

Planning

Growth & Development

Delegated officer report for planning application

Application no.	127917/FO/2020
Date registered valid:	27 November 2020
Proposal:	Erection of 2no, two storey extensions to create 2no. two bedroom apartments to form a total of 14 apartments following demolition and relocation of existing cycle store and relocation of existing bin store and creation of two additional parking spaces
Address:	Lauren House , 6 Beechpark Avenue, Manchester, M22 4BL
Ward(s):	Northenden Ward
Applicant:	Mark Wright Cloud Lifestyle Holdings C/o Compass Accountants, The Tanneries, East Street, Titchfield, PO14 4AR
Agent (if any):	Mrs Dana Knapp BBF Fielding Ltd Fielding House , 41 Chobham Road, Woking, GU21 6JD
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	21 January 2021

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Standard consultations:

Printed: 2 December 2020 Expired: 23 December 2020

Neighbour notifications

Printed: 2 December 2020 Expired: 23 December 2020

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/area

Lauren House is a 3 storey apartment building located on the northern stretch of Beechpark Avenue. It consists of 12 apartments in an L shaped building with a car parking area located to the front of it. To the north and west of the site there are large wooded areas and beyond those lie residential properties and Princess Parkway respectively. To the south and east of the site there are further residential properties.

Listed building: no

Conservation area: no

Tree Preservation Order: no

Description of development

The applicant is proposing to erect 2 storey extension at either end of the L shaped building to form two 2 bed dwellings (81m² and 88m² each). In addition 2 new parking spaces are to be provided, along with bin and cycle stores.

Consultations & Notification Responses

Local Residents – One letter of objection has been received:

- Beechpark Road parking is already a problem for this locality as current occupant numbers at Lauren House have to use the road as there are not enough current parking spaces on the site. These additional apartments will just exacerbate this situation on a very dangerous corner.
- This proposed overdevelopment will have an adverse effect on our local neighbourhood and is totally unnecessary.

Highway Services – Highway Services have made the following comments:

- 16 parking spaces are being provided of which four are accessible bays and this amount of parking is acceptable.
- It is recommended that electric vehicle charging provision is made for the additional two parking bays.
- In the absence of any waste management details we assume that waste collection will take place as per the existing arrangements.
- Vehicle access arrangements remain unchanged and the pedestrian access proposals are acceptable from a highway perspective

Environmental Health – Suggests the imposition of conditions designed to protect amenity.

MCC Flood Risk Management – Suggests the imposition of two drainage conditions.

United Utilities Water PLC – Suggests the imposition of drainage conditions.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

a) Approving development proposals that accord with an up-to-date development plan without delay; or

b) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. 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.

Paragraph 59 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.

Paragraph 68 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 105 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Paragraph 192 in Section 16 (Conserving and enhancing the historic environment) states that in determining planning applications, local planning authorities should take account of:

- a) The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) The desirability of new development making a positive contribution to local character and distinctiveness.

Core Strategy Development Plan Document – 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. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – 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 and protect and enhance the built and natural environment.

Policy H1, *Overall Housing Provision* – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and 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 H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which are:-

- 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, odours, litter, vermin, birds, 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.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

Saved UDP Policies – Policy DC18 is considered of relevance in this instance:

Policy DC18, *Conservation Areas* – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following:

- a) The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i. the relationship of new structures to neighbouring buildings and spaces;
 - ii. the effect of major changes to the appearance of existing buildings;
 - iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including
 - iv. street trees);

- v. the effect of signs and advertisements;
 - vi. any further guidance on specific areas which has been approved by the Council.
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- b) The Council will not normally grant outline planning permission for development within Conservation Areas.
 - c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
 - d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
 - e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

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 houses.

Issues

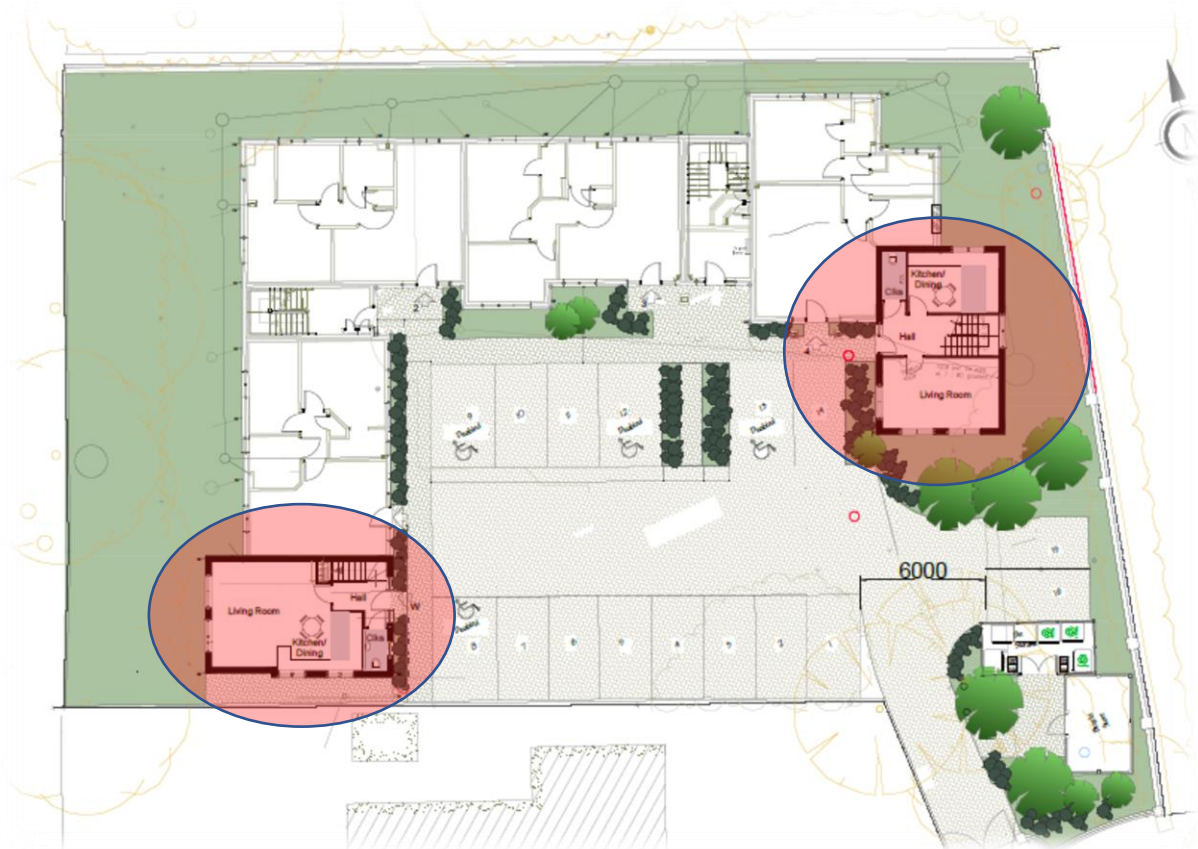
Principle of the Proposal – The principle of the development is considered acceptable given the residential nature of the site and surrounding neighbourhood. Notwithstanding the above, the impact of the proposal upon existing levels of visual and residential amenity must be assessed, as well as any impact upon existing levels of pedestrian and highway safety along Beechpark Avenue.

Design – The design of the two additional units mirrors that of Lauren House and as such is considered acceptable. The materials condition attached to the consent will ensure that the same materials are used in their construction.



The design of the proposed timber bin and cycle stores are considered acceptable.

Siting – The proposed accommodation is to be sited at either end of the L shaped building as can be seen below. The siting of the units in the locations proposed is considered acceptable.



Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments.

The recommendations for a 2 storey dwelling is 70-83m², as 81m² and 88m² is to be provided the provision is considered acceptable in this instance.

Car Parking – The provision of the additional two car parking spaces is considered acceptable and sufficient to cater for the additional vehicles associated with the two new dwellings.

Trees – Four tree (category C) and four groups of shrubs/hedging (category C and U) are to be removed to facilitate the proposed dwellings and bin/cycle stores. Given the quality of these trees their removal is considered acceptable. To compensate for their loss a condition is suggested which will require the applicant to submit a landscaping plan detailing the type of replacement trees to be planted (indicative tree planting is shown above).

Residential Amenity – The comings and goings associated with the two additional units would not have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of neighbouring dwellings. There are two first floor windows (one per unit) which face the adjoining dwellings but these windows are to be obscurely glazed, a condition will ensure that this is undertaken.

Given the above, it is not considered that the proposal would have a detrimental impact on the levels of residential amenity enjoyed within the vicinity of the site.

Visual Amenity – Given the design and scale of the proposed buildings it is not considered that the development would have an unduly detrimental impact upon the levels of visual amenity that are experienced in the vicinity of the site.

Pedestrian and Highway Safety – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Beechpark Avenue.

Waste Storage – Environmental Health have confirmed that the submitted Waste Management Strategy is acceptable and have requested that it be conditioned to ensure future compliance with it.

Energy Efficiency – Since March 2015, energy saving requirements have been dictated by Building Regulations approved documents set at a level equivalent to the now discontinued Code for Sustainable Homes. Building Regulations state that by 2020 buildings should have a 30% emission reduction and the way to achieve this is by using renewable energy technologies.

The energy efficiency rating of the proposed development will comply with Building Regulations Part L which is the equivalent of Code level 4 in the Code for Sustainable Homes. This approach is considered acceptable.

Flooding and Drainage – The conditions requested by both United Utilities and the Flood Risk Management Team will be imposed in order to minimise flood risk and ensure adequate drainage.

Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors. However, given the number of units proposed, the overall significance of potential impacts is considered to be low. Notwithstanding the above, a condition is suggested requiring details of vehicle charging facilities to be provided at the site.

As a result of the above findings it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Security – The Secured by Design condition is suggested in this instance.

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 to resolve any problems arising in relation to dealing with the planning application.

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:

a) Drawing nos. PL01, 02, 03, 04A, 05A, 06A, 07A, 08A and PLS1, stamped as received on 4 September 2020

b) Drawing nos. 20191 PL10; 6383/01B, 01C, 02A, 04B, 06B, 09B, 10B, 14, 15, 15C and 16C, stamped as received on 4 November 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) The materials to be used on external elevations shall match those on the external elevations of the existing building in colour, size and texture.

Reason - In the interests of visual amenity, pursuant to Policy DM1 of the Manchester Core Strategy.

4) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed residential accommodation against noise from Princess Parkway shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Upon completion of the development and before first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26

5) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy and bin store details stamped as received on 4 November 2020 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy

6) Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

7) The development shall not be occupied unless and until an amended Flood Risk Assessment, incorporating the following flood resilience measures, has been submitted to and approved by the City Council as local planning authority:

a) details of the resilience/resistance embedded design,

b) proof of flood warning registration and an emergency plan.

The development shall then be implemented and thereafter maintained in accordance with the approved Flood Risk Assessment.

Reason - To reduce the risk of flooding pursuant to national policies within the NPPF and policy EN14 in the Manchester Core Strategy.

8) Above ground works shall not commence until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure proper surface water drainage pursuant to policy EN17 of the Manchester Core Strategy.

9) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy.

10) Prior to the commencement of above ground works, details of replacement tree planting to compensate for the loss of trees, 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 Manchester Core Strategy.

11) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the residential accommodation hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

12) Before first occupation the first floor windows annotated as being obscurely glazed in drawings PL04A and 05A shall be obscurely 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 Manchester Core Strategy.

13) 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 part of any dwelling 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 2010, 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 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.

14) Prior to the commence of the above ground works, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured 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.

15) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff;
- o Hours of working

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy.

Informatives

1) Informative for condition no. 4 - There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

2) Informative for condition no. 6 - Electric Vehicle charging recommendations:

a) On-site/allocated parking: 1 EV charge point (minimum 7kW) for each dwelling.

b) Unallocated parking: minimum 25% EV (minimum 7kW) charge points, and cable routes for all other spaces.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Environment Agency
Northenden Civic Society
Northenden Neighbourhood Forum (Pending)
United Utilities Water PLC

4 Beechpark Avenue, Manchester, M22 4BL
Flat 5, Lauren House, 6 Beechpark Avenue, Manchester, M22 4BL
Flat 7, Lauren House, 6 Beechpark Avenue, Manchester, M22 4BL
Flat 2, Lauren House, 6 Beechpark Avenue, Manchester, M22 4BL
Flat 3, Lauren House, 6 Beechpark Avenue, Manchester, M22 4BL
Flat 4, Lauren House, 6 Beechpark Avenue, Manchester, M22 4BL
Flat 6, Lauren House, 6 Beechpark Avenue, Manchester, M22 4BL
Flat 8, Lauren House, 6 Beechpark Avenue, Manchester, M22 4BL
Flat 9, Lauren House, 6 Beechpark Avenue, Manchester, M22 4BL
Flat 10, Lauren House, 6 Beechpark Avenue, Manchester, M22 4BL
Flat 11, Lauren House, 6 Beechpark Avenue, Manchester, M22 4BL
Flat 12, Lauren House, 6 Beechpark Avenue, Manchester, M22 4BL
Flat 1, Lauren House, 6 Beechpark Avenue, Manchester, M22 4BL
8 Beechpark Avenue, Manchester, M22 4BL
24 Netherwood Road, Manchester, M22 4BQ
26 Netherwood Road, Manchester, M22 4BN
3 Beechpark Avenue, Manchester, M22 4BL
1 Beechpark Avenue, Manchester, M22 4BL
6A Beechpark Avenue, Manchester, M22 4BL

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 45M
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH