Road and will require a crossing licence/agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

4) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

5) The applicant should be advised that all fencing / railings adjacent to the adopted highway should be visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management

9 Oakham Avenue, Manchester, M20 1LR
228 Mauldeth Road West, Manchester, M20 1BE
226 Mauldeth Road West, Manchester, M20 1GX
1 Oakham Avenue, Manchester, M20 1LR
3 Oakham Avenue, Manchester, M20 1LR
2 Oakham Avenue, Manchester, M20 1LR
10 Oakham Avenue, Manchester, M20 1LR
4 Oakham Avenue, Manchester, M20 1LR
8 Oakham Avenue, Manchester, M20 1LR
7 Oakham Avenue, Manchester, M20 1LR
6 Oakham Avenue, Manchester, M20 1LR
5 Oakham Avenue, Manchester, M20 1LR
1 Burslem Avenue, Manchester, M20 1BD
2 Burslem Avenue, Manchester, M20 1BD
224 Mauldeth Road West, Manchester, M20 1GX
163 Mauldeth Road West, Manchester, M20 1BJ
155 Mauldeth Road West, Manchester, M20 1BJ
153 Mauldeth Road West, Manchester, M20 1BJ

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
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA