

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137550/FO/2023

Date registered valid: 13 July 2023

Proposal: Change of use from ground floor shop, with flat above, to single residential property with associated external alterations.

Address: 373 Abbey Hey Lane, Manchester, M18 8RB

Ward(s): Gorton & Abbey Hey Ward

Applicant: Mr Stephen McIntosh

Agent (if any): Mr Dave Trudgeon, Conway Architectural Design

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve

Date of recommendation: **20 September 2023**

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 24 July 2023

Standard consultations:

Printed: 11 August 2023 Expired: 18 August 2023

Neighbour notifications

Printed: 11 August 2023 Expired: 18 August 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: No

Tree Preservation Order: No

Description of area

The site relates to 373 Abbey Hey Lane located within the Gorton and Abbey Hey ward of north Manchester. The property sits close to the junction of Abbey Hey Lane and Kittybert Avenue, sitting in a triangular plot. The application site relates to a two storey, end terraced, red brick property. At the time of the site visit, the ground floor front door, and ground floor primary, side and rear elevation windows had roller shutters above/ over and the first floor appeared to be used for residential purposes, although the entire property was vacant. Amenity space to the front of the property consists of open hardstanding and an alleyway is sited immediately to the west of the property providing access to the rear courtyard in connection with the property and the communal alleyway for properties along the section of Abbey Hey Lane.

Description of development

The proposed development would involve a change of use from ground floor shop, with flat above, to single residential property with associated external alterations. The property would be for market housing and would have 3 bedrooms. The agent via email on 11 August 2023 confirmed the property would be for 4 people and have an overall internal floor space of 84sqm.

The living space in connection with the first floor flat would increase, as the first floor flat would benefit from the use of the entirety of the ground floor. The internal layout would remain the same as existing, except the previous office would be turned into a lounge/ dining room.

The existing roller shutters to the front, side and rear elevations and above the entrance door at the property would be removed and the façade behind the brickwork would be made good.

The existing open front amenity space would be defined with the erection of 600mm high brick wall with 400mm railings on top. As the height of the boundary treatment would be 1 metre, this element of work would not require consent in its own right. The rear yard would involve the creation of a bike store and a bin store would be stored in the rear garden.

Planning History

073685/VO/2004/N2- Rear And Side Of 361 And 373 Abbey Hey Lane- CITY COUNCIL DEVELOPMENT Erection of 2.4m high fencing and gates to alley way.
Approved 20 December 2004.

040999- 373, Abbey Hey Lane, Gorton- Kitchen extension at rear of house and shop.
Approved 23 March 1992.

Consultations & Notification Responses

Local Residents

Local residents were consulted and no responses were received.

Environmental Health

Environmental Health were consulted on the above application and provided the following response:

DEMOLITION/CONSTRUCTION HOURS

Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

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

REF*

a) Before the development commences 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. New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health.

**The proforma/ Waste Management Strategy must include the following information:*

Estimated volumes and types of waste produced by the development;

Details of internal and external stores for both waste and recycling, including any plans and designs;

Location of the proposed collection point and details of the route the collection vehicle will take;

Details of how waste will be transferred between stores and to the collection location; and

Details of number and capacity of bins proposed and collection frequency.

Other details as per 'Waste Proforma v1.0' - refer to guidance at:

http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

10 units or below = low rise

11 or above = high rise

Comments following re-notification period (11 August 2023):

I have reviewed the additional information and the applicant will need to confirm the size of the bins to be provided at the development before the information can be sufficient to address the condition.

Highway Services

Highway Services were consulted on the application and provided the following response.

TRIP GENERATION AND JUNCTION CAPACITY:

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.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes. Regular bus services are routed along Abbey Hey Lane and provides connections to Stockport and Ashton-under-Lyne.

The closest Metrolink facility is located at Cemetery Road and provides connections to Ashton-under-Lyne and Weaste.

PARKING AND ACCESS:

There is no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street.

No dropped kerb or parking area is currently in place at the site and Highways would have concerns of vehicles parking at the front of the property due to the location of the priority junction and impact to pedestrians and cyclists.

CYCLE PARKING:

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.

BOUNDARY TREATMENTS:

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.

REFUSE AND SERVICING:

A refuse storage area is noted within the site. Collection will form part of the existing arrangements of Abbey Hey Lane / Kittybert Avenue. It is requested that bins be returned to the bin store as soon as possible after collection. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

CONSTRUCTION MANAGEMENT:

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 routing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

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).

It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Comments following re-notification period (11 August 2023):

CYCLE STORE:

A cycle store is in place in the rear yard. This arrangement is acceptable to Highways. All previous Highways comments remain applicable.

Greater Manchester Police

GMP were consulted on the application and provided the following recommendations:

- 1.Consideration should be given to defining the front boundary of the property if possible (similar to other properties on the road) to create a defensible space buffer between the footway and the front elevation.
- 2.All doors, windows, and glazing (ground floor) should be certified to Secured by Design standards.
- 3.The dwelling should have an intruder alarm.

Comments following re-notification period (11 August 2023):

No additional comments but for cycle storage we would recommend a secure lockable enclosure.

Issues

POLICY

The National Planning Policy Framework (September 2023)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 5. Delivering a sufficient supply of homes- explains that when significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- ii. Chapter 8. Promoting healthy and communities- states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which, among other things, promotes social interaction, are safe and accessible, and enable and support healthy lifestyles.
- iii. Chapter 9. Promoting sustainable transport- states that developments should create opportunities to promote walking, cycling and public transport use.
- iv. Chapter 11. Making effective use of land- the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. This section emphasises the need to give substantial weight to the value of using suitable brownfield land for new homes, and to promote the development of underutilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
- v. Chapter 12. Achieving well-designed places – states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:

Policy DM1 (Development Management); which states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. The relevant issues are the appropriate siting, layout, scale, form, massing, materials and detail. The impact; on the surrounding areas; in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area. The effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

Policy SP1 (Spatial Principles); which sets out the City Council's Core Development Principles and states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, amongst these include: creating well designed places that enhance or create character, making a positive contribution to the health, safety and wellbeing of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity.

Policy EN1 (Design Principles and Strategic Character Areas); states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located.

Policy SO3 (Housing); seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.

Policy H3 (East Manchester); states that over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

Policy T2 (Accessible Areas of Opportunity and Need); seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC7.1 The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

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

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality

of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Paragraph 2.7 states that development should help to sustain local neighbourhoods, encouraging the most appropriate form of development to enliven neighbourhoods and sustain local facilities.

Paragraph 2.14 goes on to say that it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.16 considers the impact of site boundaries, which can be significant and must be taken into account and incorporated into the design of new developments and conversions from an early stage. Original examples that contribute to the character of the area should be retained. Well designed new treatments such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment.

ISSUES

Principle of Development

The proposal would include the change of use from ground floor shop, with flat above, to single residential property with associated external alterations. As such, the existing first floor flat would experience an increase in the amount of internal amenity space available and create a 2 storey house, rather than a first floor flat. As such, the proposal would increase the quality of life of the resident at the property. The definition of the front amenity space with the use of boundary treatment and amenities to the rear amenity space would help create a high quality dwellinghouse.

As the existing office ground floor unit has been vacant from at least January 2008, the removal of the office is not considered to remove a viable business location from the local neighbourhood.

The precedent for residential is already established along Abbey Hey Lane, including the existing flat to the first floor of the applicant property. The applicant site sits along a row of terraced properties, with new build dwellinghouses to the east and south of the applicant property. Policy H3 within the Core Strategy expects east Manchester to accommodate 30% of new residential units. Therefore, the proposed use is considered acceptable for this location.

However, further consideration is needed in relation to the impact on residential amenity, visual amenity, design and highway and environmental health considerations. This will now be discussed in turn.

Residential Amenity

The proposed accommodation would have a total internal floor space of 84 sqm. As confirmed via email on 2 August 2023 by the agent, the property would be for 4 people. Following Manchester's Emerging Space Standards, a 2 storey 3 bedroom property for 4 people should have an internal floor space of 87 sqm. As such, the proposed living accommodation would have a shortfall of 3 sqm. The agent was asked to justify the shortfall. In this instance, given the amount of living space for the existing first floor flat would increase by including the existing

office room and extending to an additional floor, the small shortfall is considered acceptable given the benefits that would be provided to the future residents.

All habitable rooms which are all served by windows achieve a good level of outlook. However, the proposed lounge/dining room would involve a window within the side elevation looking onto the alleyway which is used as a bin route from the rear of the properties along Abbey Hey Lane. This window could give rise to overlooking for the future occupier. However, given the alleyway would only be used for infrequent bin store purposes and the alleyway would be locked from access to the public, any overlooking opportunities are considered to be minimal and therefore acceptable.

In line with MCC Residential Guidelines, Highway Services requested secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. Plans show a cycle store would be sited against the rear boundary line of the site and the agent provided information on the appearance of the cycle store. The cycle store would be made bespoke to fit into the pinch point of the plot, would have a height of 1.8 metres and be made of timber panels, with a polycarbonate roof. The agent provided an example photo of the proposed roof. GM Police reviewed the cycle storage provided and requested a secure lockable enclosure be installed. This note was sent to the agent for consideration and an informative to this effect would be attached to any approval granted.

GM Police as part of their consultation requested all doors, windows, and glazing (ground floor) should be certified to Secured by Design standards and the dwelling should have an intruder alarm. The agent agreed to this and is annotated within the plans. Informatives to this effect would be attached to any approval granted.

The proposed residential accommodation is compatible with neighbouring uses and would not have any adverse impact on the amenity of the surrounding land-uses.

Visual Amenity

There would be no adverse visual implications as a result of the change of use to the neighbouring properties. The property's current use has been left empty for quite some time and the existing ground floor shutters across the applicant property are unappealing and out of character with the surrounding residential uses. Therefore, the change to a residential home would create a more active and attractive role in the streetscene.

For security reasons, Greater Manchester Police requested the front amenity space is defined. In addition to creating a defensible space buffer between the footway and the front elevation, the erection of the 600mm high brick wall with 400mm railings on top would create a visually appealing feature for the property as well as creating a sense of separation from other properties. The low boundary treatment to the front of the site would similarly replicate the low boundary treatment across the applicant terrace on Abbey Hey Lane, ensuring the proposal is in keeping with the existing surrounding dwellinghouses.

The proposal would also involve the removal of the existing roller shutters and the behind brickwork to be made good. This ensures the property would have the appearance of a C3 dwellinghouse and the property is visually acceptable.

On the basis of the above, the proposed development would not give rise to any adverse residential or visual amenity impacts and is consistent with Core Strategy policies SP1, DM1 and EN1, the Guide to Development in Manchester SPD, and provisions of the NPPF relating to achieving a good standard of amenity.

Design

The external alterations connected to the proposal include removing the existing roller shutters and making good the brick work, the erection of a 1 metre high boundary treatment to the front of the property and creation of cycle store and bike store. The proposals would have no material impact in terms of design and would improve the appearance of the existing property.

Based on the above, the application proposal would comply with Core Strategy policies SP1, DM1 and EN1, the Guide to Development in Manchester SPD, and relevant provisions of the NPPF relating to design.

Highway Considerations

Highway Services were consulted on the application. Highways were happy that the proposed use would not generate a dissimilar amount of trips and that the site is well accessed by sustainable modes.

Highways noted there is no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street. Highways note that some off-road parking does take place on the unadopted forecourt at the front of the property and Highways did not wish for this to continue under this application. On street parking is possible along Kittybert Avenue for the future occupier. The agent was notified of Highways' concerns and the plans give no indication to any off street parking. An informative to this effect would be attached to any approval granted.

Highways were happy with the cycle storage to be installed within the rear amenity space and this would be conditioned accordingly within any approval granted.

In terms of refuse, Highways noted a refuse storage area is noted within the site. Collection will form part of the existing arrangements of Abbey Hey Lane / Kittybert Avenue. It is requested that bins be returned to the bin store as soon as possible after collection. This is considered to be appropriate in ensuring no obstruction on the adjacent highway. The agent produced a site plan showing where bins would be stored and how they would be transported to the highway. This was considered acceptable by Highway Services.

The agent provided examples and dimensions of the bin store to be installed at the site. This is considered acceptable to improve the quality of the rear courtyard and would be conditioned accordingly.

Highways requested a level of visual permeability of the boundary treatment above 600mm, this is reflected within the front boundary treatment proposed.

Highways also requested a construction management plan be attached to any approval granted. Given this application is for a change of use, this condition is considered onerous and would be omitted from any approval granted.

Environmental Health Considerations

Environmental Health requested demolition/ construction hours be added to any approval granted. This is considered onerous given the application is for a change of use and so would not be included within any approval granted.

Environmental Health also requested a refuse store condition be placed on any approval granted. Environmental Health requested further information in relation to bin storage at the scheme. This was provided by the agent in the form of plans and updated waste proforma during the course of the application and was considered by Environmental Health. Via email on 18 September 2023, Environmental Health confirmed there was adequate information for the condition to be discharged prior to determination. A condition to this effect would be attached to any approval granted.

Conclusion

The proposed use is one that is compatible with the surrounding area and brings a former office unit into use as part of a residential unit. Given this, it is not considered that the proposal would have a detrimental impact upon residential or visual amenity. Any changes in design are sympathetic to the surrounding residential area.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner by requesting further information relating to the scheme and appropriate conditions have been attached to any approval granted.

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:

- Application for Planning Permission, stamped as received by the City Council as Local Planning Authority on 13 July 2023.
- Drawing- Proposed- Bin Store and Cycle Store, numbered 730-03A, stamped as received by the City Council as Local Planning Authority on 11 August 2023.
- Drawing- Proposed- Plans and Elevations, numbered 730-02B, stamped as received by the City Council as Local Planning Authority on 11 August 2023.
- Supporting Information- Waste Management Strategy, stamped as received by the City Council as Local Planning Authority on 11 August 2023.
- Drawing- Site Plan- Waste Management Plan, numbered 730-04, stamped as received by the City Council as Local Planning Authority on 11 August 2023.
- Correspondence- Agent Confirming Material for Cycle Storage Roof, stamped as received by the City Council as Local Planning Authority on 15 August 2023.
- Photo- Example of Cycle Storage Roof, stamped as received by the City Council as Local Planning Authority on 15 August 2023.
- Photo- Volume of Bins for Waste Management Strategy, stamped as received by the City Council as Local Planning Authority on 1 September 2023.

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

3) Prior to the first occupation of the development, the Boundary Treatment shall be implemented in accordance with the approved plans 'Drawing- Proposed- Plans and Elevations, numbered 730-02B', stamped as received by the City Council as Local Planning Authority on 11 August 2023. The approved details shall be retained in accordance with the details and maintained in situ thereafter.

Reason - In order to secure the site boundaries, achieve appropriate noise attenuation and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

4) Prior to first use of the development, the cycle storage shall be implemented in accordance with the approved details as shown in 'Drawing- Proposed- Bin Store and Cycle Store, numbered 730-03A', stamped as received by the City Council as Local Planning Authority on 11 August 2023, 'Drawing- Proposed- Plans and Elevations, numbered 730-02B', stamped as received by the City Council as Local Planning Authority on 11 August 2023, 'Correspondence- Agent Confirming Material for Cycle Storage Roof', stamped as received by the City Council as Local Planning Authority on 15 August 2023 and 'Photo- Example of Cycle Storage Roof', stamped as received by the City Council as Local Planning Authority on 15 August 2023.

The approved details shall be retained in accordance with the details and maintained in situ thereafter.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

5a) Prior to commencement of the development, the development in relation to a scheme for the storage and disposal of refuse shall be implemented in accordance with the approved details 'Drawing- Proposed- Bin Store and Cycle Store, numbered 730-03A', stamped as received by the City Council as Local Planning Authority on 11 August 2023, 'Supporting Information- Waste Management Strategy', stamped as received by the City Council as Local Planning Authority on 11 August 2023, 'Drawing- Site Plan- Waste Management Plan, numbered 730-04', stamped as received by the City Council as Local Planning Authority on 11 August 2023 and 'Photo- Volume of Bins for Waste Management Strategy', stamped as received by the City Council as Local Planning Authority on 1 September 2023.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

Informatives

1) 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).

2) Vehicles should not be parked at the front of the property due to the location of the priority junction and impact to pedestrians and cyclists.

3) All doors, windows, and glazing (ground floor) should be certified to Secured by Design standards.

4) The dwelling should have an intruder alarm.

5) The cycle store shall be a secure lockable enclosure to Secured By Design standards.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
Greater Manchester Police
Environmental Health
Highway Services
Greater Manchester Police
Highway Services
Environmental Health
Greater Manchester Police

6 Kittybert Avenue, Manchester, M18 8BF
4 Kittybert Avenue, Manchester, M18 8BF
2 Kittybert Avenue, Manchester, M18 8BF
375 Abbey Hey Lane, Manchester, M18 8RB
28 Field Street, Manchester, M18 8GT
36 Field Street, Manchester, M18 8GT
30 Field Street, Manchester, M18 8GT
371 Abbey Hey Lane, Manchester, M18 8RB

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 -
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA