

Planning

Growth & Development

Delegated officer report for planning application

Application no. 125114/FO/2019

Date registered valid: 3 December 2020

Proposal: Erection of 8no dwellinghouse comprising of 2no. two storey semi-detached and 6no. three storey terraced townhouses together with associated car parking, landscaping and boundary treatment

Address: 18 And 18 A Kingsley Road, Manchester, M22 4NL

Ward(s): Northenden Ward

Applicant: Mr Garry Daws 18 Kingsley Road, Manchester, M22 4NL

Agent (if any): Mr Lee Ferris Studio Agora Architects Office 18 The Business Centre, Cattedown, Plymouth, PL4 0EG

Case officer: Robert Tyrer
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Recommendation: Approve

Date of recommendation: 05.03.2021

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 21 October 2019

Standard consultations:

Printed: 21 January 2021 Expired: 11 February 2021

Neighbour notifications

Printed: 16 December 2020 Expired: 6 January 2021

Site notice

Posted: 21 October 2019 Expired: 11 November 2019

Press advert

Published: 22 October 2019 Expired: 12 November 2019

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building



The application site relates to a large part single, part two storey Laundrette and a single storey garage. The laundrette has been

Listed building: Not applicable

Conservation area: The site is not located within a conservation

Tree Preservation Order: There are no tpos on site.

Description of area

The site is located on the edge of Northenden District Centre. Although the surrounding streets are principally an area of housing it is within a short walking distance of centre of the district centre focused on Palatine Road and Church Road which includes shops, public houses and a church.

Description of development

The applicant is seeking planning permission to erect 8no dwellinghouse comprising of 2no. two storey semi-detached and 6no. three storey terraced townhouses together with associated car parking, landscaping and boundary treatment

Consultations & Notification Responses

Local Residents/Public Opinion - The application proposals were subject to notification letters to neighbouring properties and those situated on Kinglsey Road, Beech Avenue, Chapel Road and Morrell Road. A second notification process was undertaken due to amendments to the proposals. As a result of these notifications 6 objects were received.

The concerns raised by residents can be summarised as follows:

- Increase in traffic on Beech Avenue
- Highways safety for pedestrian and cyclists between Beech Avenue and Kinglsey Road;
- Proposed houses are not in keeping with Beech Avenue properties;
- Overlooking of existing houses on Beech Avenue and Chapel Road;
- Loss of on street car parking on Beech Avenue;
- Flooding from a culvert at the rear of the site;

High Speed Two (HS2) Limited – No Objection

MCC Flood Risk Management - In response to both notifications Flood Risk Management requested conditions requiring a scheme for surface water drainage and a further condition regarding its maintenance.

Highway Services – No objection, commented on car parking allocation, access, refuse/waste arrangements and that the proposed vehicle crossovers will require dropped kerbs to be installed and the footpath renewed via a Section 278.

Environmental Health - In response to both notifications Environmental Health raised no objection to the proposal and has requested conditions regarding site remediation, construction management plan, and details of waste.

Greater Manchester Police – No objection to the proposal, made recommendations regarding security and advised on Secure by Design requirements.

Greater Manchester Ecology Unit – In response to the first notification GMEU recommended that the application is not forwarded for determination until such time as the necessary bat activity surveys have been undertaken.

Following receipt of a bat activity survey GMEU recommended conditions require a further survey if the works had not started by March 2022, a condition to improve biodiversity including bat and bird boxes (2 each).

United Utilities – No objection requested conditions relating to surface water drainage and foul water.

Issues

National Planning Policy Framework (NPPF) - The NPPF sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt.

Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors.

In particular NPPF states that in terms of design:

124. The creation of high quality 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. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

And,

127. 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 visually 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.

130. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning

documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

The Development Plan

Manchester's Core Strategy Development Plan Document forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaced a large number of policies in the Unitary Development Plan; however, some of the UDP policies do remain extant.

Core Strategy

Policy SP1

Sets out the key spatial principles which will guide the strategic development of Manchester and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs. It also sets out the core development principles, including: creating well designed places, making a positive contribution to health, safety and well-being, considering the needs of all members of the community, and protecting and enhancing the built and natural environment.

Policy T2 - Accessible areas of opportunity and need - The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers including the Regional Centre, Oxford Road Universities and Hospitals and the Airport and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and education opportunities

Policy H1 - Housing

Proposals for new residential development should contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design and density of a scheme should contribute to the character of the local area and should include usable amenity space and be designed to give privacy to both residents and neighbours. Priority should be given to sites which are in close proximity to centres of high frequency public transport routes and to the re-use of previously developed sites in sustainable locations.

Policy H7 – South Manchester

The Council expects that that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

Policy EN1 - Design Principles and Strategic Character Areas

Development in Manchester will be expected to have regard to the strategic character area in which the development is located. Opportunities for good design should be fully realised, particularly on major radial routes.

Policy EN8 - Adaptation to Climate Change

All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy EN14 – Surface Water

The policy requires that amongst all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.

Policy EN16 – Air Quality

This policy requires that the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport.

The policy expects that developers take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

Policy DM1 Development Management

The policy covers issues which need consideration, and those relevant here include: siting, scale, materials and details, effects on amenity and vehicular access and car parking. These issues are given consideration later in the report.

Unitary Development Plan for the City of Manchester (1995)

DC7 – New Housing Development

This saved policy seek to ensure that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.

All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

Residential Quality Design Guide

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 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 houses. The applicant has confirmed that the proposed apartments meet the internal space standards and sets out the design considerations undertaken in coming to the final design intent of the proposals.

Guide to Development in Manchester

- A high quality environment is created by buildings which reflect their purpose and respect the place in which they are located and new development should be designed having full regard to its context and the character of the area.
- Preserve or enhance buildings and areas of architectural and historic importance together with their settings. New developments within conservation areas should acknowledge the character of these areas and will only be acceptable if they preserve or enhance the special nature of these varied parts of the City.
- Buildings should present their main face and pedestrian entrance to the adjacent main street, to contribute to its vitality and interest
- Buildings should relate well to each other. The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline.

The Principle – Policy H7 of the Core Strategy does not expect Wythenshawe to provide a high level of new residential development, however it does state that there is the potential for additional family homes for sale, if approved this site will provide 8 new family dwellinghouses and remove two non-conforming uses out of what is a predominantly residential area of Northenden.

The application site is located on the edge of the district centre of Northenden

Policy EN1 of the Core Strategy is in line with Section 12 of the NPPF with regard to achieving well designed places and a high standard of amenity for existing and future residents.

However, there are detailed matters that also require consideration, and these are set out below.

Site Layout – The proposal and layout has been revised following concerns raised by officers regarding density and layout of the proposal, this has resulted in a reduction in the number of properties from 10 to 8 properties and a change to the overall layout. As shown in the 3d image (Image 1) the proposed dwellinghouses would present their main faces and pedestrian entrances to Kingsley Road and Beech Avenue which would help to contribute to its vitality and interest within the different streets.

The position of the windows and entrances should ensure that the both roads are overlooked to promote informal surveillance. All of which is the Guide to Development in Manchester SPD seeks to encourage within new developments.

The site will contain both front and rear gardens and a driveway and garage which will provide an off road car parking space for the future occupiers of the new dwellings on Kingsley Road and a driveway would be provided for Beech Avenue.

The applicant has chosen terraced townhouses to respond to the more traditional terraced properties found in Northenden but also a pair of semi-detached properties to respond to the larger properties found on Beech Avenue.

Overall it is considered that the layout responds well to the site and broadly replicates the pattern of development of the wider area.



Image 1 Amended Proposed Site Layout as viewed from Kingsley Road and Beech Avenue.

Design, Scale and Appearance - Policy EN1 of the Core Strategy and the Guide to Development in Manchester SPD seek to ensure that scale of new development is informed by its context. Residential development of an appropriate scale is also echoed within the Manchester Residential Quality Guidance, as new development should consider and appreciate the existing context and character of the area.

As touched upon in the section above Kingsley Road and Beech Avenue although both a residential in nature, they have slightly different designs to their properties. Beech Avenue are traditional larger two storey semi-detached villa type properties whereas Kingsley Road contains a mixture of terraced, semi-detached two storey properties and a bungalow.

The applicant is proposing a simple palette of materials, the houses will have a red brick (with decorative brick expression and feature brickwork walls as shown in images 2 and 3) to match the predominant material in the area with vertical pre-stained timber cladding and a standing seam metal roofing. The materials chosen are very much in keeping with the contemporary approach to the design of the dwellinghouses and despite their overall design, the materials are considered to be consistent with the surrounding area and would not introduce adverse effect into the nearby streetscene by reason of the new dwellings design, scale or appearance. It is considered that the design will add some variety and interest to the streetscene and be similar to the more modern design housing in Northenden notably former Camperlands development (application reference: 102660/FO/2013/S2)

In principle the materials are acceptable, however, to ensure that the materials are sympathetic to the character of the area it is recommended that a condition is attached to determine the exact specification and submission of samples.

Ensuring good design is an integral part of policies EN1 and DM1 of the Core Strategy, Guide to Development in Manchester SPD, Residential Guidance and the NPPF. In this case it is considered that the proposal would be in accordance with these policies.



Image 2 proposed street scene and materials as viewed from Kinglsey Road



Image 3 proposed street scene and materials as viewed from Beech Avenue.

Amenity Space – Section 10 of the Guide to Development in Manchester SPD provides the criteria for private amenity space associated with new dwellings. The document states that all new development 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.

The residential quality guidance requires a minimum of 7 square metres and each property easily meets this requirement with the smallest rear garden space approximately space being approximately 32 square metres for one of the terraced properties on Kinglsey Road, although it should be noted that this measurement does not include the front garden and roof terrace.

All properties will include both front and rear gardens and it is considered that the development would comply with policies DM1, H7 of the Core Strategy, extant policy DC7 and the Guide to Development in Manchester SPD as it would provide adequate amounts of private amenity space for each property including safe areas for children to play.

Residential Amenity – Concerns have been raised with regards to the impacts of the proposals on residential amenity in particular in relation to loss of privacy, overlooking and overshadowing.

The applicant has sought to overcome a number of these concerns through amendments to the design of the upper floor windows that would be in relatively close proximity to the rear gardens of properties on Chapel Road. These amendments include:

- Windows change at first and second floor to angled oriel windows to the Kinglsey Road properties (plots 3-8) and an obscure glazing is shown to the lower window pane.
- Side windows to plots 1 and 2 (Beech Avenue) are also shown to be obscurely glazed.

The amendments set out above would remove the potential for direct overlooking of a number of rear gardens which has been raised as a concern by residents on Chapel Road. It is acknowledged that the built form of the proposed dwellings would be in relatively close proximity to the rear boundaries of gardens of properties on Chapel Road. However, this would not result in a built form that is as close as the existing building which borders the shared boundaries, it is considered that the proposed buildings would have an improvement relationship to the current arrangement of buildings. It is considered that the inclusion of windows angled away from the rear of existing properties on Chapel Road and inclusion of elements of obscured glazing would assist in reducing any real or perceived overlooking or loss of privacy.

The closest proposed buildings to proposed properties Kinglsey Road are located to the north and west. The property to the north has an existing two storey gable end (with no windows) and therefore any impact would be mitigated by the existing building. In addition, the existing building is built right up to the shared boundary with the rear garden, if approved the building would be removed and replaced with a garden this would therefore be an improvement over the existing arrangement.

There would be some loss of light and overshadowing of rear gardens to properties on Chapel Road as a result of the proposed development. These impacts would be predominantly for the morning period but are considered to be similar to other such relationships in the immediate area and existing buildings on the site would give rise to existing overshadowing of these gardens. Overall the scheme is not considered to give rise to a loss of daylight or overshadowing to the existing properties to warrant the refusal of the application.

Flood Risk and Drainage – One resident raised concerns regarding flooding however, the site is not located within a designated flood zone, both Flood Risk Management Team and United Utilities have requested a condition in relation to drainage. This will ensure that a surface water will be drain in accordance with an appropriate drainage scheme.

Ecology – The proposals include the demolition of the existing laundrette building and car garage in order to facilitate the development. As such the applicant has undertaken a Preliminary Bat Roost Survey of the site and a Bat Emergence and Re-entry Surveys. The surveys were assessed by Greater Manchester Ecology Unit (GMEU) and the preliminary bat roost survey concluded that whilst there was no evidence found of recent or historic usage of bats it concluded that the structure had a high potential for bat roosting.

Therefore, a further survey was submitted on bat emergence and re-entries, this showed that three additional survey were conducted in 2020. The surveys recorded no activity of bats emerging or re-entering the properties; however, the survey did identify that there was bat activity in the wider area.

A condition has been attached to ensure that if the development and demolition has not begun before March 2022 that an additional survey is undertaken.

To improve biodiversity of the site, a landscaping plan has been submitted and in principle acceptable. However final details will need to be agreed to ensure that the appropriate vegetations is picked for the site including their size. GMEU have also recommended that biodiversity is further improved by recommending a condition for bat and bird boxes, this has been attached to the end of the report.

Crime - To ensure the safety and security of prospective occupiers, a proposed condition has been included which will require the development to attain 'Secured by Design' accreditation.

Accessibility – Saved policy DC7 of the UDP requires that that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. Policy DM1 requires that in terms of accessibility that buildings and neighbourhoods are fully accessible to disabled people, access to new development by sustainable transport modes.

All of the houses will have level access and a shallow inclines to the front entrance. The properties will have in curtilage parking and direct level access to the front entrances.

The application site is close to Northenden District Centre and in terms of sustainability the site is situated a short distance from local amenities and public transport which provides transport connections in and out of the City Centre.

Refuse Storage - Policy DM 1 requires a suitable location for the refuse storage and collection. The proposed development indicates that the refuse bins will be stored within the front gardens for each dwellinghouse and will be housed in a purpose built bin store and screened from the street by the front boundary wall and railings.

Whilst refuse storage so ideally be stored at the rear or side of the dwellinghouse, the bin store will provide an adequate storage area that will not have a detrimental impact on the visual amenity of the street scene. The proposal is therefore considered to accord with policy DM1 in this respect.

Boundary Treatment – The drawings indicate that the rear gardens will be separated by 1.8 metre high timber fencing and a small section of a 1.8 brick wall. At the front the properties are shown to have a 1.35 metre high brick boundary wall with railings. These boundary treatments are considered to be acceptable and would not look out of place in a residential context.

Highways and Parking – The City Council does not prescribe parking standards for residential properties, however policy DM1 requires consideration to be given for car parking and policy T2 states that all new development should provide appropriate car parking facilities. Each property will benefit from one off road car parking in the form of a driveway and a garage (plots 3-8). The drawings indicate that this would be the case and each driveway will be able to accommodate a minimum of 2.4 metres by 4.8 metres. It is therefore considered that the off road car parking is sufficient for the proposed dwellings.

To improve air quality a condition is recommended that Electric Vehicle charging points are installed.

Concerns have been raised regarding car parking in the area and loss of on street car parking, however the development with off road car parking is not going to increase the pressures for on street car parking, furthermore the area is in a sustainable location for public transport in and out of the City Centre and also to the Airport. The existing use of the site generates both traffic and car parking demands, the replacement with a residential use is considered to improve this existing situation.

A construction management plan is recommended to ensure that a construction traffic is managed appropriately.

PD Restrictions – In order to protect the amount of amenity space on the site and to ensure that any addition or extension to the property and its impacts are considered it is recommended that permitted development rights are removed for any outbuilding or extension to the property. In addition due to concerns with overlooking and privacy a further condition should be imposed for new windows and doors so that they are carefully considered by a planning application.

Human Rights Act 1998 considerations

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

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

Recommendation: APPROVE

Article 35 Declaration

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015 and any problems arising in relation to dealing with the application has been communicated to the applicant.

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:

Drawing Number PL003 Revision P4 stamped as received by the City Council as Local Planning Authority, on the 29.01.2021

Drawing Number PL004 Revision P4 stamped as received by the City Council as Local Planning Authority, on the 29.01.2021

Drawing Number PL005 Revision P4 stamped as received by the City Council as Local Planning Authority, on the 29.01.2021

Drawing Number PL006 Revision P4 stamped as received by the City Council as Local Planning Authority, on the 29.01.2021

Drawing Number PL007 Revision P4 stamped as received by the City Council as Local Planning Authority, on the 29.01.2021

Drawing Number PL008 Revision P3 stamped as received by the City Council as Local Planning Authority, on the 27.11.2020

Drawing Number PL009 Revision P4 stamped as received by the City Council as Local Planning Authority, on the 29.01.2021

Design & Access Statement stamped as received by the City Council as Local Planning Authority, on the 27.11.2020

Waste Management Proforma stamped as received by the City Council as Local Planning Authority, on the 27.11.2020

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

3) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended (or any order revoking and re-enacting that Order with or without modification) none of the dwellinghouses or apartments shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - 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 policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

4) Prior to the commencement of the development including any demolition works hereby approved, a Construction Management Plan must be submitted to and be approved by the City Council as local planning authority and thereafter implemented in accordance with those approved details. The Construction Environmental Management Plan must show how the main construction effects of the development are to be minimised, with include detailed mitigation measure such as:

- Details of an emergency telephone number;
- Hours of work
- Dust suppression measures;
- Compound locations where relevant;
- Wheel washing;
- Location, removal and recycling of waste;
- Parking of construction and delivery vehicles; and
- Sheeting over of construction vehicles.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

5) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

6) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

7) No development shall take place until a surface water drainage scheme, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

The submitted scheme shall include:

- o Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required;
- o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within

Critical Drainage Area;

- o Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonably practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- o Hydraulic calculation of the existing and proposed drainage system;
- o Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

8) The car parking/driveway for the dwellinghouses indicated on the approved plans shall be surfaced, demarcated and shall be made available for car parking use prior to the dwellinghouses hereby approved being occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

9) Prior to the commencement of the above ground works, the external facing materials to be used on all external elevations shall not be installed until samples and specifications of all materials, including roofing, have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those 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.

10) No above ground works shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

11) Prior to the first occupation of the dwellinghouse electric car charging points shall be installed within the car parking areas for each dwellinghouse in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the development and made available and thereafter retained for as long as the development is in place.

Reason - In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

12) 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 alterations to or additional windows or doors; shall be installed other than those expressly authorised by this permission.

Reason - Alterations to the proposed development could have an adverse impact on the residential amenity of the area and the privacy of adjoining properties contrary to the provisions of Core Strategy policy DM1.

13) Prior to the first occupation of the development hereby approved, details of cycle parking provision for each dwellinghouse shall be submitted to and improved by the City Council as Local Planning Authority. The development shall be carried out in accordance with the agreed details

Reason - To assist, promote in the use of sustainable modes of transport to the development pursuant to policies SP1, T2 and DM1 of the Core Strategy.

14) 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 outbuildings or extensions including roof extensions; shall be erected other than those expressly authorised by this permission.

Reason - Alterations to the proposed development could have an adverse impact on the visual amenity of the area and the setting of on the site and the privacy of adjoining properties contrary to the provisions of Core Strategy policy DM1

15) No development hereby approved shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Those details shall include:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

16) Within one month of the commencement of development a scheme detailing the type and location of bird and bat boxes to be provided on site and a timescale for their installation shall be submitted to and approved in writing by the City Council as local planning authority. The measures shall be subsequently undertaken in accordance with the approved details.

Reason - To enhance the biodiversity of the site pursuant to policy EN9 of the Core Strategy

17) If demolition works have not commenced by March 2022 an updated survey should be required and submitted to the Planning Authority including an assessment of change in status of the building to support bats and any new mitigation and/or licensing that may be required as a result of new evidence.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

18) Notwithstanding the approved drawings and plans details of the bin store for each dwellinghouse shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the dwellinghouses.

Reason - In the interests of amenity and public health pursuant to policies SP1 and DM1 of the Core Strategy.

19) Notwithstanding the approved plans within 3 months of the commencement of development a hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

20) The installation of boundary treatment to the development shall carried out in accordance with drawings:

Drawing Number PL003 Revision P4 stamped as received by the City Council as Local Planning Authority, on the 29.01.2021

Drawing Number PL007 Revision P4 stamped as received by the City Council as Local Planning Authority, on the 29.01.2021

Drawing Number PL008 Revision P3 stamped as received by the City Council as Local Planning Authority, on the 27.11.2020

The boundary treatments for each dwellinghouse shall be installed prior to the first occupation of the dwellinghouses hereby approved.

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 in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

21) Prior to installation of any rear windows to plots 03 to 08 as identified on the approved drawings, the final detail designed of the windows to be installed including section through drawings and types of glazing of the windows shall be submitted to and approved by the City Council as Local Planning Authority. The development shall be carried out in accordance with the agreed details and the agreed details shall be retained in perpetuity.

Reason - To protect the residential amenity of the nearby neighbours from loss of privacy and overlooking, pursuant to policies SP1 and DM1 of the Core Strategy.

22) Before first occupation the first floor windows in the side elevations to plots 1 and 2 as shown on drawing number PL008 Revision P3 stamped as received by the City Council as Local Planning Authority, on the 27.11.2020 shall be obscure 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.

23) Within three months of the commencement of development full technical details of the highway works required to facilitate the development in the form of the provision of dropped kerbs; TROs; and pavement works shall be submitted to the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason – In the interest of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

Informatives

1) The applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) The proposed works to the highway will be required to be undertaken through a s278 highway agreement, pursuant to the Highway Act 1980.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Ecology Unit
Northenden Civic Society
Northenden Neighbourhood Forum (Pending)
Greater Manchester Police
High Speed Two (HS2) Limited
MCC Flood Risk Management
Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit
Northenden Civic Society
Northenden Neighbourhood Forum (Pending)

4 Kingsley Road, Manchester, M22 4NL
13 Kingsley Road, Manchester, M22 4NH
7 Chapel Road, Manchester, M22 4JN
15 Chapel Road, Manchester, M22 4JN
11 Chapel Road, Manchester, M22 4JN
11 Kingsley Road, Manchester, M22 4NH
30 Beech Avenue, Manchester, M22 4JE
24 Beech Avenue, Manchester, M22 4JE
1 Morrell Road, Manchester, M22 4WJ
1A Morrell Road, Manchester, M22 4WJ
15 Kingsley Road, Manchester, M22 4NH
26 Beech Avenue, Manchester, M22 4JE
32 Beech Avenue, Manchester, M22 4JE
22 Beech Avenue, Manchester, M22 4JE
7A Chapel Road, Manchester, M22 4JN
First Floor Rear, 18 Kingsley Road, Manchester, M22 4NL
Unit 5, 18 Kingsley Road, Manchester, M22 4NL
Unit 4, 18 Kingsley Road, Manchester, M22 4NL
Unit 3, 18 Kingsley Road, Manchester, M22 4NL
Unit 2, 18 Kingsley Road, Manchester, M22 4NL
Unit 1, 18 Kingsley Road, Manchester, M22 4NL
Storage Unit 5, 18 Kingsley Road, Manchester, M22 4NL
Storage Unit 4, 18 Kingsley Road, Manchester, M22 4NL
Storage Unit 3, 18 Kingsley Road, Manchester, M22 4NL
Storage Unit 2, 18 Kingsley Road, Manchester, M22 4NL
Storage Unit 1, 18 Kingsley Road, Manchester, M22 4NL
17A Kingsley Road, Manchester, M22 4NH
17B Kingsley Road, Manchester, M22 4NH
12A Kingsley Road, Manchester, M22 4NL
8 Kingsley Road, Manchester, M22 4NL
2 Kingsley Road, Manchester, M22 4NL
16 Kingsley Road, Manchester, M22 4NL
6 Kingsley Road, Manchester, M22 4NL
10 Kingsley Road, Manchester, M22 4NL
9 Kingsley Road, Manchester, M22 4NH
19 Kingsley Road, Manchester, M22 4NH

17 Kingsley Road, Manchester, M22 4NH
9 Chapel Road, Manchester, M22 4JN
13 Chapel Road, Manchester, M22 4JN
28 Beech Avenue, Manchester, M22 4JE
19 Beech Avenue, Manchester, M22 4JE
17 Beech Avenue, Manchester, M22 4JE
14 Kingsley Road, Manchester, M22 4NL
12 Kingsley Road, Manchester, M22 4NL

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