

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135559/FO/2022

Date registered valid: 19 December 2022

Proposal: Erection of single storey side extension, conversion of garage to living accommodation in connection with dwellinghouse and retention of outbuilding along the rear garden.

Address: 11 Calbourne Crescent, Manchester, M12 5GX

Ward(s): Longsight Ward

Applicant: Mr Ali Arain

Agent (if any): Dr Kanadi Jagafa Mason and Marlowe Ltd

Case officer: Harriet Aidoo
Tel: 0161 234 4532
Email: harriet.aidoo@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 20 February 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 18 January 2023

Standard consultations:

Printed: 6 January 2023 Expired: 27 January 2023

Neighbour notifications

Printed: 20 June 2023 Expired: 4 July 2023

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:

Description of site / building / area

The application relates to a modern, pitched roof, semi-detached bungalow with a detached flat roof garage (approximately 5123mm deep x 2740mm wide) and gated driveway along the side elevation. The existing detached garage retains a separation distance of approximately 2302mm from the side elevation of the application dwellinghouse, whilst being attached to another garage not in the ownership of the applicant.

Paired, detached, flat roof garages are very common along the street scene and this arrangement appears to be a character feature and generally consistent for most of the properties throughout the estate.

The application dwellinghouse is situated at the head of a residential cul-de-sac (western side), within a predominantly residential area, with houses of similar type. There is an existing outbuilding along the rear garden (approximately 3500mm deep x 8000mm wide) whilst retaining a separation distance of approximately 8368mm from the rear building line of the original dwellinghouse.

Given the pre-existing design of the housing layout within the estate, on-street parking is very common along the street scene, which in-part may be attributed to the location of neighbouring

driveways and access points into garages. In addition, the dimensions of the existing garage and the existing width of the driveway at the application site would not conform to the Council's current minimum standards for car parking.

Site History

- o 134704/FH/2022, Erection of single storey side extension incorporating detached garage to form additional living accommodation, Application Invalid.
- o 133844/FH/2022, Erection of single storey side extension incorporating detached garage to form additional living accommodation, Withdrawn 06/2022.
- o 111353/PDE/2016/N2, Prior notification of proposed larger home extension for single storey rear extension with a rearward projection of 6m, maximum eaves height of 3m and total roof height of 4m, Approved extension 04/2016.
- o 084223/FH/2007/N2, Erection of a single storey side and rear extension, Approved 01/2008.

Description of development

The initially submitted application proposed a single storey side extension and conversion of garage to living accommodation in connection with dwellinghouse.

Following negotiations, the initially submitted plan has been revised, (dated, 19/06/23). The title description of the proposal has subsequently been amended to reflect the revised plans, (correspondence from agent dated, 20/02/23 and 08/02/23). The revised proposal would now relate to: Erection of single storey side extension, conversion of garage to living accommodation in connection with dwellinghouse and retention of outbuilding along the rear garden.

The combined proposed single storey side extension and garage conversion would measure approximately, (5123mm deep x 5042mm wide x 38500mm maximum height). The proposed side extension (in-fill development) would be flush with the front building lines of the existing house and detached garage; and also flush with rear building line of the existing detached garage, whilst retaining a distance of approximately 578mm from the rear building line of the existing house. The combined single storey side extension and garage conversion would maintain a pitched roof design with the proposed roof ridge dropped below that of the existing roof ridge. It would incorporate 1no. door and 1no. window opening along the front elevation, including 1no. window opening along the rear elevation. It is intended to use matching materials.

In terms of the outbuilding to be retained along the rear garden, it would be sited close to the common shared boundaries with no. 11 Calbourne Crescent and 59 - 63 Pink Bank Lane and would measure approximately 3500mm deep x 8000mm wide x 2500mm maximum height, whilst retaining a separation distance of approximately 8368mm from the rear building line of the application dwellinghouse and approximately 3000mm from the common shared boundary with no. 9 Calbourne Crescent. It would include 3no. windows along front elevation (facing the rear building line of the original dwellinghouse) and French doors along the side elevation (facing the common shared boundary with no. 9 Calbourne Crescent).

Consultations & Notification Responses

1. Local residents

Occupiers of properties surrounding the application site were notified of the proposal. The following objections, comments, or representations was received from two local residents:

Comment

The concealed purpose of the application is to fully convert the dwellinghouse from a residential property into purely business premises without planning permission. The proposal would result in public nuisance, as the documents submitted by the applicant show that rainwater will drain off a sloped roof into a gutter running round the eaves. There is no indication of a downpipe to empty the gutter. This is because such a thing cannot exist without inevitably causing nuisance, damage and injury to neighbouring property and the general public. This proposal involves the elimination of two off road parking spaces, that is, the driveway and the garage. The applicant also makes many false and misleading claims on the application which includes: the current use of the site is stated as a dwelling house, this is not true as it has not been used in this manner for almost a year. The submitted information implies that the entire garage block belongs to the applicant, this is false. The applicant is not the sole owner of all the land to which this application relates. This is a false declaration. The submitted information also indicates that the pavement in front of the garage block and 11 Calbourne Crescent and the neighbouring garden belongs to the Applicant. Once again this is not true. The applicant's garage is linked to another garage with both garages of flat roof design. The garages have an internal partition consisting of a breezeblock wall and brick wall separated by a small cavity. The proposal would therefore cause damage to neighbouring garage.

Comment

Concerns about the drains that run underneath property. Due to the proposed digging that would occur from the proposed development local resident is concerned about who would pay for any damages. Local resident is also concerned that the stress from the proposed works would take its toll on existing health condition.

Following revised plans, neighbours were subsequently re-notified. The following objections, comments, or representations was received from one local resident:

Comment

Here are my comments on the revised plans.

The newly submitted documents fail to address the following problems with the original application:

The rainwater running off the new roof will have to empty onto the pavement at the front and/or my garden because there is no gutter or downpipe to channel it. The new plan still claims ownership of land not in the ownership of the applicant. Work on the extension would require access onto land not in the ownership of the applicant. The wall between the two garages comprising the garage block is made of simple breezeblock partition not bricks as shown in the Applicant's plan. Major rebuilding would be needed to turn the garage into a residential property. The garage roof is not pitched but flat. How will this be rebuilt for the two halves of the garage block? The garage block has a flat roof with a single construction of beams running over them. Modifying the roof in whole or part requires access onto land not in the ownership of

the applicant. I do not give consent. This proposal involves the elimination of two off road parking spaces, that is, the driveway and the garage. There is no room for extra on-street parking.

2. Environmental Health

Environmental Health recommended that an informative is attached to any recommendation for planning approval in relation to the following Contaminated Land Watching Brief:

In the event that ground and/or groundwater contamination and/or ground gas are encountered on the site before the development is occupied, the developer is advised to cease works and contact Environment On Call on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed.

3. Highways

In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected. The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway. Given that the proposed development will not result in any increase in residential units, it is accepted that is unlikely there will be additional trips associated with the development.

The current on-site parking will be removed due to the garage being converted into a liveable space. It is noted that there is limited on-street parking in place due to the location of neighbouring driveways and access points into garages. The existing dropped kerb providing access into the garage will become redundant as part of the proposal. Therefore, it is requested that the kerbs are installed via a S278 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.

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

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.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Bins should be stored within the curtilage of the site, so they do not impinge pedestrian movements on the adopted highway. The bins will be presented on Calbourne Crescent on collection day.

Given the minimal scale of construction works involved, the level of construction vehicles are unlikely to generate any significant on-street parking demands.

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).

POLICY

The following guidance and policies are considered to be relevant to the proposed development.

1. The National Planning Policy Framework (NPPF), (July 2021) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework has been related to the proposed development, with particular emphasis given to the following:

- o Chapter 8: Promoting healthy and safe communities.
- o Chapter 12: Achieving well-designed places.

2. Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are 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.

3. The Manchester 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.'

The following policies are relevant to the proposed development:

- o Policy DM1 (Development Management)
- o Policy SP1 (Spatial Principles)
- o Policy EN1 (Design Principles and Strategic Character Areas)
- o Policy EN19 (Waste)
- o Policy T2 (Accessible areas of opportunity and need)

4. Unitary Development Plan (UDP) - The UDP has been superseded by the Core Strategy Development Plan.

- o Saved Policy DC1 (Residential Extensions) is considered relevant.

5. Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007

- o Chapter 2: Design

ISSUES

In this instance, the initially submitted plan has been revised and revised plans submitted, (dated, 19/06/23). The title description of the proposal has subsequently been amended to reflect the revised plans, (correspondence from agent dated, 20/02/23 and 08/02/23).

Principle

The principle of the proposal to create additional living accommodation is considered acceptable. Notwithstanding this factor, consideration must be given to proposal's impact upon existing levels of residential and visual amenity.

Residential and visual amenity

Impact of works (single storey side extension, conversion of garage to living accommodation) - In light of the revised plans, (dated, 19/06/23), and correspondence from agent (dated, 20/02/23 and 08/02/23) and given the pre-existing contextual relationship along the boundaries, and due to the fact that the proposed side extension element would be an in-fill development to bridge the proposed garage conversion and the existing dwellinghouse, and the combined proposed side extension and garage conversion would both be flush with the front building line of the existing dwellinghouse, whilst both being stepped in approximately 578mm from the rear building line of the existing house. The combined single storey side extension and

garage conversion would also maintain a pitched roof design which conforms with the existing roof configuration and the proposed roof ridge would be dropped below that of the existing roof ridge, demonstrating subservience. For these reasons and on balance, and subject to planning conditions, it is considered that the revised proposal could be accommodated in this location in this instance. It is however recommended that further conditions are attached to any recommendation for planning approval to restricting any further window/door openings, an obscure glazing requirement and the proposed storage location of wheeled bins to be kept in perpetuity in order to safeguard residential amenity.

Impact of works (retention of outbuilding along the rear garden) - In light of the revised plans, (dated, 19/06/23) and correspondence from agent (dated, 20/02/23 and 08/02/23), it is not considered that the outbuilding to be retained would harm the character of the building or the general area as it would not present any undue visual intrusion along the immediate primary highway as a consequence of the maximum proposed height, which would not exceed 2500mm, and it would be substantially screened by the existing boundary treatment. Therefore, it would present any significant adverse impact in terms scale and massing; nor, is likely to present any significant adverse impact in terms of privacy and overlooking. It has also been confirmed that it is used as 'home office' - (correspondence from agent dated, 20/02/23); and therefore, on balance, it is considered that the retention of the outbuilding for the use ancillary to the existing dwellinghouse, and due to the fact that its retention would not affect the relationship of the site for configuration of neighbouring houses, would be acceptable, subject to conditions. It is therefore recommended that a condition is attached restricting the use of the outbuilding for purposes only ancillary to the main dwellinghouse.

Impact of works (Design and appearance) - In design terms, it is not considered that the proposal would unduly harm the character of the building or the general area. The proposed extension would be informed by the existing dwellinghouse. It is also intended to match materials with that of the existing dwellinghouse. However, a materials condition has been attached to ensure that the materials are adhered to. With regards to the outbuilding to be retained, it would not be prominent from the immediate primary highway and as the maximum height would not exceed 2500mm, it would be substantially screened by the existing boundary treatment and therefore it is not considered that that it would present any significant adverse impact in terms of design and appearance.

Impact of works (Car parking) - It has been confirmed that the existing car parking is along Calbourne Crescent, (correspondence from agent dated, 20/02/23 and 08/02/23) and it has also been confirmed that this arrangement has been in place for some time and is common along the street scene. Therefore, in light of the fact that the dimensions of the existing garage and the existing width of the driveway at the application site would not conform to the Council's current minimum parking standards, and on-street parking would still continue to be the norm along Calbourne Crescent, would not warrant the refusal of planning permission in this instance. In addition, there are no parking restrictions along Calbourne Crescent and therefore a slight demand for on-street car parking could be accommodated in this location in this instance.

Impact of works (Waste management) - The revised plans (dated, 19/06/2023) proposes 1.no door along the front elevation. Wheeled bins would be stored in this location, screened behind the proposed door and brought to the back of pavement on collection days.

Objector's comments - In terms of planning comments raised by the objector, these have been duly considered in the issues section above. Comments relating to civil matters, trespassing, shared ownership matters, boundary disputes, wall party wall issues and issues regulated by building control legislation would fall outside of planning legislation and therefore cannot be considered as part of this planning application.

Conclusions - For the reasons outlined above, and subject to planning conditions, it is considered that the revised proposed development responds positively to The National Planning Policy Framework (2021) chapters 8 and 12; policies DM1, EN1, EN19 of The Manchester Core Strategy Development Plan Document (2012); saved policy DC1 of the Unitary Development Plan (1995); and chapter 2 of the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007).

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

In assessing the merits of a planning application officers will seek to work with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application. In this instance, the initially submitted plan has been revised (dated, 19/06/23) and title description of the proposal has subsequently been amended to reflect the revised plans, (correspondence from agent dated, 20/02/23 and 08/02/23). The local planning authority had no other issues to raise with the agent but has attached appropriate conditions to the approval.

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:

- o Location Plan with application site edged in red, received by the City Council as the Local Planning Authority on 19 June 2023.
- o Site Plan, Sheet A4, received by the City Council as the Local Planning Authority on 19 June 2023.
- o Site Plan, Sheet A3, received by the City Council as the Local Planning Authority on 19 June 2023.
- o Proposed Floor Plans, Sheet A3, received by the City Council as the Local Planning Authority on 19 June 2023.
- o Proposed Elevations, Sheet A3, received by the City Council as the Local Planning Authority on 19 June 2023.
- o Correspondence from agent, (dated, 20/02/23 and 08/02/23)

- o Existing Plans and Elevations, Sheet A3, received by the City Council as the Local Planning Authority on 22 November 2022.
- o Flood Risk Assessment or Drainage, received by the City Council as the Local Planning Authority on 22 November 2022.
- o Design & Access Statement, received by the City Council as the Local Planning Authority on 22 November 2022.

Reason - To ensure that the development is carried out in accordance with the approved plans; pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995) and policies SP1 and DM1 of the Core Strategy (2012).

3) The external facing materials to be used on the development hereby permitted shall match those of the existing building in terms of type, colour, texture, scale, pointing and coursing and as stated on the submitted information and approved drawings.

Reason - To ensure that the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995) and policy DM1 of Manchester's Local Development Framework: The Manchester Core Strategy (2012).

4) Before first occupation of the development thereby approved, the proposed window along the rear elevation to serve the annotated ("WC") room and as shown on: Proposed Floor Plans, Sheet A3, and Proposed Elevations, Sheet A3, both received by the City Council as the Local Planning Authority on 19 June 2023, 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 - In the interest of privacy and in accordance saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995) and policy DM1 of Manchester's Local Development Framework: The Manchester Core Strategy (2012).

5) 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 windows or doors shall be inserted into the elevations of the development hereby approved other than those shown on: Proposed Floor Plans, Sheet A3, and Proposed Elevations, Sheet A3, both received by the City Council as the Local Planning Authority on 19 June 2023

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995) and policy DM1 of Manchester's Local Development Framework: The Manchester Core Strategy (2012).

6) Wheeled bins shall be stored within the specified and enclosed location, screened behind the proposed door along the front elevation and as shown on: Proposed Floor Plans, Sheet A3, and Proposed Elevations, Sheet A3, both received by the City Council as the Local Planning Authority on 19 June 2023, and only brought to the back of pavement on collection days, and this arrangement shall remain so in perpetuity.

Reason - In the interests of residential and visual amenity, pursuant with saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995) and policies EN19, DM1 of the Manchester Core Strategy (July 2012).

7) The outbuilding to be retained along the rear garden, and as shown on: Proposed Floor Plans, Sheet A3, and Proposed Elevations, Sheet A3, both received by the City Council as the Local Planning Authority on 19 June 2023; and also specified in correspondence from agent (dated, 20/02/23 and 08/02/23) and hereby approved, shall not be used as a self-contained living unit, or business, and shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 11 Calbourne Crescent, Manchester.

Reason - To ensure the proposed use remains ancillary to the principle use on the site, as a single dwellinghouse. The use of the outbuilding for any other purpose could give rise to unacceptable impacts on the residential amenity of nearby properties by virtue of additional comings and goings and disturbance, pursuant to policy DM1 of the Core Strategy (2012) and saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995) and for the avoidance of doubt, any proposal to use the structure, as a self-contained living unit, or business would require planning permission.

8) Before any above ground works of the development hereby approved, and in line with MCC Residential Guidelines, finalised details relating a secure and weatherproofed cycle storage arrangements, including elevational details and storage area, at a provision of one-per-unit, shall be submitted to, and approved in writing by, the City Council as local planning authority. Prior to the extension first being occupied the weatherproofed cycle storage shall be implemented in accordance with the approved scheme and shall thereafter be so maintained.

Reason - In the interests of residential amenity, and to ensure the safety of the occupiers and future occupiers, pursuant to policies DM1, T2 of The Manchester Core Strategy Development Plan Document (2012) and saved policy DC1 of the Unitary Development Plan (1995).

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 HMO's 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 through provision of accommodation that is suitable for people living as families pursuant to policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning

Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

Informative

HIGHWAYS

1. The current on-site parking will be removed due to the garage being converted into a liveable space. It is noted that there is limited on-street parking in place due to the location of neighbouring driveways and access points into garages. The existing dropped kerb providing access into the garage will become redundant as part of the proposal. Therefore, it is requested that the kerbs are installed via a S278 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.
2. 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).
3. In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.
4. The applicant is advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

ENVIRONMENTAL HEALTH

1. In the event that ground and/or groundwater contamination and/or ground gas are encountered on the site before the development is occupied, the developer is advised to cease works and contact Environment On Call on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

57 Pink Bank Lane, Manchester, M12 5GR
59 Pink Bank Lane, Manchester, M12 5GR
55 Pink Bank Lane, Manchester, M12 5GR
2 Totland Close, Manchester, M12 5RY
12 Calbourne Crescent, Manchester, M12 5GX
17 Calbourne Crescent, Manchester, M12 5GX
13 Calbourne Crescent, Manchester, M12 5GX
9 Calbourne Crescent, Manchester, M12 5GX
75 Pink Bank Lane, Manchester, M12 5GR
69 Pink Bank Lane, Manchester, M12 5GR
63 Pink Bank Lane, Manchester, M12 5GR
14 Totland Close, Manchester, M12 5RY
8 Totland Close, Manchester, M12 5RY
73 Pink Bank Lane, Manchester, M12 5GR
71 Pink Bank Lane, Manchester, M12 5GR
67 Pink Bank Lane, Manchester, M12 5GR
65 Pink Bank Lane, Manchester, M12 5GR
61 Pink Bank Lane, Manchester, M12 5GR
53 Pink Bank Lane, Manchester, M12 5GR
51 Pink Bank Lane, Manchester, M12 5GR
18 Totland Close, Manchester, M12 5RY
16 Totland Close, Manchester, M12 5RY
12 Totland Close, Manchester, M12 5RY
10 Totland Close, Manchester, M12 5RY
6 Totland Close, Manchester, M12 5RY
4 Totland Close, Manchester, M12 5RY
15 Calbourne Crescent, Manchester, M12 5GX
7 Calbourne Crescent, Manchester, M12 5GX

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH AREA