

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135698/FO/2022

Date registered valid: 11 January 2023

Proposal: Erection of second floor extension incorporating a roof dormer to create two additional one-bedroom apartments (Class C3)

Address: 21-23 Portland Crescent, Manchester, M13 0BU

Ward(s): Ardwick Ward

Applicant: J Hughes, Settside Projects Limited

Agent (if any): Stephen Lamb

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 12 April 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 2 March 2023

Standard consultations:

Printed: 24 January 2023 Expired: 14 February 2023

Neighbour notifications

Printed: 24 January 2023 Expired: 14 February 2023

Site notice

Posted: 21 March 2023 Expired: 11 April 2023



Fig.1 – Displayed site notice

Press advert

Published: 31 January 2023 Expired: 21 February 2023

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

This application related to a pair of semi-detached Victorian villas located on the southern side of Portland Crescent, which is unadopted street. The surrounding area is predominantly residential and comprises of semi-detached properties front and rear gardens. St Josephs Church and presbytery is located to the north of the site. Five flats have been formed in no 21 and 23 respectively. The application properties comprise of three storeys with a pitched roof positioned between gable elevations. The principal elevation is characterised by: dormer roof extensions, elongated rectangular window openings, stone sill and lintels, semi-hexagonal bays (to No 21 and 23 respectively) and paired and recessed arch-shaped door opening and steps to the respective principal entrances. To the rear a two storey pitched roof outrigger spanning the shared boundary. The outrigger incorporates a single storey bay to each side elevation. The elevations comprise of crème render. To the rear, the windows openings comprise of stone sills and solidier course lintels of exposed red brick work. Windows are incorporated into the side and rear elevations of the outrigger. The front boundary comprises of brick walls and piers and hedges. Separate pedestrian access gates are provided in relation to each property. No 21 also incorporates a vehicular access. The rear boundary is defined by concrete panel fencing screened by a hedge consisting of leylandii trees. An alleyway adjacent to the rear boundary separates the application site from residential uses to the south. The front garden is composed of brick paviours with a small landscaped area.



Fig. 2 – Views of the application property.

Description of development

The development would maintain the composite building as self-contained units with no internal inter-connection. The development would incorporate an additional apartment to No 21 and 23 respectively (12 apartments in total). The development would comprise:

- i. The erection of a pitched roof second floor extension, which would project to the full length of the original two storey outrigger. The rear elevation would incorporate a gable rising to a height of 11.5 metres and eaves at 8.9 metres (above ground level).

- ii. The second floor extension would incorporate flat roof dormer extensions to each roof slope. These additions would have a reward projection of 4 metres and a width of 3.46 metres (on each side). The dormer would be set below the ridge line and offset from the eaves line of the second floor extension.
- iii. The flats would be duplex through the inclusion of a mezzanine floor. The internal space would comprise:
- Second floor – kitchen living room and shower room;
 - Mezzanine – one bedroom.
- iv. Windows would be incorporated into the side and rear elevations of the second floor extension and the side elevation of the roof extension. Sash type windows would incorporate into the side elevations with obscurely glazed lower sections to reduce the risk of potential overlooking of neighbouring properties to the west and east. Windows to the roof plane to the second floor extension.

Externally, the existing driveway would be widened to increase the number of car parking spaces from one to three within the hard surfaced garden area to No 23. This would be facilitated by the removal of a section of the boundary walls to Portland Crescent along with hedges and some existing landscaping. Separate pedestrian access points would be maintained along the Portland Crescent boundary. Separate bin enclosures for each property would be provided adjacent to the western and eastern boundaries. A shared six cycle secure enclosure would be provided with shared access for residents adjacent to the eastern boundary. A formally configured amenity space would be formed in the rear garden.

Site history

039625 - Change of use of 2 semi-detached houses in multiple occupation into 10 self-contained flats
Approved – 28 November 1991

047542/FO/CENTL2/95 - Change of use of basement into 2 self-contained flats
Refused 20 July 2023

Consultations & Notification Responses

Local residents – No comments.

