

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134398/FO/2022

Date registered valid: 22 July 2022

Proposal: Change of use of ground floor from dog grooming salon (Class E) to a one bedroom flat (Class C3) to create two flats in total, together with elevational alterations and single storey rear extension

Address: 14 Jetson Street, Manchester, M18 8TA

Ward(s): Gorton & Abbey Hey Ward

Applicant: Mr John McEwen 14 Jetson Street, Manchester, M18 8TA

Agent (if any): Mr Healey Healey Consulting 63 Dale Street, Milnrow, Rochdale, OL16 3NJ

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 8 September 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 26 July 2022 Expired: 16 August 2022

Neighbour notifications

Printed: 1 September 2022 Expired: 8 September 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

This application relates to an end terraced property in a mostly residential area, which lies at the junction of Jetson Street and Kenyon Street. The premises appear to have operated as an A1 (now Class E) retail shop, on the ground floor, and residential flat above, since at least 1984, with the ground floor currently being used as a dog grooming salon. The premises currently have a flat roof single storey rear extension, with a balcony above. There is no record of planning permission ever having been granted, for these structures, but the applicant has submitted evidence which demonstrates that these structures have been in place since at least 2017, and they are therefore now exempt from any planning enforcement action. The applicant has, however, indicated that the balcony is no longer in use, and is for use in an emergency only.

It is proposed to change the use, of the ground floor, to a one bedroom flat (Class C3), thereby creating two flats in total at the property. At present, the property has a typical 'corner shop' appearance, with large windows and the entrance on the corner of the property. It is proposed to give the property a more residential appearance, with smaller windows and two separate doors created on each of the Jetson Street and Kenyon Street frontages, with each door providing access to one of the flats.

In addition, a single storey extension is proposed, at the rear of the property, to form an extended kitchen area to the ground floor flat. This extension would be erected between the existing two storey outrigger, and the boundary wall that runs along the property boundary with

Jetson Street. The extension would have a flat roof and would be constructed in brickwork to match the existing.

Originally an external staircase was also proposed, leading from the rear yard to the upper floor flat, but this has now been removed from the scheme.

Consultations & Notification Responses

Local residents - An objection was received from one adjoining resident, for the following reasons:

They consider that no previous application was submitted for their existing extension/balcony as they received no letter to see if they would like to object and they would have objected, as it affects their privacy as it looks over their property (front door and garden).

There is also the issue of two extra sets of bins and the smell of waste that would directly affect their property as they would be in close proximity to our front and back door.

The proposal is not in keeping with their property and any properties in the area.

They are also concerned about the number of tenants it could house.

The staircase on the plans looks intrusive and would look even more into their property and would give even less privacy than they already have, because of the balcony that is already there.

This external staircase has now been removed from the scheme and a revised neighbour notification was carried out. No further comments were received.

Highway Services - Makes the following comments:

The associated internal and external alterations will be contained within the site boundary and will not impinge upon the adopted highway, this is acceptable to Highways.

In comparison to the former use, the level of trips generated will be reduced and as such no highways concerns are expected.

The proposed development is to provide zero on-site car parking. No off-street parking is available. Unrestricted parking is available directly adjacent to the property on Kenyon Street and Jetson Street if required. The site is considered to be suitably accessible by sustainable modes and is in close proximity to a number of bus routes along Jetson Street and Ashton Old Road.

Plans show that the existing pedestrian access point on the Kenyon Street elevation will be moved to the opposite side of the window on the Kenyon Street elevation. Plans also show a new pedestrian access point on the Jetson Street elevation. For the avoidance of doubt, all external entrance doors (with the exception of fire doors) should be inwardly opening in order to prevent obstruction on the adjacent footway.

100% cycle parking is required.

An existing servicing and refuse storage area is noted within the site. It is acceptable for the bins to be stored externally within the rear yard of the site and taken to/from the collection point, on Jetson Street, by the occupants on collection days.

Strategic Area and Citywide Support Manager - Recommends a condition, in relation to the implementation of the submitted waste management strategy, and informatives also recommended, in relation to construction hours and contaminated land.

Greater Manchester Police - A number of security improvements are recommended, which have been provided to the applicant as an informative.

Issues

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

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;

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

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

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective 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);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and

disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 127).

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

Policy SP1 identifies 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 including:-

- 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 or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

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.

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;

- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H4 relates to sites in East Manchester and states that, over the lifetime of the Core Strategy, East Manchester 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. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes.

Policy H11 relates to Houses in Multiple Occupation and changes of use from a C3 dwelling house to a C4 HMO. It also states that all proposals for change of use of existing properties into houses in multiple occupation, and all proposals for conversion of existing properties into flats (which might not necessarily fall within Class C4), would be permitted only where the accommodation to be provided is of a high standard and where it will not materially harm the character of the area, having particular regard to the criteria in policy DM1.

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 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:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- 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.
- 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.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.

- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Policy DC1 primarily relates to householder applications for residential extensions, but given the proposed fully residential use, and relationship to adjoining properties, it is also relevant to this application.

Saved Policy DC1.1 states that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a. The general character of the property;
- b. The effect upon the amenity of the neighbouring occupiers;
- c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. The overall appearance of the proposal in the a street scene;
- e. The effect of the loss of any on-site car parking.

DC1.2 states that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. They are not excessively large or bulky (for example resulting in structures which are not subservient to original houses or project out too far in front of original buildings);
- b. They do not create undue loss of sunlight, daylight or privacy;
- c. They are not out of character with the style of development in the area or the surrounding scene by virtue of design, use of materials or construction details.

DC1.3 States that, notwithstanding the generality of the above policies, the council will not normally approve:

- a) rearward extensions greater than 3.65m (12ft) in length
- b) 2 storey extensions with a flat roof, particularly those which would be visible from the public highway
- c) 2 storey extensions to terraced properties which occupy the full width of the house
- d) flat roofed extensions to bungalows
- e) extensions which conflict with the councils guidelines on privacy distances (which are published as supplementary guidance).

Saved policy DC5 relates to flat conversions

DC5.1 states that, in determining planning applications to convert property to flats, the Council will have regard to:

- a. the standard of accommodation for the intended occupiers of the premises;
- b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e. adequate private outdoor amenity space;

- f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- g. the satisfactory provision of refuse storage and collection facilities.

DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

DC5.3 States that, notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:

- a. do not provide accommodation to the Council's current approved standards;
- b. are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
- c. involve conversion schemes without adequate private external amenity space;
- d. are schemes without satisfactory refuse storage and collection facilities.

DC5.4 States that, in determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

Saved policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. At that time, Planning Policy Statement 3 'Housing' stated that to facilitate efficient delivery of high quality development, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques.

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. This guidance 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, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

Point 10.9 relates to external space and states that all residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area. Simply this means the provision of gardens that perform well as multi-functional space. Gardens are valuable within any development by contributing the following:

- A safe play area for children
- Additional storage outside the house
- The provision of outside drying area for clothes which additionally assists the environmental sustainability of a development
- Space in which to relax which helps the overall sense of well-being
- An increased amount of planting which enhances the quality of the natural environment
- The space to provide home grown food which benefits the health of the local community.

Manchester Residential Quality Guidance 2016 -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 and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed apartments

Principle of use - This is a terraced property in a residential area, which has had a longstanding partial retail and partial residential use. All the other properties, in the terrace, are in full residential use, and the conversion of the property into a fully residential use is therefore considered to be acceptable in principle. Regard also has to be given to Class M, of Part 3 of the General Permitted Development Order 2015, which allows conversions, as permitted development. from retail to residential uses. Consideration, however, must be given to the proposal's impact on residential and visual amenity and highways impacts.

Standard of accommodation/amenity space - The proposal would result in the provision of 2 x one bedroom flats. The upper floor flat is not proposed to change, from its current general layout, and the proposed ground floor flat, with a floorspace of 37.2 square metres, meets the Council's minimum space standards. The ground floor unit does not have direct access to the amenity area, but, as this is a corner property, it is a short distance, from the front door of the ground floor flat, to the entrance to this amenity space. The proposed extension would result in the loss of some of the yard area, but a sufficient amenity area remains, that is considered to be sufficient to meet the needs of two households. Overall, it is considered that the proposed standard of accommodation is acceptable.

Residential amenity - The property is currently used as a Class E dog grooming salon shop, with a single residential unit above, and it is considered that replacing this with 2 x apartments would be unlikely to result in an increase in comings and goings and general activity at the site. There would be two households with a potential increase in deliveries, and visitors, compared to the single residential unit at present, but the retail use would be discontinued, and overall it is not considered that the proposed use would adversely impact upon surrounding residents. The resident, who commented on the application, raised concerns about the existing balcony, above a current rear extension. However, this structure, whilst not having planning permission, has been in situ for more than 4 years, and is therefore exempt from any enforcement action.

Concerns were also raised about an external staircase, which formed part of the original proposal, and the fact that this could also lead to problems of overlooking, but this has now been removed from the scheme, and it is not considered that the extension now proposed, is of such a size that it would adversely impact upon the amenity of surrounding residents.

Car/cycle parking - The site is a terraced property and no dedicated car parking is therefore provided. This is common with other properties in the area and previously there would likely have been cars parked nearby who were visiting the shop. The proposed uses are not therefore expected to significantly increase the demand for on-street parking in an area, which lies very close to good public transport links. Highways Services have no objections to the application and the lack of dedicated parking spaces is not therefore seen as a reason to resist the application. With regards to cycle parking there is space in the rear yard area where cycles can be accommodated.

Extension/external alterations - The proposed rear extension is of a relatively small scale representing an increase in floor area of approximately only 2 square metres, and it would not be overly visible from the street. On a fully residential property the proposed extension could be built under permitted development rights, and regard has to be given to this. Generally, the proposed extension is considered to be in keeping with the property and are now acceptable. In relation to other external alterations, the changes proposed include reduced window sizes on the ground floor, and removal of existing shop features, which would give the property a more residential appearance, which is considered to be in keeping with its surroundings.

Refuse - The applicant has indicated that 2 sets of bins can be accommodated in the rear yard and there is a gated alleyway to the rear of the property, which serves the entire terrace. Bins would therefore be transported, from the rear yard, and through the alleyway, to the pavement on Jetson Street, on collection day. These arrangements are considered to be acceptable to Environmental Health.

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. Discussions

have taken place with the applicant through the course of the application, particularly in respect of the status of the existing rear balcony and the removal of a proposed external staircase. The current proposal is considered to be acceptable and therefore determined within a timely manner.

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:

Site location plan (ref: HC-22393-(60)-01), stamped as received by the City Council, as Local Planning Authority, on 18 July 2022.

Waste Management Strategy, dated 18 July 2022 and stamped as received by the City Council, as Local Planning Authority, on 22 July 2022.

Drawings numbered HC-22393-(20)-03 rev B and HC-22393-(20)-04 rev B, stamped as received by the City Council, as Local Planning Authority, on 31 August 2022.

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) The materials used to construct the external elevations of the property and extension hereby approved shall match the existing dwellinghouse, in terms of colour, type, and method of coursing and pointing.

Reason - In the interests of the character and appearance of the dwellinghouse and surrounding area, pursuant to policy DM1 of the Manchester Core Strategy.

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no openings, including windows and doors, shall be inserted within the elevations of the extension, other than those shown on drawing numbered HC-22393-(20)-04 rev B, stamped as received by the City Council, as Local Planning Authority, on 31 August 2022,, unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouses, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester Core Strategy.

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

6) The development shall be carried out in accordance with the Waste Management Strategy, dated 18 July 2022 and stamped as received by the City Council, as Local Planning Authority, on 22 July 2022, and indicated on drawing numbered HC-22393-(20)-03 rev B, stamped as received by the City Council, as Local Planning Authority, on 31 August 2022. 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 DM1 and SP1 of the Manchester Core Strategy.

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 during the watching brief, then development shall cease and/or 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 and 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 prior to occupation of the development.

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 policy EN18 of the Manchester Core Strategy.

Informatives

1) Detail should be sought from the applicant in relation to any proposed construction or fitout arrangements, where there is an impact on the highway. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicences@manchester.gov.uk

2) Construction/demolition works shall be confined to the following hours:
Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work

3) It is recommended that the flats are fitted with a monitored alarm system with PIR monitors, it should comply with either:
- BS EN 50131 and PD 6662 for wired systems or BS 6799 for wireless systems

The flat entrance doors must be compliant with and certified to BS PAS 24. It is advised that these doors do not have fixed sidelights, and are provided with door viewers instead.

Any external bin store should be a secure, lockable and fire resistant enclosure.

Any new external fittings (i.e. shutters, windows or doors) should be certified to Secured by Design standards.

Access control should be installed at the main entrance and be operable by swipe card or fob, and not numeric key pads. It should be controlled by an audio intercom linked to each flat, so that residents can vet callers to the building before allowing them access.

Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors (manual override is also permissible).

External lighting must be provided to the side passageway and rear of the building, operated by photoelectric cell/daylight sensor (manual override is also permissible). PIR security lighting is not recommended for these locations and should not be employed unless advised.

Fittings should produce 'white' light, as opposed to yellow/orange light. Metal halide (or bulbs with a comparable output) should be used, as these offer superior colour rendition over alternatives such as high and low pressure sodium bulbs.

The upkeep of a development over its lifetime can be crucial to the level of security and safety within. Aspects of a development, which are left to deteriorate, have the potential to attract further crime - a process known as 'the broken window theory'. A maintenance plan should be drawn up to address issues such as litter removal and repair to communal areas (lighting, signage, access controls)

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

7A Jetson Street, Manchester, M18 8SU
11A Jetson Street, Manchester, M18 8SU
9A Jetson Street, Manchester, M18 8SU
74 Kenyon Street, Manchester, M18 8TD
3 Jetson Street, Manchester, M18 8SU
76 Kenyon Street, Manchester, M18 8TD
3A Jetson Street, Manchester, M18 8SU
5A Jetson Street, Manchester, M18 8SU
12 Jetson Street, Manchester, M18 8TA
16 Jetson Street, Manchester, M18 8SZ
75 Madison Street, Manchester, M18 8SE

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 -
Area Team Boundary - Name: NORTH AREA