

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130589/FO/2021

Date registered valid: 28 July 2021

Proposal: Erection of a single storey side and rear extensions to allow the formation of 1 x two bedroom apartment and retention of an existing first floor apartment.

Address: 77 Barlow Road, Manchester, M19 3DB

Ward(s): Levenshulme Ward

Applicant: Mr Shaiq Siddiq 77 Barlow Road, Manchester, M19 3DB

Agent (if any): Mr Reuben Ramelize Arch Designs Wilsons Park, C/o Mas, Monsal Road, Manchester, M40 8WN

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

Recommendation: Approve

Date of recommendation: 3 August 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 10 December 2021 and 9 March 2022

Standard consultations:

Printed: 6 December 2021 Expired: 27 December 2021

Neighbour notifications

Printed: 6 December 2021 Expired: 27 December 2021

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

This application relates to a 2-storey end of terrace house with a lean-to bay frontage and rear garden, located in a residential area and on the north-side of Barlow Road. The property has a pitched roof with a gable elevation that is adjoined by a parking space and car port to No 79. (The car port has pitched roof that is integrated into the side and rear extension to that property.)

The first floor of the property has an established use as a self-contained 2 bedroom apartment established through CLEUD application ref: 129171/LE/2021 approved on 26 March 2022. In these circumstances the formation of a ground floor apartment presents the most practical future use of the ground floor. As part of the works relating to the formation of the first floor apartment, a separate doors have been formed within the Barlow Road elevation.



Fig. 1 – Views of the front and rear of 77 Barlow Road

The rear elevation of the property is characterised by a 2-storey pitched roof outrigger that spans the shared boundary with No 75, extends to a mid-point across the rear elevation and is adjoined by a single storey extension projecting from its rear elevation. The 'recessed' section to the rear elevation is adjoined at ground floor level by a lean-to extension. The rear garden area along its eastern boundary is enclosed by a close boarded timber fence that screens a substantial single rear extension to No 79. A flat roof extension to No 75 extends along the shared boundary and incorporated into the [boundary] wall adjacent to the gated alleyway.

Description of development

The proposed works to the related to the rear of the property and have been assessed with referenced the extension of existing built form the rear of the neighbouring Nos 75 and 79, including the projection of related rear extensions.

The proposed rear extension has two components. The first would be offset from the eastern boundary that projects from the rear wall by 6.5 metres and a width of 4 metres. It would incorporate a lean-to roof rising from east to west to a height of 4 metres, It would be adjoined by a lean-to extension with a rearward projection of the 3.8 metres, i.e., 1.98 metres beyond the adjoining extension. Its roof would rise from north to south with a maximum height of 4 metres. It would be offset from the western boundary and have a width of 3.1 metres. Within the rear garden two separate bin storage areas have been identified along with a cycle storage area. Internally, the ground floor apartment would comprise:

- i. Dining / living room;
- ii. Kitchen;
- iii. Centrally positioned bathroom;
- iv. Two bedrooms separated by a central corridor providing access a rear door leading to a rear garden area.

Consultations & Notification Responses

Local residents – One email of objection has been received. However, the precise concerns of the neighbour have not been expressed.

Highway Services – The following comments have been received.

- i. The proposed development extends only within the red-line boundary of the site without encroachment on to the adopted highway;
- ii. Given the minimal scale of construction works involved, the level of construction vehicles are unlikely to generate any significant on-street parking demands;
- iii. No parking is proposed within the application and considering the site location and proximity to sustainable travel offer, this is acceptable in principle;
- iv. It is recommended that secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of resident's cycles. It is requested that secure and sheltered cycle parking be in place for the use of residents.
- v. Highways have commented upon boundary treatments, in relation to permeability and gate openings. However, there would be no changes to the existing boundaries apart from the making good of the western boundary wall following the removal of the existing lean-to extension. The completion of these works using matching materials is conditioned.
- vi. A refuse storage area is noted at the rear of the site. Bins will be taken to/from the bins store to the collection point on Cleveland Avenue on collection day. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.
- vii. 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.

Environmental Health – The following comments have been received:

- i. Revised waste and recycling details are satisfactory;
- ii. A watching brief is recommended to deal with any potential land contamination that may be encountered upon commencement of construction work.

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

- i. New external fittings, including cycle storage, should be certified to Secured by Design standards;
- ii. All aspects of the proposed extension, particularly doorways should be illuminated with 'dusk til dawn' lighting;
- iii. Coverage for any CCTV systems and alarms will need to be reviewed to check all areas of the development are protected.

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 particular emphasis given to the following:

- i. Chapter 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, it is important that: a sufficient amount and variety of land can come forward where it is needed; the needs of groups with specific housing requirements are addressed. This should be reflected in the consideration of the size, type and tenure of housing needed for different groups in the community (paragraph 62). Chapter 5 states that the provision of affordable housing should not be sought for residential developments that are not major developments and that the re-use of brownfield sites should be encouraged (paragraph 64). It further requires that local planning authorities should support the development of entry-level exception sites, suitable for first time buyers (paragraph 72). In this case, it is considered that the size and tenure of the proposed apartment would positively contribute to the quality and supply of housing in the local area. It would also help to diversify the local housing market and secure accommodation capable of achieving sustainable future occupation. Chapter 5 would thereby be complied with.
- ii. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). These considerations have been related to the layout and design of the proposed development and the incorporation of measures to address issues of security and potential opportunities for criminal and anti-social behaviour. On the basis of the submitted design would respond positively to Chapter 8.

iii. Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 112).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. Given the magnitude of the development it is not considered that the development would generate significant on-street car parking. The site has access to bus routes and local services and shops. The development would thereby positively related to Chapter 9.

iv. Chapter 11: Making effective use of land - States that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.). Paragraph 125 states, amongst other things, that planning decisions should support development that makes efficient use of land. It is considered that chapter 11 has been positively responded to as it would secure the re-use of the ground floor. As the first floor has a lawful use as an apartment, the conversion of the ground floor as a separate apartment would be a suitable and reasonable use in a residential context.

v. 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 (paragraph 126). Paragraph 130 further states that planning decisions should ensure that developments:

- a. Will function well and add to the overall quality of the area;
- b. Are visually attractive as a result of good architecture, layout and landscaping;
- c. Are sympathetic to local character;
- d. Establish or maintain a strong sense of place;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount of development.

The proposed development achieves a layout that relates appropriately to the surrounding context, including its acknowledgement of the character neighbouring houses. Given the quality of the proposed design, it is considered that the development would contribute to place making and the character of the local area thereby according with chapter 12.

vi. Chapter 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should be planned for in ways that:

- a. Avoid increased vulnerability to the range of impacts arising from climate change;
- b. Can help to reduce greenhouse gas emissions, such as through its location, orientation and design (paragraph 150).

In this case, the development would represent a small scale development and that its contribution to reduction in climate change would be achieved through application of contemporary building techniques and incorporation of double glazing etc. This would relate the development would be appropriately related to chapter 14.

Planning Practice Guidance (PPG) - 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 the following assessment of the proposed development has been given to the following aspects of the PPG:

- i. Consultation and pre-decision matters;
- ii. Design;
- iii. Flood Risk Planning and Flood Risk;
- iv. Health and well-being;
- v. Land affected by contamination;
- vi. Noise.

It is considered that the development responds to the above points through the submitted details, which are discussed below.

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.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

It is considered that the proposed development would contribute positively to the formation of a sustainable community, which would be beneficial to the quality of the living environment experienced by existing and future residents. This would be achieved through the quality of the development and its contribution to local housing provision in the local area. Policy SP1 would therefore be positively responded to.

Policy EN1 (Design Principles and Strategic Character Areas) - States that opportunities for good design to enhance the overall image of the City. This should be fully realised through the implementation detailed design principles that reinforce and enhance the local character of that part of the City and supports Core Strategy Strategic Objectives. In this case, the proposed design would be appropriately related to the character of the area. The demarcation of public and private space formation of amenity space and boundary treatments would reflect the

existing circumstances. Inclusive access would be restricted by the configuration of the existing property and access to the rear garden. On balance, it is considered the development would be appropriately related policy EN1.

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The site is with Flood Zone 1 and it is not considered that the development would significantly affect localised flood risk or present a requirement for additional drainage.

Policy EN18 (Contaminated Land and Ground Stability) - States that any proposal for development of contaminated land must be satisfactorily responded to. A watching brief condition to address encounter land contamination has been included in response to policy EN18 and previous Environmental Health comments.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

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

Policy EN19 has been related to the proposed waste management arrangements, which are considered to be acceptable in terms of capacity and identified collection points.

Policy H1 (Overall Housing Provision) – Relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The proposed development responds positively to policy H1 by:

- i. Contributing to the creation of mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people and people with specific support requirements;
- ii. Supporting growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- iii. Ensuring that the design and density of the a scheme contributes to the character of the local area;
- v. Being designed to give privacy to both its residents and neighbours.

Policy H 6 (South Manchester) - Seeks to encourage the provision of sustainable housing. The development would positively related to policy H6.

Policy H11 (Houses in Multiple Occupation) - Has been related to a condition to ensure that the proposed housing is retained as Class C3 accommodation. This accords with the requirement of policy H11 by contributing to the supply of family housing and maintaining an appropriate mix housing type and tenure.

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, Although off-street car parking would not be provided, it is not considered that the development would generate significant traffic and cycle storage would be provided. On this basis the development would be suitably related to policy T1.

Policy DM1 (Development Management) - 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. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the character of the surrounding area;
- c. Effects on amenity;
- d. Accessibility;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

Policy DM1 points a - h (inclusive) have been related to the assessment of the proposals with regard to its potential impact on residential amenity. Inclusive access to the rear of the property cannot be achieved due to the position of the house to the back of footpath and access to the rear via a gated alleyway would not be appropriate. Notwithstanding the above and given the constraints of the site, the development would be appropriately related to policy DM1.

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

Policy DC26 (Development and noise)

The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The development has been assessed by Environmental Health and there is no recommendation for specific noise insulation. Beyond traffic there is no apparent noise sources that would affect development and the development is related to a residential context.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. As the development relates to the extension of an existing building, the space criteria in the MRQC has been referenced as a benchmark in assessing the quality of internal space. The development would exceed the 70 sq. metre criteria for a 2 bedroom, 4 person apartment. The extended property would reflect the scale and magnitude of neighbouring housing and responds positively to the constraints of the site. The proposed development is therefore considered to be acceptable and appropriately related to the MRQC.

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 to 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.

In this case, officers have engaged in a dialogue with the applicant's representative to clarify the lawful use of the ground floor and ensure that appropriate consultation has been undertaken. Further discussions have delivered amendments to the layout to respond to the constraints of the application site and potentially encourage the sustained occupation of the development. The submission of supplementary details have facilitated the appropriate assessment of the proposed development.

Principle of the development – The application property was historically used as a single dwellinghouse. The established lawful formation of a first floor apartment limits appropriate development opportunities at ground floor level to the formation of a second apartment. The rearward projection of the proposed extensions are significant but have been assessed with regards to the substantial single storey rear extensions in relation to Nos. 75 and No 79. Given the projection and orientation of the neighbouring extension it is not considered that the proposed development would be unduly harmful to residential amenity. The development would return the ground floor to a sustainable and viable residential use. The principal of the development is therefore considered to be acceptable.

Future use of the development - A condition has been included for purposes of clarity and to confirm that the authorised development relates to the formation of one, 2 x bedroom apartment. A separate condition has been included to facilitate the appropriate future use and management of the authorised apartments limiting their future occupation to Class C3 (a) not precluding occupation by two unrelated people sharing a property. This condition is considered necessary to secure the appropriate and sustainable occupation of the proposed houses.

Residential amenity – The position of neighbouring extensions to Nos 75 and 79, together with the absence of side windows to the proposed extension would safeguard against undue overlooking. Loss of privacy would be further safeguarded by the retention of a 2 metre high close boarded fence along the shared boundary with No 79. The development would be supported with proportionate space with the rear yard. This space would need to be shared with the residents of the first floor apartment to facilitate access to the proposed bin storage areas. Whilst this arrangement is not wholly satisfactory it is a continuation of an existing circumstance and a response to the constraints of the site. It is considered that the layout of the proposed apartment is satisfactory and would deliver sustained occupation. It is not considered that the development would unduly harm the amenity of future or neighbouring residents.

Residential space standards – As stated, appropriate internal space would be secured as part of the development. The space effectively responds to the configuration of the property and its setting. These circumstances would help to deliver its sustained occupation.

Siting - The siting of the proposed extension has been assessed with reference to its relationship to neighbouring properties. The length and the proximity of the existing extension to No 75 would negate the potential impact of the proposed development. The property at No 79 incorporates a car port followed by retained open space adjacent to the shared boundary. No 79 incorporates a single storey side and rear extension with a staggered northern elevation. In these circumstances, it is not considered that the projection of the proposed extension would unduly impact upon No 79. Amenity space would be retained within the rear yard following the formation of bin and cycle storage. On balance, it is considered that the siting of the development would be acceptable.

Height, scale and massing – The development is limited to a single storey with a maximum height of 4 metres. Appropriate articulation within and above the proposed extension would secure a cohesive relationship to the overall composition of the rear of the property. The

formation of rear extension two elements would also reduce its bulk and massing. It is considered that the development would deliver proportionate additions to the property.

Design - The proposed design and materials has been satisfactorily related to the style and character of the existing property, which currently incorporates rearward projecting elements. A condition has been included requiring the use of matching materials to the elevations and roof and the 'making good' of the boundary wall following the demolition of the existing single storey rear extension.

Accessibility – The principal entrance to the ground floor apartment incorporates a step. The position of the property at the back of footpath would not facilitate improvements to this arrangement. Consideration has been given to the provision of rear access via the alleyway. However, there would be a circuitous route involving the opening and closing of security gates. It is also considered that changes in external ground level would require the provision of ramps to the rear door. Such arrangements cannot be delivered given the constraints of the site. A requirement for inclusive access has therefore not been included.

Crime and Security – Both apartments take access from Barlow Road thereby maximising natural surveillance for the street. The application site benefits from a gated alleyway and satisfactory boundary treatment would be maintained. The orientation of rear windows would also secure appropriate surveillance of the communal garden areas. The recommendations of Design for Security are related to the development as an informative. The development has the capability of delivering appropriate security measures and reduced risk of crime.

Car parking - No provision is made but there is some capacity for car parking on street and the site is located on a bus route. Levenshulme District Centre is accessible on foot and cycle. The potential levels of overall occupation are likely to be commensurate with a smaller family and would not generate undue car usage. In these circumstances, the lack of car parking would not be unduly harmful and is acceptable in this case.

Cycle storage - The site has the capacity to provide cycle storage for each apartment. This would help to offset the absence of dedicated car parking. A pre-occupation condition has been included to ensure the approval of secure cycle storage as part of the development.

Waste management - The development would incorporate a dedicated bin storage area for each apartment in the rear garden area. The applicant has demonstrated that each area has the capacity to accommodate the following bins in accordance with Council guidance, i.e.,

- 1 x mixed waste bin (grey);
- 1 x glass and plastic bin (green);
- 1 x cardboard / paper bin (blue);
- 1 x food caddy.

The existing configuration of the first floor apartment incorporates sole access via a front door. Consequently, waste and recycling transit would need to be undertaken from the front of the property and via Cleveland Avenue, the rear alleyway and into the enclosed garden area. These circumstances would be maintained as part of the development and represent the only viable option given the constraints of the site. A condition has been included to ensure the provision of dedicated bin enclosures for the respective apartments. On balance the waste management arrangements are considered to be acceptable.

Noise - Noise from the development would be commensurate with residential occupation and would not be unduly affected by any apparent local noise sources.

Land conditions – The watching brief condition requested by Environmental Health has been included.

Flood risk and site drainage - The site is located in Flood Zone 1 and it is not considered that the magnitude of development would significantly increase flood risk.

Ecology - The application site has no apparent ecological features.

Conclusion - The development would secure sustainable residential use of under used accommodation. A satisfactory internal layout would be achieved to facilitate a level of accommodation that would be appropriately related to the constraints of the application property. The development would thereby be appropriately related to the surrounding residential without undue harm to residential amenity. The proposed development is therefore considered to be acceptable.

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, officers have engaged in a dialogue with the applicant's representative to clarify the lawful use of the ground floor and ensure that appropriate consultation has been undertaken. Further discussions have delivered amendments to the layout to respond to the constraints of the application site and potentially encourage the sustained occupation of the development. The submission of supplementary details have facilitated the appropriate assessment of the proposed development.

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: 28 May 2021, 21 January 2022, 6 December 2021 and 1 August 2022:

Planning application forms (amended by approved drawings)

Existing plan and elevations ref: 01

Proposed plan and elevations ref: 02 Rev A with dimensions as received 1 August 2022

Site plan and proposed elevations Ref: 03

Location plan Ref: 04

Waste management proforma dated 3 December 2021

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 materials to be used in the construction of the extension hereby approved and any required 'making good' of the wall along the shared western boundary, including bricks and roof tiles, together with the method of coursing and pointing, shall match the existing dwellinghouse, in terms of colour, texture and appearance.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) 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 restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to appearance and specification of enclosures for the storage of segregated waste and recycling bins. Upon occupation of the development, the approved scheme shall be implemented in conjunction with the details of the waste management plan comprising Waste management proforma dated 3 December 2021 and drawings referenced: Proposed plan and elevations ref: 02A Rev A. The implemented details shall be 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.

6) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the provision and specification of secure cycle storage. The approved scheme shall be implemented 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 of cycles and to encourage the adoption of sustainable transportation modes, pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

7) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied, construction works shall cease and the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed remediation strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this.

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 EN18 of the Core Strategy for the City of Manchester.

Informative

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

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

2) The following security and crime reduction measures are recommended:

- i. New external fittings, including cycle storage, should be certified to Secured by Design standards;
- ii. All aspects of the proposed extension, particularly doorways should be illuminated with 'dusk til dawn' lighting;
- iii. Coverage for any CCTV systems and alarms will need to be reviewed to check all areas of the development are protected.

3) 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).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

58 Barlow Road, Manchester, M19 3EF
10 Harrison Avenue, Manchester, M19 3DD
14 Harrison Avenue, Manchester, M19 3DD
16 Harrison Avenue, Manchester, M19 3DD
8 Harrison Avenue, Manchester, M19 3DD
12 Harrison Avenue, Manchester, M19 3DD
Apartment2, 77 Barlow Road, Manchester, M19 3DB
Apartment1, 77 Barlow Road, Manchester, M19 3DB
Apartment Above, 73 Barlow Road, Manchester, M19 3DB

79 Barlow Road, Manchester, M19 3DB
60 Barlow Road, Manchester, M19 3EF
75 Barlow Road, Manchester, M19 3DB
73 Barlow Road, Manchester, M19 3DB
56 Barlow Road, Manchester, M19 3DA
54 Barlow Road, Manchester, M19 3DA
52 Barlow Road, Manchester, M19 3DA

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
Area Team Boundary - Name: NORTH2