Environmental Health - The waste management strategy submitted is acceptable and should be conditioned to the development.

Highway Services – The following comments have been received:

- i. The development lies on an unadopted road but within the Hathersage Road Residents Parking Area;
- ii. It is proposed to increase on-site parking from one to three spaces which will be directly accessed from Portland Crescent and requires that the existing driveway access is widened. This is considered to be acceptable. Given the proximity of the existing lighting column to parking space 3), the developer should check with Amey Street Lighting regarding requirement for lighting column repositioning;
- iii. The development should be supported with electric vehicle charging provision with a minimum charging capacity of 7kW/H;
- iv. Pedestrian access arrangements are acceptable to Highways;
- v. Nine secure cycle spaces are proposed, which is acceptable;
- vi. The waste management arrangements are acceptable from a highway perspective.

Amey – Act as the management company for streetlighting in the city and have confirmed that the proposed car parking arrangement can be delivered without a requirement to relocate and adjacent lighting column.

Greater Manchester Police Design for Security – No objection but the following recommendations have been made:

- i. The development should be supported with a monitored alarm system;
- ii. The proposed flat entrance doors should be compliant with the appropriate security standard and fitted with door viewers;
- iii. New external fittings should be certified to Secured by Design standards;
- iv. Any external bin store should be a secure, lockable and fire resistant enclosure;
- v. Access controls should be installed at the entrance to the flats and be operable by swipe card or fob. An audio intercom linked to each flat to manage access;
- vi. Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors;
- vii. External lighting should be provided to the side of the building.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. 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 re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development.' In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. The Framework has been related to the proposed development, with reference to the following:

- i. Chapter 12: Achieving well-designed places - States that 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. It also states that planning decisions should ensure that developments:
 - a) Will function well and add to the overall quality of the area over the lifetime of the development;
 - b) Are visually attractive as a result of good architecture, layout and landscaping;
 - c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

The proposed development has been appropriately related to the constraints of the site and contribute towards local housing supply. The development is related to the predominant form of housing in the surrounding area. Given the achieved quality of the proposed design, it is

considered that the development would contribute to place making and the character of the local area to thereby accord with chapter 12.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In considering this application consideration has been given to the following aspects of the PPG, which have been appropriately responded to:

- i. Consultation and pre-decision matters
- ii. Design
- iii. Health and well-being.

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

Policy SP 1 Spatial Principles - States the key spatial principles which will guide the strategic development of Manchester to 2027. The key areas of policy SP1, pertinent to this application, are:

- i. The creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.
- ii. The development should make a positive contribution to neighbourhoods of choice including:
 - a. Creating well designed places that enhance or create character.
 - b. Making a positive contribution to the health, safety and wellbeing of residents
 - c. Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - d. Protect and enhance the built and natural environment.
 - e. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

It is considered that the development would relate appropriately to the character of housing in the area. It would maintain existing levels of residential amenity through the proposed siting and design, including glazing . The development would have the potential to incorporate satisfactory security and crime reduction measures and would contribute to the efficient use of land. Policy SP1 would thereby be accorded with.

Policy EN1 (Design Principles and Strategic Character Areas) - States that all development in Manchester will be expected to contribute positively to the character area in which the development is located. In this case, the development has been informed by the previously established development parameters, siting, height and elevational detailing, including window positioning. It is therefore considered that the development would relate appropriately to the existing and neighbouring properties through the delivery of a cohesive design response. Policy EN1 would thereby be accorded with.

Policy EN 3 (Heritage) – The development has been related to policy EN3 due to the proximity of the application site to the Grade II listed St Josephs RC Church located to the north of the site. Policy EN3 states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments should therefore be designed to support preservation and, where possible, enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including listed buildings. In this case, the development would be screened by the application property thereby allowing the existing setting of the listed building to be maintained. The works to the boundary would not impact on the setting of the listed building due to the height of the railing and hedge to its boundary and siting of the presbytery building (which represents a transition in built form). In these circumstances, the development would not depart from the existing circumstances and the architectural and historic contribution of the listed building would be maintained. Policy EN3 would therefore be complied with.

Policy EN 16 (Air Quality) – Discusses the need to reduce and managed the potential impact of air quality as part of the development. Impacts at the construction stage, would be predictable, proportionate to the scale of development and of a limited duration. Impacts during the operational stage would be limited to residential traffic movement. Given the magnitude do the development and the limited frequency of vehicle movement, it is not anticipated that there would be a significant impact on local air quality. Notwithstanding the above a condition has been included to ensure that the proposed electric vehicle charging points is implemented to an agreed specification.

Policy EN19 Waste - Relates to waste management and requires that consideration is given to consideration of the submitted details relating to the applicant's proposals for the provision of a waste management plan to demonstrate how:

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

The applicant has demonstrated that waste and recycling bin storage would be provided within the respective gardens. It is considered that these arrangements would be accord with policy EN19, subject to the conditioned requirements for the implementation of the proposed bin storage enclosures.

Policy H 5 (Central Manchester) – The relevant sections of policy H5 state that the provision of family housing should be prioritised in this location. The proposal would contribute positively to this objective.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would be supported with in curtilage car parking space and provision for cycle storage. The site a sustainable location in terms of access to public transport. On this basis, it is considered that the development responds positively to policy T1.

Policy DM 1 Development Management - Discusses a range of issues that all development should have regard to. The following specific issues are relevant to the consideration of this application:

- i. The impact of the development on the character of the surrounding area;
- ii. Effects on amenity, including privacy;
- iii. Adequacy of internal accommodation and external amenity space;

- iv. Refuse storage and collection;
- v. Vehicular access and car parking.

It is considered that the development would be appropriately related to its context in terms of design and its potential impact on residential amenity. The proposed side elevation windows would be suitably distanced and glazed to satisfactorily reduce harm to residential amenity. Appropriate internal space and waste management arrangements would be provided. Within curtilage car parking would be provided to both houses. The development also maintains the character of the original house thereby securing compliance with policy DM1.

Unitary Development Plan saved policies- The following policies is considered to be relevant:

Policy DC1 - Residential Extensions – Relates to domestic houses, flats, houses in multiple occupation, nursing homes, rest homes and hotels and is therefore relevant to the proposed development.

- i. Policy DC1.1 would be accorded with as the development would satisfactorily related to the general character of the property and the design has sought to reduce harm to the amenity of neighbouring occupiers. The appearance of related built form maintains an appropriate relationship to the streetscene and on-site car parking would be improved;
- ii. Policy DC1.2 would be accorded with as the development would not be excessively large or bulky or result in an undue loss of sunlight, daylight or privacy. The development would be compatible with the character and style of development in the area without undue harm to the appearance of the streetscene.

Policy DC5 – Flat Conversions

- i. Policy DC5.1 – Would be accorded with as an appropriate standard of accommodation for the intended occupiers of the premises. There would not be a change to the existing circumstances with regard to noise transfer. Appropriate car parking would also be provided. The development relates to an existing flat conversion, which represents a characteristic form of development in the locality. The loss of boundary walls is considered appropriate as part of the delivery of appropriate car parking. The proposed development would be located at an upper level and would not be accessible. However, there would be no change in circumstances due to stepped access that limits inclusive access. Satisfactory refuse and recycling storage would be provided.

DC19 - Listed Buildings – Has been related to the development due to the proximity of the Grade II listed St Joseph's Church.

- i. Policy DC19.1 – States (amongst other things) that in determining applications having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to protecting their general setting. In this case, the development would be predominantly related to rear of the building without an apparent impact on the neighbouring listed building. Works to the format of the property would be screened by the boundary treatment to the curtilage of the listed building and the siting of more modern build form located within its grounds. The development would therefore be appropriately related to policy DC19.1

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live. It also seeks to raise the quality of life across Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need incorporate the most appropriate and up to date technologies to significantly reduce emissions. The guidance is therefore relevant to all stages of the development process, including construction and operational management. The spaces criteria

in the MRQG relates to new build development but has been referenced to as benchmark for assessing the quality space achieved as part of the development. Given the constraints of the development it is considered that the achieved space and quality of the accommodation would ensure that the MRQG would be responded to positively.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. This includes the identification of issues and 'problems' associated with the proposals that have required positive consideration, dialogue and negotiation to secure positive outcomes. In this case, discussions have been undertaken with the applicant's agent to ensure that the proposed car parking arrangements can be delivered as part of the development. Sufficient additional information has been provided that has allowed the assessment of the proposals without a requirement for further negotiation.

Principle of the development - The development relates to properties with an established use as apartments. It is considered that the site and the host building has the capacity to accommodate the proposed additional floorspace. The additions to the building are considered to be proportionate with a satisfactory quality of accommodation achieved. An appropriate amount and quality of external space would be achieved. The development would also contribute to the provision of a house suitable for family occupation. The principle of the development is therefore considered to be acceptable.

Heritage – The relationship of the development to the listed Grade II Joseph's Church. As stated, the application building would screen most of the development thereby prevent any significant departure from the relationship of the building to the streetscene and setting of the listed building. The limited changes to these circumstances would be related works to the boundary wall to Portland Crescent, which would be screened by the boundary treatment to the listed building. The space between the listed building and the boundary is also interrupted by the siting of red brick presbytery building. It is modern addition that does not closely reflect the historic and architectural character of the church building and represents a transition in the quality of built form. The proposed development would not, thereby, harm the setting of the listed building.

Height, scale and massing – The proposals would introduce additional height to the rear of the application properties. However, the additional built form would not be visible from the highways and contained within the height parameters established by the main roof. Given the orientation of the application properties and distances maintained to neighbouring buildings, it is not considered that the additional height would be harmful to visual or residential amenity. The retention of the recessed elements to each side of the enlarged outrigger and spaces above the roofscape would secure appropriate articulation and satisfactory relief to the height, scale and massing of the proposal. The development is therefore considered to be acceptable.

Siting – The proposed second floor extension would be related to the siting parameters of the existing rear outrigger thereby reflecting the established relationships to neighbouring properties to the west, east and south of the siting. The existing rear outrigger incorporates windows in its side elevations. The windows to side elevations in the 2-storey and roof extensions would incorporate partial glazing to reduce the risk of overlooking (with the glazing specification delivered by condition). The development would be screened by an established leylandii hedge along the southern boundary with further separation afforded by a neighbouring alleyway. Satisfactory distance to the nearest properties to the south of the site would be achieved, i.e.,

from No 21: 20 metres would be maintained to Richmond Court and 31 metres to 46 Richmond Grove. On this basis, the siting of the development would be acceptable.

Residential amenity – The siting of the extension and its glazing would secure an appropriate relationship to neighbouring residential uses. The additional built form would be proportionate and would not result in a loss of privacy, overshadowing or otherwise have an overbearing impact would occur. The additional level of occupation would not significantly increase the level of noise and activity in and around the application site. The development would deliver and more formalised and manageable amenity space that would be beneficial to residential amenity. It is not considered that the development would unduly harm residential amenity.

Residential space standards – The development has been related to the MRQG space criteria. It would exceed the space usually required for one person, one bedroom apartments and marginally below the required criteria for a two person, one bedroom apartments. As the development relates to a flat conversion the achieved space is considered to be appropriate.

Design - The development has been related to the composition of the existing properties, including lintel details, windows styles and roof composition. The inclusion of the proposed and proportionate dormer extensions is considered to be acceptable. A condition has been included to ensure that the development is implemented using materials that match the appearance of the existing application properties, including brickwork, render and roof slates.

Highways issues, car parking and cycle storage – The proposed car parking layout has been assessed and can be delivered without a need to relocate the existing lighting column. The neighbouring street is unadopted and in a relatively poor condition. Arrangement that reduce the number of cars parked within the street is considered to be beneficial. The level of additional occupation would not increase potential traffic impacts. Any additional impacts would be capable being offset by measures to deliver increased cycle usage and local access to public transport. Car parking and cycle storage would be delivered by condition.

Cycle storage – The applicant has indicate the provision of a six space cycle storage enclosure. Whilst this is welcomed, the height of the enclosure is considered to be excessive. There is also concern that its enclosure with a metal railing fence would allow the content of the cycle store to be seen thereby leaving it vulnerable to crime. A condition has been included to ensure the approvals of details of the cycle storage, with a requirement for approval and implementation before the occupation of the development.

EV charging point – A condition has been recommended to ensure the provision of a satisfactory charging point to an appropriate operating capacity.

Boundary treatment – The development would result in the loss of part the boundary wall. There are incidences of the boundary walls in the locality. In this case, satisfactory demarcation of private and public space would be maintained. The removal of part of the boundary wall would deliver the benefits of on-site car parking discussed above. The included condition would also ensure the appropriate demarcation and surfacing of the car parking spaces to improve the setting of the application properties and their setting.

Waste management - A condition has been included to ensure the development is implemented in accordance with the submitted waste and recycling plan, including the specified provision of bin storage enclosures.

Landscaping – The loss of landscaping would be offset against the benefits of delivering off street car parking (in a location with notable on-street car parking). Given the limited space with

the front garden the inclusion of formal landscaping condition would appear to be an onerous requirement.

Crime reduction and security – The recommendations of GM Police have been included as an informative.

Flood risk – The site is in Flood Zone 1 and does not present an increased risk of flooding.

Conclusion - It is considered that the proposed development is acceptable as it is appropriately related to the appearance of the existing properties and the surrounding context. Furthermore, the development would not unduly harm residential amenity and its operation could be managed through the related conditions.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, discussions have been undertaken with the applicant's agent to ensure that the proposed car parking arrangements can be delivered as part of the development. Sufficient additional information has been provided that has allowed the assessment of the proposals without a requirement for further negotiation.

Condition(s) to be attached to decision for approval

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 stamped as received by the City Council as local planning authority on 8 December 2022, 21 December 2022, 11 January 2023:

Planning application forms

Roof and second floor plans as proposed Ref: 22 358 PL200 Rev P1

Side and rear elevation as proposed Ref: 22 358 PL201.1 Rev P2

Side elevation as proposed Ref: 22 358 PL201.2 P2

Site plan Ref: 22 358 PL202 Rev P2

Boundary treatment to Portland Crescent Ref: 22 358 PL203 Rev P1

Planning, Design & Access Statement Second floor extension to provide two additional one bedroom apartments at 21 – 23 Portland Crescent Longsight Manchester M13 0BU By Stephen Lamb dated 10 January 2023.

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 for the City of Manchester.

3) The development hereby approved shall be undertaken in accordance with the material specifications as shown on the approved drawings and set out within the planning application forms, including the use of matching brickwork, render and roof tiles. The development shall then be implemented in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy for the City of Manchester.

4) No development shall take place until details of the highways works to Portland Crescent have been approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

5) Before the occupation of the authorised development, car parking areas shall be implemented in accordance with the details of drawing referenced: Site plan Ref: 22 358 PL202 Rev P2, Boundary treatment to Portland Crescent Ref: 22 358 PL203 Rev P1 and email from Amey dated 13 March 2023 confirming that the car parking can be implemented without a requirement for lighting column relocation. The implemented car parking area shall be surfaced and made available for use upon occupation of the development and maintained in situ at all times thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety, pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

6) Before the occupation of the development, details of the specification of an electric vehicle charging point in relation to 23 Portland Crescent as shown on drawing ref: Site plan Ref: 22 358 PL202 Rev P2, the approved two storey house, shall be submitted to and approved in writing by the City Council as local planning authority, including confirmation of the attainment of 7 kw/H charging capacity. The approved details shall be implemented upon occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and the contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

7) Notwithstanding the detail of drawings referenced Site plan Ref: 22 358 PL202 Rev P2 and before the occupation of the development, details of the design and appearance of the cycle storage enclosures shall be submitted to and approved in writing by the City Council and local planning authority. The approved details shall be fully implemented before occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity, to secure appropriate arrangements for the storage of cycles and promote the use of sustainable modes of transport, pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

8) Before occupation of the development, the windows indicated as being obscure glazed on drawings referenced Side and rear elevation as proposed Ref: 22 358 PL201.1 Rev P2 and Side elevation as proposed Ref: 22 358 PL201.2 P2 shall be 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 for the City of Manchester.

9) Before occupation of the development, the arrangements for the storage of segregated waste and recycling bins shall be implemented in accordance with the waste manage proforma received on 11 January 2022 and the bin enclosure details shown on drawings referenced Site plan Ref: 22 358 PL202 Rev P2. The implemented measures shall in place upon occupation of the development and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) Guidance for developers can be found via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) It is recommended that all new external fittings and locks and glazing to new doors and windows should be certified to Secured by Design standards.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
Greater Manchester Police

50 Richmond Grove, Manchester, M13 0DP
48 Richmond Grove, Manchester, M13 0DP
17A Portland Crescent, Manchester, M13 0BU
27 Portland Crescent, Manchester, M13 0BU
Flat 1, 25 Portland Crescent, Manchester, M13 0BU
Flat 2, 25 Portland Crescent, Manchester, M13 0BU
Flat 3, 25 Portland Crescent, Manchester, M13 0BU
Flat 2, 23 Portland Crescent, Manchester, M13 0BU
Flat 3, 23 Portland Crescent, Manchester, M13 0BU
Flat 1, 23 Portland Crescent, Manchester, M13 0BU
Flat 5, 23 Portland Crescent, Manchester, M13 0BU
Flat 4, 23 Portland Crescent, Manchester, M13 0BU
Flat 1, 21 Portland Crescent, Manchester, M13 0BU
Flat 2, 21 Portland Crescent, Manchester, M13 0BU
Flat 4, 21 Portland Crescent, Manchester, M13 0BU
Flat 5, 21 Portland Crescent, Manchester, M13 0BU
Flat 3, 21 Portland Crescent, Manchester, M13 0BU
17 Portland Crescent, Manchester, M13 0BU
19 Portland Crescent, Manchester, M13 0BU
Room 11, 48 Richmond Grove, Manchester, M13 0DP
Room 10, 48 Richmond Grove, Manchester, M13 0DP
Room 9, 48 Richmond Grove, Manchester, M13 0DP
Room 8, 48 Richmond Grove, Manchester, M13 0DP
Room 7, 48 Richmond Grove, Manchester, M13 0DP
Room 6, 48 Richmond Grove, Manchester, M13 0DP
Room 5, 48 Richmond Grove, Manchester, M13 0DP
Room 4, 48 Richmond Grove, Manchester, M13 0DP
Room 3, 48 Richmond Grove, Manchester, M13 0DP
Room 2, 48 Richmond Grove, Manchester, M13 0DP
Room 1, 48 Richmond Grove, Manchester, M13 0DP
Room 10, 46 Richmond Grove, Manchester, M13 0DP
Room 9, 46 Richmond Grove, Manchester, M13 0DP
Room 8, 46 Richmond Grove, Manchester, M13 0DP
Room 7, 46 Richmond Grove, Manchester, M13 0DP
Room 6, 46 Richmond Grove, Manchester, M13 0DP
Room 5, 46 Richmond Grove, Manchester, M13 0DP
Room 4, 46 Richmond Grove, Manchester, M13 0DP
Room 3, 46 Richmond Grove, Manchester, M13 0DP
Room 2, 46 Richmond Grove, Manchester, M13 0DP
Room 1, 46 Richmond Grove, Manchester, M13 0DP
48A Richmond Grove, Manchester, M13 0DP
46A Richmond Grove, Manchester, M13 0DP
46 Richmond Grove, Manchester, M13 0DP
St Josephs Presbytery, Portland Crescent, Manchester, M13 0BU

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

Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA