MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139191/FO/2024
Date registered valid:	12 March 2024
Proposal:	Erection of three bedroom detached house and garage
Address:	7 Colgate Crescent, Manchester, M14 6FN
Ward(s):	Old Moat Ward
Applicant:	R Ianson
Agent (if any):	Stephen Lamb Steve Lamb
Case officer:	Holly Wright Tel: 0161 219 6381 Email: holly.wright@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**02.05.2024**

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 5 April 2024

Standard consultations: Printed: 18 March 2024 Expired: 10 April 2024

Neighbour notifications: Printed: 18 March 2024 Expired: 10 April 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 a vacant plot of land situated to the immediate west of No.7 Colgate Crescent. The site itself comprises the fenced-off side garden of No.7 Colgate Crescent, however, now exists in an overgrown and disused state. The site is now intended to accommodate the proposed two-storey three-bedroom detached dwellinghouse and garage under 139191/FO/2024.

The plot is bounded to the north and west by Colgate Crescent and to the south and east by neighbouring residential properties. Situated within the Old Moat ward of Manchester, the site benefits from its proximity to Old Moat Park, Fallowfield cycling loop and Wilbraham Road (A6010) with a surrounding area that is predominantly residential in terms of its character.

139191/FO/2024 represents a resubmission of the previous expired scheme 085898/FO/2008/S1 which was allowed on appeal under 08/01231/REF.



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

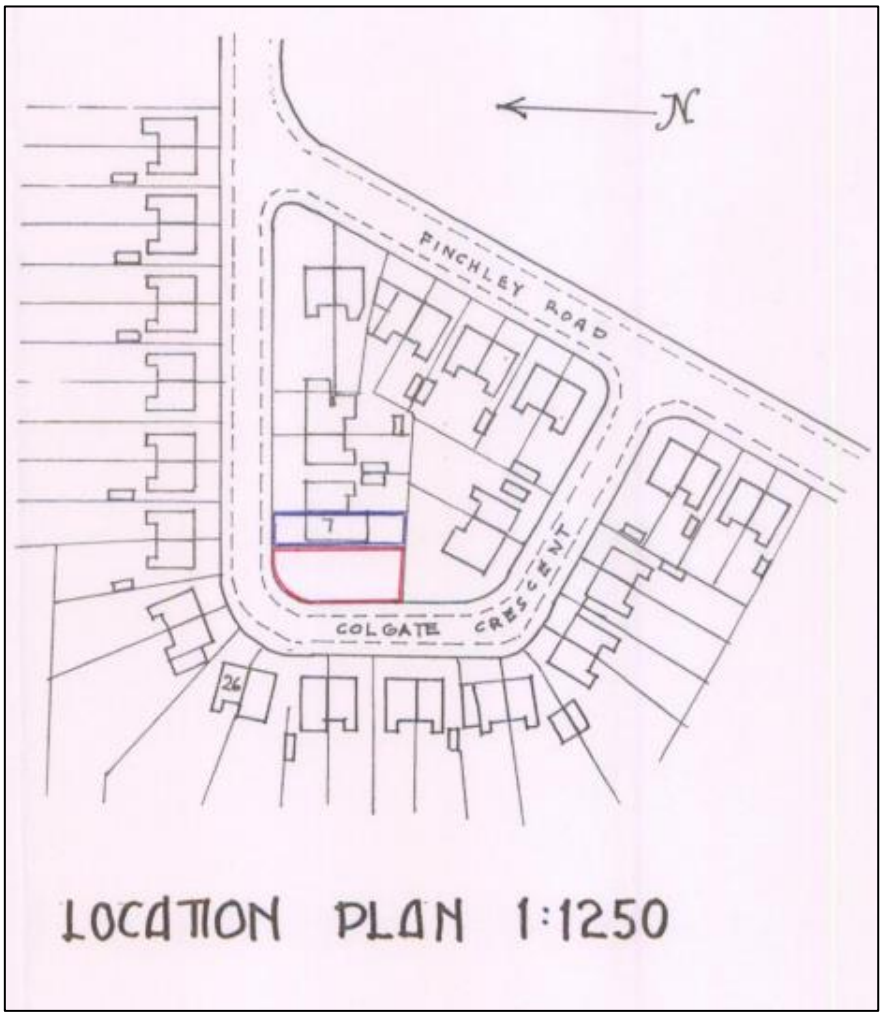


Figure 2. Submitted location plan.



Figure 3. View of site from Colgate Crescent.



Figure 4. View of site from Colgate Crescent.



Figure 5. View of site.

Description of development

The applicant is seeking permission for the erection of a two-storey three-bedroom detached dwellinghouse, including 1no. bin store, 1no. detached garage, 1no. vehicle access and parking space, 1no. new pedestrian access and 1no. patio area.

Internally, the dwelling would provide:

- **Ground Floor**
  - Entrance hallway
  - Downstairs WC
  - Lounge
  - Dining/kitchen area
  - Storage room

- **First Floor**
  - Upstairs landing
  - Bedroom 1
  - Bedroom 2
  - Bedroom 3
  - Bathroom
  - Storage room

Its proposed materials include scotch common facing brickwork, dark red Marley Mendip roof tiles, and rosemary clay plan roof tiles for its canopy.

Consultations & Notification Responses

Two letters of objection were received from one local resident in response to the application. Their concerns are summarised as follows:

- Loss of light and overshadowing caused to neighbouring properties as a result of the proposal.
- Increase in vehicular traffic on an already congested and narrow street.
- Noise pollution and disturbance associated with potential student rental of the property.
- An increase in the amount of on-street litter as a result of increased occupancy of the street.

Highways provided the following feedback in response to the application:

- A new pedestrian access is proposed off Colgate Crescent as per the proposed site plan.
- A new vehicular access is proposed to the northern side of Colgate Crescent. Upon review, there are no existing dropped kerbs present in this location. Therefore, new dropped kerbs will be required to facilitate vehicular access.
- Can the applicant clarify the number of on-site car parking spaces that is to be provided and also confirm whether the proposed garage (2.5m X 5.5m) will be used for vehicle parking.
- 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
- No details have been provided on the pedestrian visibility splay for the vehicular access. Therefore, further details are required in order to assess the pedestrian visibility.
- Dropped kerbs will be required off Colgate Crescent to accommodate new parking spaces. The new access will need to be built in accordance with MCC construction standards under a Section 184 vehicle crossing licence/agreement which will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.
- It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available for the proposed residential development.
- No information has been provided by the applicant on the provision of EV charging.
- In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the proposed dwelling, at a provision of one-per unit.
- No information has been provided by the applicant on the provision of cycle parking.
- 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.
- It is noted that the existing brick boundary wall & privet hedge is to be retained.
- 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.
- A bin store is proposed located within the site. Highways consider this to be acceptable to prevent any obstruction to passing pedestrians on the adjacent footway.
- It is assumed that refuse collection will be in line with existing properties along Colgate Crescent. Can the applicant confirm this is the case?
- A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of

satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality. It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

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, refuse management, air quality, and contaminated land be attached to the decision notice.

Flood Risk Management objected to the proposal on the basis that the application site is located within flood zone 2, therefore the estimated flood level for the development and product 4 data is required.

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 H11 – Houses in Multiple Occupation
- 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

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). 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.

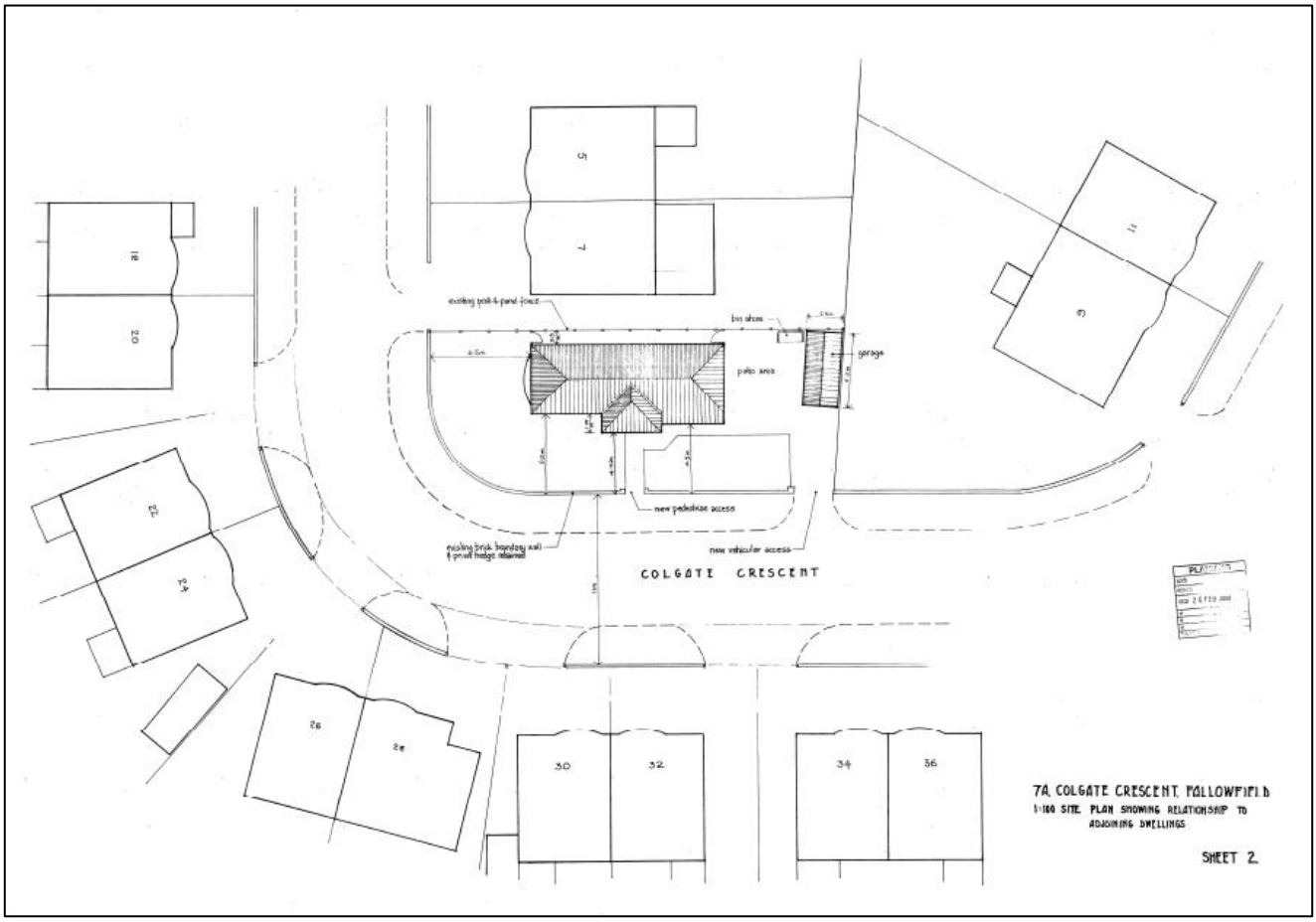


Figure 6. Submitted proposed site plan.

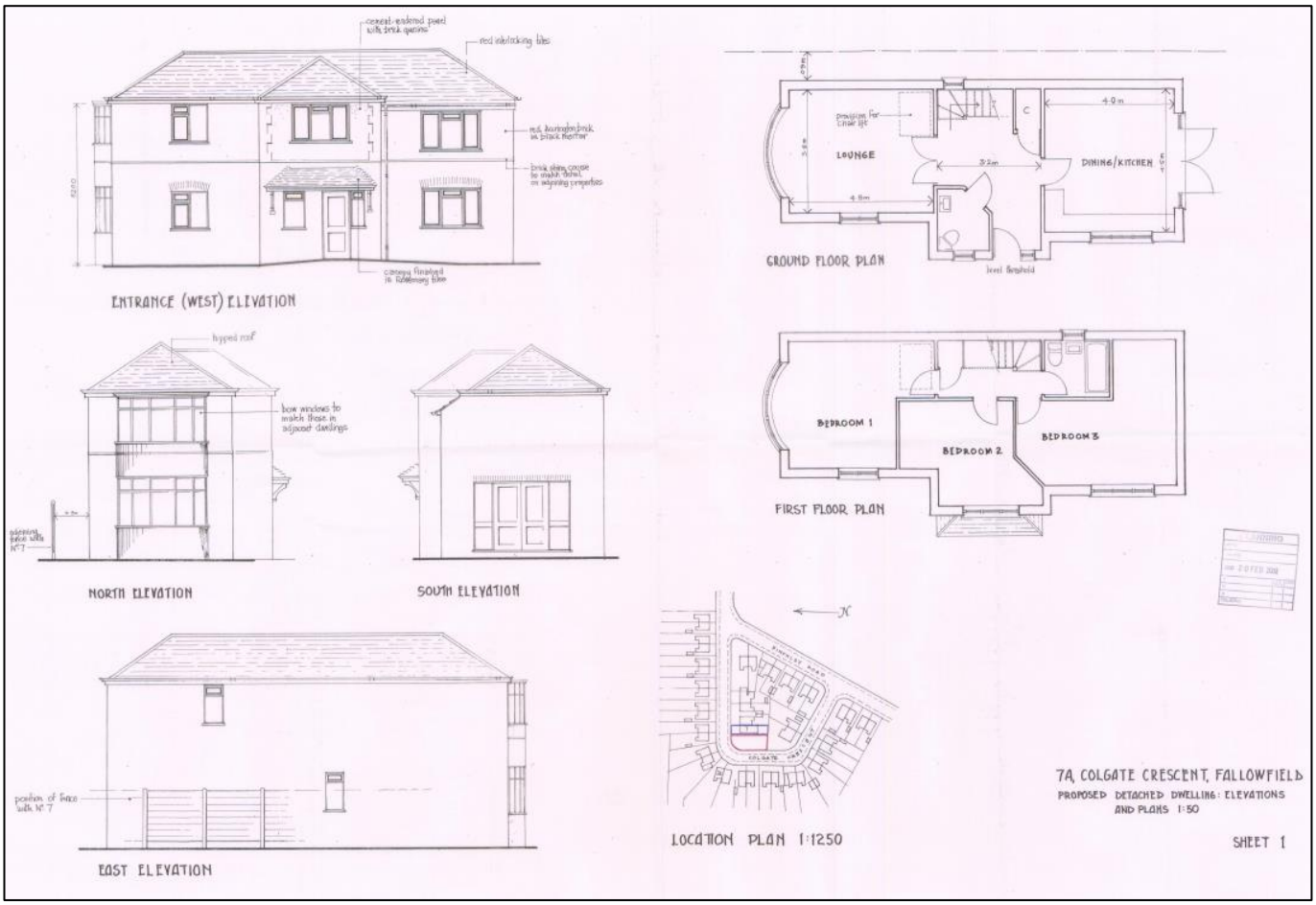


Figure 7. Submitted proposed plans and elevations (of dwellinghouse).

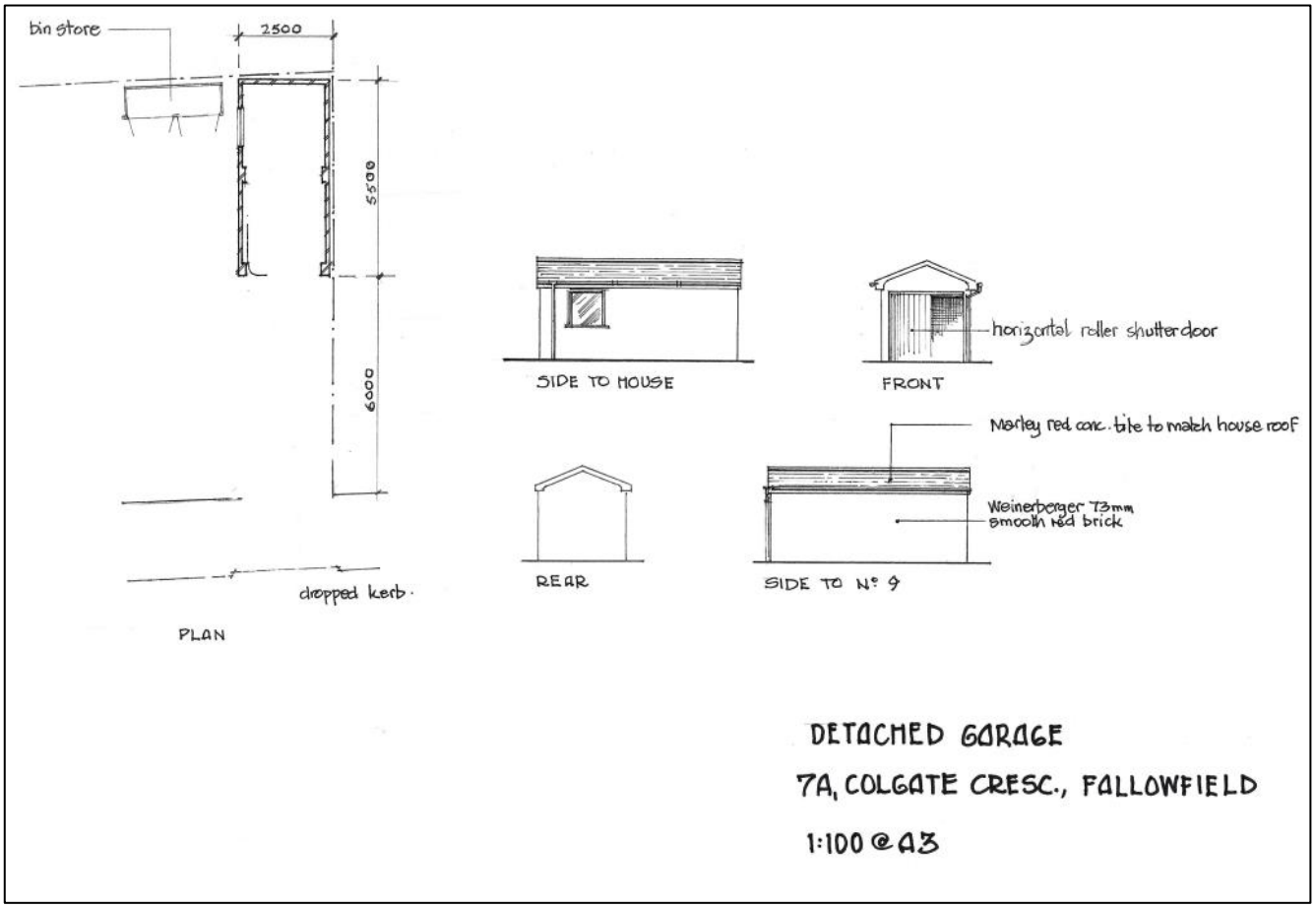


Figure 8. Submitted proposed plans and elevations (of detached garage).

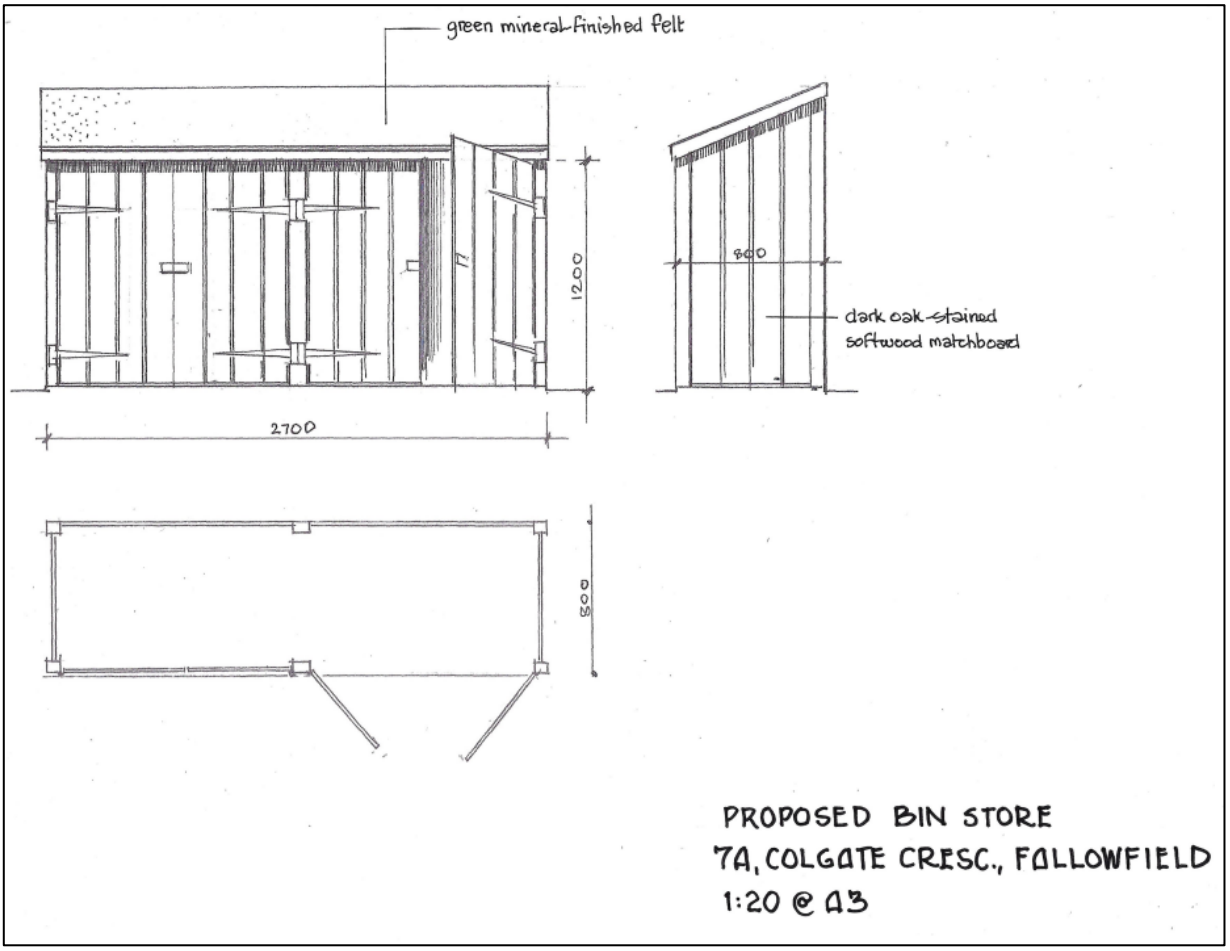


Figure 9. Submitted proposed plans and elevations (of bin store).

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 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 car parking 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.

On balance, the proposal is considered to accord with policies SP1, DM1, H1 and H6 of the Core Strategy. Notwithstanding the principle being accepted, the proposal's impacts upon amenity must be fully considered.

Siting, Scale, and Massing – under appeal 08/01231/REF, the inspector noted that 'the character of the area is set by long rows of evenly spaced houses of very consistent design, set back from the generally straight roads by a near uniform distance. There is a great economy of layout, with occasional 'half semi-detached' units fitted in where necessary to complete the street frontages. The proposal to fill available space with an additional detached unit would not be inherently out of keeping with the local character'. No.23a Finchley Road (110506/FO/2015/S1) represents a comparable infill example to the proposed, with the proposal therefore considered to be in-keeping with the existing character of development in the surrounding area.

The proposal would also be of similar scale to the existing properties present on Colgate Crescent and would be sited on a plot of comparable size. Its northern (side) elevation would not project beyond the principal elevation of No.7 Colgate Crescent and would therefore be in-keeping with the existing building lines present along this stretch of the road. Moreover, no clearly justified building lines exist to its south or west, therefore the dwelling would not be visually disruptive in this regard.

In terms of its scale and massing, the dwellinghouse is considered to be subservient to the surrounding residential properties and is not considered to be excessive in terms of height (max. 6.696m) depth (max. 5.603m) or width (max. 12.988m). Moreover, though the proposal would deviate from the surrounding properties in terms of its shape and form, it is considered that these differences are acceptable, given that they would allow for a more efficient use of plot/land, whilst also ensuring that sufficient outdoor amenity space would be available.

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

Appearance and Visual Amenity - under appeal 08/01231/REF, a condition requiring samples of the materials to be used in the construction of the external surfaces of the building was attached to the previous consent. The submitted information now indicates that the main dwellinghouse would be built of scotch common facing bricks, dark red Marley Mendip roof tiles with rosemary clay plain roof tiles for the canopy.

The dwellinghouse would be T-shaped in terms of its form and layout, with its principal elevation and front two-storey outrigger facing westwards onto Colgate Crescent. At ground floor level, it would feature a curved bay window to the north (which would be in-keeping with the surrounding residential properties which also featured curved bay windows to their road-facing elevation), four windows and inward-opening door to its western (principal elevation), a set of outward-opening doors framed by windows to its south, and one window to its east. At first-floor level, it would also feature a curved bay window to its north, three windows to its west, a blank southern elevation, and one window to its east. The roof form of the main dwelling and its two-storey front outrigger would be hipped, mirroring those of the surrounding residential properties.

The proposal's detached garage (located to the south of the main dwellinghouse) would be built of Weinerberger 73mm smooth red brick with Marley red concrete roof tiles. Its northern side elevation would feature one window, facing the main dwellinghouse, whilst its western elevation would feature a horizontal roller shutter door. Its southern and eastern elevations would each be blank. The roof form of the garage would be dual pitch.

The proposed bin store (located adjacent to the detached garage, away from the public footpath and highway) would be built of dark oak stained softwood matchboard with a green mineral finished felt mono-pitch roof.

With reference to the wider street scene, the appearance and design of the proposal is considered acceptable as it would utilise materials, architectural features, and a colour palette that would be sympathetic to the surrounding residential properties. It is therefore understood that the proposal would avoid forming an overly dominant or visually intrusive feature in the area, causing less than substantial harm to its visual amenity overall.

The proposal is therefore considered to accord with policies SP1 and DM1 of the Core Strategy, as well as chapter 12 of the NPPF.

Residential Amenity – it is acknowledged that concerns were raised in relation to the proposal's potential to cause overshadowing and a loss of light to neighbouring properties, however, due to the main dwellinghouse's appropriate siting, scale, and massing as well as its gaps to the shared boundaries and subservience to the surrounding residential properties, it is understood that such affects would be limited, only having the potential to impact those occupying No.7 Colgate Crescent, located to the immediate east of the application site (also owned by the applicant). Whilst these affects are acknowledged, they do not represent grounds on which the application could be refused given the precedent set by appeal 08/01231/REF. The proposal is also not considered to cause undue harm in the form of resulting in a loss of outlook or the introduction of an overbearing feature for neighbouring occupers. In terms of the dwellinghouse's impact upon existing privacy levels, it should be noted that any windows facing into the neighbouring residential plots have been conditioned to be obscurely glazed so as to mitigate the proposal's impact.

The detached garage included within the proposal is also not considered to cause issues associated with overshadowing, loss of light, loss of outlook, or loss of privacy given that it would be single storey, with a maximum height of 2.807m and with no windows facing into neighbouring plots.

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

Standard of Accommodation – at ground floor level, the proposal would provide an entrance hallway, a downstairs half-bathroom, a storage room, a lounge and a combined kitchen and dining area. At first floor level, the proposal would provide a landing, a storage room, a

bathroom, and three bedrooms. Externally, the proposal would include a wrap around front and side garden, a side patio area, a bin store and a detached garage with a driveway space.

These arrangements are considered acceptable, as indicated under appeal 08/01231/REF.

Car Parking / Cycle Storage – the proposal includes the provision of a detached garage, measuring to 2.5m by 5.5m, and 1no. car parking space, measuring to at least 2.4 by 4.8m, to the south of the main dwellinghouse, which would be accessed off Colgate Crescent.

Highways requested that a car parking space measuring to at least 3m by 6m be included, however, given that the previously allowed consent 085898/FO/2008/S1 did not include these provisions with no significant change in relevant policy since this application, this amendment request has not been actioned.

Highways also requested the provision of an electrical vehicle charging point (minimum 7kW) be included within the proposal, in line with Manchester City Council residential guidelines. This has been conditioned accordingly.

Highways also requested the provision of secure and sheltered cycle parking provision within the curtilage of the proposed dwelling, at a provision of one-per-unit, in line with Manchester City Council residential guidelines. This has been conditioned accordingly.

Highways also requested details of the pedestrian visibility splay for the new vehicular access leading off Colgate Crescent. However, given that the vehicular access would feature a similar arrangement to others already existing in this area (e.g., No.100 Finchley Road, No.102 Finchley Road, etc) with no particular concerns relating to pedestrian and highways safety, this request has not been actioned. It is understood that the driveway space and detached garage would be appropriately accessed in a slow and controlled manner.

Highways also requested all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards, however given that the site's boundary treatment would be retained as existing and represents the same arrangement as the previously allowed consent 085898/FO/2008/S1, this amendment request has not been actioned.

Highways also requested details of a construction management plan, however given that the proposal does not represent a complex construction project and is only likely to impact those occupying No.7 Colgate Crescent who own the land of the application site, this amendment request has not been actioned.

Traffic – it is acknowledged that concerns were raised in relation to the proposal's potential to result in an increase in vehicular traffic on what already a narrow and congested street.

However, the Council's Highway Services did not indicate any concerns in relation to the proposal's potential to impact highway congestion and safety, with the proposal therefore considered acceptable in this regard.

Waste Management – it is acknowledged that concerns were raised in relation to the proposal's potential to result in an increase in the amount of litter within the surrounding area.

However, the proposal includes details of a bin store, measuring to 0.8m by 2.7m by 1.2m, located adjacent to the detached garage, away from the plot's front boundary to the benefit of the street scene.

These arrangements are considered satisfactory, with sufficient space and access to and from the bin store and highway available.

Boundary Treatment – the only amendments to the existing boundary treatment would be the installation of separate vehicular and pedestrian accesses to the west, leading off Colgate Crescent. All other existing boundary treatments would be retained.

There are no significant 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.

Drainage – United Utilities recommended that the development includes sustainable drainage systems to manage surface water and to offer new opportunities for wildlife to flourish. As such, a sustainable drainage scheme condition has been attached to the decision notice.

Flood Risk – the application site is located within Flood Zone 2, as such, a Flood Risk Assessment was submitted with the application.

Flood Risk Management objected to the proposal on the basis that the application site is located within flood zone 2, therefore the estimated flood level for the development and product 4 data is required.

This information was relayed to the agent of the application, who confirmed that the internal floor levels of the proposal would be above the estimated flood level for the area. These details are considered to be sufficient so as to overcome Flood Risk Management's objection and have been conditioned accordingly (within condition 2 – specified plans).

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

Given that details of a bin store have already been provided, with access to and from the highway for collection readily available, the requested refuse management condition has not been attached.

The requested air quality condition is also not considered to be relevant to this scheme and was not attached to the previously allowed consent 085898/FO/2008/S1.

Use – it is acknowledged that concerns were raised in relation to potential noise disturbance and pollution as a result of the property being utilised for student accommodation.

However, in their email correspondence dated to the 12th March 2024, the agent confirmed that dwellinghouse would be used for C3 purposes only. This has been conditioned accordingly, in line with policy H11 of the Core Strategy.

Moreover, it should be noted that any issues relating to noise disturbance would be controlled through separate legislation such as the Environmental Pollution Act

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, parking, and waste storage are acceptable, with any further detail required dealt with by condition. 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 policies H1, H6, DM1, EN19, and SP1 of the Core Strategy and chapters 2, 5, 11 and 12 of the NPPF.

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 polices 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 must be begun not later than the expiration of three years beginning with the date of permission.

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

2) 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 6th February 2024.
-'Proposed Bin Store', stamped as received by the City Council as Local Planning Authority on the 6th February 2024.

-‘Proposed detached dwelling: elevations and plans’, stamped as received by the City Council as Local Planning Authority on the 6th February 2024.
-‘Detached garage’, stamped as received by the City Council as Local Planning Authority on the 6th February 2024.
-Material samples document/photographs, stamped as received by the City Council as Local Planning Authority on the 6th February 2024.
-‘Planning, Design & Access Statement’, stamped as received by the City Council as Local Planning Authority on the 6th February 2024.
-‘Site plan showing relationship to adjoining dwellings’, stamped as received by the City Council as Local Planning Authority on the 6th February 2024.
-Agent email correspondence dated to the 2nd May 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.

3) 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 documents.

Reason - To ensure the appearance of the site to be developed is not adversely affected by the materials to be used in the construction of the development, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Before first occupation, the proposed ground and first floor windows in the eastern side elevation of the dwellinghouse, facing No.7 Colgate Crescent, 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.

5) a) Prior to the commencement of development, 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.

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.

6) 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.

7) Prior to the installation of any surface water drainage scheme at the site, details of a surface water drainage scheme for the site, based on sustainable drainage principles shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The development shall be constructed and completed in accordance with the approved details.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policies EN14 and EN17 of the Core Strategy.

8) Prior to the first use of the development hereby approved, details of an electric vehicle charging point shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The approved electric vehicle charging point shall be implemented and be in place prior to the first use of the development and shall be so maintained and retained at all times thereafter.

Reason - To ensure that adequate provision is made for electric vehicle charging, pursuant to policies SP1, T1 and DM1 of the Core Strategy.

9) Prior to the first use of the development hereby approved, details of a secure and sheltered cycle store shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The approved cycle store shall be implemented and be in place prior to the first use of the development and shall be so 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

10) The proposed bin store, shown on approved drawings ‘Proposed Bin Store’ and ‘Site plan showing relationship to adjoining dwellings’, shall be implemented and be in place prior to the first use/occupation of the development and shall be so maintained and retained at all times thereafter.

Reason - In the interests of the appearance of the street scene, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of Manchester's Core Strategy.

Informatives:

1) In order to discharge the surface water drainage scheme condition from this planning permission, the submitted scheme shall also include:

· Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.
· Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
· For surface water connections, evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed new connection will suffice.
· Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
· Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50%reducti on in brownfield runoff rate or greenfield runoff rate.
· Hydraulic calculations to support the drainage proposal.
· Details of how the scheme shall be maintained and managed after completion.

2) 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 Colgate Crescent 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.

3) 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.

4) 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.

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.

6) 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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management

9 Colgate Crescent, Manchester, M14 6FN
38 Colgate Crescent, Manchester, M14 6FN
32 Colgate Crescent, Manchester, M14 6FN
26 Colgate Crescent, Manchester, M14 6FN
18 Colgate Crescent, Manchester, M14 6FN
30 Colgate Crescent, Manchester, M14 6FN
5 Colgate Crescent, Manchester, M14 6FN
40 Colgate Crescent, Manchester, M14 6FN
36 Colgate Crescent, Manchester, M14 6FN
34 Colgate Crescent, Manchester, M14 6FN
28 Colgate Crescent, Manchester, M14 6FN
24 Colgate Crescent, Manchester, M14 6FN
22 Colgate Crescent, Manchester, M14 6FN
20 Colgate Crescent, Manchester, M14 6FN

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