

Planning

Growth & Development

Delegated officer report for planning application

Application no. 127407/FO/2020

Date registered valid: 9 July 2020

Proposal: Erection of a three storey side extension and elevation alterations in association with the conversion of the single dwellinghouse into 4 no. self contained apartments together with erection of an external bin store, landscaping and car parking

Address: 27 York Road, Manchester, M21 9HP

Ward(s): Chorlton Ward

Applicant: Mr Hossain 27 York Road, Manchester, M21 9HP

Agent (if any): Mr Tauhid Ahmed 13 Clover Birches, Ellesmere Port, CH65 3BY

Case officer: Joe Hobbs
Tel: 0161 600 8772
Email: j.hobbs@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 14 September 2020

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 16 July 2020

Standard consultations:

Printed: 13 July 2020 Expired: 3 August 2020

Neighbour notifications

Printed: 13 July 2020 Expired: 3 August 2020

Site notice

Posted: 16 July 2020 Expired: 6 August 2020

Press advert

Published: 21 July 2020 Expired: 11 August 2020

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Wilbraham Road/Edge Lane Conservation Area 2005

Tree Preservation Order:

Description of area

The application site is a large, late Victorian three storey plus basement detached building. The building is sited within the Wilbraham Road/Edge Lane Conservation Area. The application site has both amenity and parking to the front and side with no rear area. There is currently a double garage with parking in front, to the North West of the building. The boundary treatment fronting York Road is a 1m high brick wall (mostly non-original) with original stone coping and an arched pedestrian entrance way. The property itself is red brick faced, with brick feature banding, stone string course banding and decorative bargeboard.

The area is located approximately 3 miles south east of the City Centre and is immediately north of the previously designated conservation area of Chorlton Green. York Road is mainly characterised by similarly large Victorian semi's mostly sub-divided into flats. The surrounding properties are predominantly semi-detached with front parking and rear amenity space. York Road is a suburban residential street where several mature trees are in situ. The application site is close to Chorlton District Centre, within 5-10 minute walk of shops, cafes, bars and the Chorlton metrolink stop.

The property was originally bought around 35 years ago by the present owner, when the property was split into three flats with the basement used as storage. Over 20 years ago the property was made into a single household, with the owner making use of the whole property for

him and family. Presently the owner lives by himself with a relative, so the house is too big for two people and greatly underutilised. Previous attempts to put the property on market as a single-family dwelling has shown little interest from larger families.

Description of development

The application seeks permission for the erection of a three storey side extension and elevation alterations in association with the conversion of the single dwellinghouse into 4 no. self contained apartments together with erection of an external bin store, landscaping and car parking. The side extension would accommodate the front door, and stairs to the 4no. flats. The 3 storey side extension would project 2.6m from the existing dwelling, be set well back from the front of the property and have a depth of 4.9m. The ridge height of the proposed extension would be approx 11m high, and would site below the original ridge height of the building; the eaves height would match that of the original building. The building would be subdivided into 4no. flats of which 3 flats would be 2 bedroom, 3 person flats with a floor space of 69.3m², and 1no. flat would be larger, to enable family occupancy with 3no. bedrooms for 4 people and a floor space of 74.5m². The existing double garage would be removed, and in its place would be an external bin store, with screening, and a private landscaped amenity space to the rear. 4no. parking spaces would be provided to the front of the property, with 2no. charging points. A small section of the boundary wall would be removed to allow for the car parking.

Consultations & Notification Responses

Local neighbours were notified as detailed in Appendix 1. No responses were received.

Publicity was made regarding the application in the form of a site notice. No responses were received.

The following bodies were consulted on the proposals:

Highways Services - recommended only two dropped kerbs for the parking and identified requirement for Section 184 Agreement with MCC Highways; recommended instalation of electrical vehicle charging points, recommended larger parking spaces but recognised site constraints may not make this feasible.

Environmental Health - recommended conditions regarding construction management.

Chorlton Voice - no representation received.

Issues

Policy

The National Planning Policy Framework - March 2012

The NPPF was introduced in March 2012 and superseded by a 2018 updated Framework. It remains the overarching policy framework for England, setting out the Government's priorities for the Planning system and is a material consideration in the decision-making process. It places emphasis on the three strands of sustainable development and its social, environmental and economic functions.

One objective of the Framework is the need for good design in the planning of new development. The Framework states that: Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. One of the Core Planning Principles; that planning should always seek

to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings, underpins the decision making process.

Core Strategy 2012 - 2027 (adopted July 2012)

Manchester Core Strategy - 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 - Spatial Principles

The key spatial principles relevant to this application which will guide the strategic development of Manchester to 2027 are:

- o The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
- o The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.
- o Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.
- o The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.

Core Development Principles

Development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- o creating well designed places that enhance or create character.
- o making a positive contribution to the health, safety and wellbeing of residents
- o considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- o protect and enhance the built and natural environment.
- o Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- o 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.

Core Strategy Policy DM1 - Development Management.

Policy DM1 provides specific guidance in the Development Management decision making process and provides that:

All development should have regard to the following specific issues relevant to this application:-

- 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.
- 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.

Unitary Development Plan (Adopted 1995)

The site is unallocated in the plan. However, saved citywide policies DC1 and DC5 are applicable to this application:

DC1. Residential Extensions

DC1.1 - 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 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 street-scene;
- e. The effect of the loss of any on-site car parking.

DC1.2 - 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 the original buildings);
- b. They do not create an 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 street scene by virtue of design, use of materials or constructional details;
- d. They would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

DC1.3 - Notwithstanding the generality of the above policies, the Council will not normally approve:

- a. Rearward extensions greater than 3.65m (12 ft) 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 Council's guidelines on privacy distances (which are published as supplementary guidance).

DC1.4 - In considering proposals for 2-storey side extensions, the Council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the Council will seek to ensure that:

- a. The development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned;

- b. The actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole;
- c. The actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved.

As a guide, and without prejudice to the generality of this Policy, the Council will normally permit 2-storey house extensions which, when built, would leave a minimum of 1.52m (5 ft) between the side wall and the common boundary, and which meet the other requirements of this Policy. Proposals which cannot meet these requirements will be judged on their merits, but with weight being given to (a) and (c) above.

DC1.5 - The Council will consider on their merits exemptions to the above policies in the case of applications from disabled people who may require particular adaptations to their homes.

DC1.6 - For the avoidance of doubt, Policies DC1.1 to DC1.4 apply to domestic houses, flats, houses in multiple occupation, nursing homes, rest homes and hotels.

Reasons - Many people prefer to extend their existing homes rather than move, and the planning system needs to accommodate this demand for more living space, whilst at the same time ensuring that the amenities of neighbours are protected, and that the overall character of the surrounding area is not harmed. The Council is not generally in favour of dealing with this issue by laying down firm rules about home extensions; the Policy therefore allows each case to be looked at on its individual merits, having regard to a range of criteria.

DC5. Flat conversions

DC5.1 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.

Reasons: Many larger, older properties in the City are suitable for conversion into flats, and this is often a good way of preserving attractive buildings which are no longer economical for use as single family dwellings or as commercial property. Nonetheless, the Council will look at all the factors set out in policy DC5.1 to ensure that the standards of accommodation are satisfactory for the people who would be living in the flats, and also that there is no unacceptable impact on occupiers of neighbouring property, or on the character of the area.

A particular issue which the Council will take into account is the effect of providing for the car, especially where local streets are already heavily congested, or where on-site parking can only be achieved by removing trees, gardens, walls etc., with potentially harmful effects on the overall street-scene.

DC18.1 The Council will give particularly careful consideration to development proposals within Conservation Areas.

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 street trees);
- iv) the effect of signs and advertisements;
- v) any further guidance on specific areas which has been approved by the Council.

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.

Reasons :-

The Council is to pursue the above policies to encourage and help ensure the protection, preservation and enhancement of its Conservation Areas, which are areas of special character representing the rise and development of the world's first industrial city. The protection of such areas helps stimulate local pride and encourages both tourism and further investment. The policy gives effect to the obligation placed on the Council by statute to give particular attention to the quality of developments within conservation areas, and reflects the general policy objectives set out in policy E3.8 in this plan.

Standard of Accommodation -

The development would provide 4.no new residential units (3 x 2-bedroom and 1 x 3-bedroom) in place of the existing, large, under-occupied family dwelling house.

The accommodation offered is of a good size that would meet with the DCLG Technical Housing Standards - Nationally Described Space Standard (March 2015) for 2 and 3-bedroom accommodation offering 69.3m² and 74.5m². The flats offer double bedrooms that would cater for a single person or a couple living together with living/dining room, kitchen, bathroom and storage space, all rooms having natural light and ventilation. The basement flat would provide 3no. bedrooms for 4no. people, capable of housing a family, and thus retaining the element of family housing that pre-existed on the site.

Residents would access at the front of the property through the main front door in the new extension, which would provide access into the 4.no flats. The proposals would introduce a large area of glazing on the southern elevation of the ground floor flat which will create a light and spacious feel which is welcomed particularly in the basement flat. Significant portions of glazing would also be introduced to the roof to allow light into the top floor flat.

There would be large private amenity areas provided to the front of the property as existing, and a smaller, private amenity space to the side of the property created by the demolition of the existing garages.

On this basis, it is considered that any approval of the proposal would be in accordance with saved UDP policy DC5.1a.

The application is subject to assessment under the other parts of this policy and DM1 of the Core Strategy with specific consideration of the implications for car parking, waste management and residential amenity.

Parking -

The application proposes 4.no spaces in front of the dwelling. The proposals would ensure 1no. parking space for each residential property. Alterations to the dropped kerb layout would need to be made to allow for access to the parking spaces, this would be carried out under a Section 184 agreement. 2no. electrical vehicle charging points would be incorporated in the parking area.

A sheltered and secure area for the parking of bicycles would be created in the private amenity area to the rear, behind the bin store. There would also be space internally for the storage of bicycles.

On this basis, the proposal is considered to accord with Core Strategy policies T2 and DM1 and saved UDP policy DC1.

Waste Management -

The application proposed 14.no waste containers to the side of the property, set back from the road behind the proposed parking spaces. A timber screen with ivy planting would be installed to screen the bins from views from the road. However it is recognised that the bins would be set well back from the roadside. The store would be adjacent to the boundary with 25 York Road, however, there is a passageway to the rear of properties on High Lane, which provides a buffer between the neighbouring property and the bin store. There is also a significant 2m high brick wall between the two properties which would screen the bin store from view.

The level of waste containers are acceptable for the development and does not conflict with the parking arrangements at the front and rear of the property. In this regard, the proposal accords with saved UDP policy DC1.2d and Core Strategy policy DM1 and EN19.

Residential Amenity -

The creation of 4.no flats within the property would increase the intensity of use of the building. However, the property is of a large size which would originally have accommodated several adults albeit as one household. It has also been stated by the applicant that the property was in the past used as flats. The main concern with introducing additional households arises from the comings and goings to the property. Access and egress to the newly proposed dwellings would be by the front door which is some distance from the boundary with No.25 and would mitigate any noise and disturbance concerns, particularly for the adjoining occupier whose front door is adjacent to that of the application site.

Within this area, many of the large Victorian dwellings are occupied by several households with large basements converted to new living accommodation so the proposal is not uncharacteristic for the area. Notwithstanding this, the capacity of the dwelling to accommodate the level of

households proposed, is considered to be sustainable and would not exceed a comfort level for future occupiers of the building. This is demonstrated by all the flats meeting the necessary space standards, and the large level of amenity space provided. Notwithstanding this, and considering the proliferation of large converted dwellings in the area, there is the potential for the dwelling to be used in future as a house in multiple occupancy, which is a tenure type that is historically over-represented in the area. To manage the further provision of this tenure, a condition removing Permitted Development rights is appended at the end of this report in the interests of sustainable housing.

There are also concerns about the conversion of large houses into multiple dwellings and the loss of family housing this often entails, contrary to Policy H1 (Overall Housing Provision). It is recognised that across the city this is something that is consistently resisted. Consequently, the applicant has amended the proposals to include for a larger basement flat that contains 3 bedrooms, suitable for occupation by a family. This would enable the sustainable use of the large property, whilst also retaining the family dwelling that was already in situ, so would not be contrary to Policy H1.

There are no concerns regarding overlooking as the only new windows are proposed to non-sensitive areas such as 1no. to the front elevation of the side extension, new windows at basement and ground floor, and new roof lights. The proposal is considered to accord with saved UDP policies DC1.1b and DC1.2b and Core Strategy policy DM1.

Design and Appearance and impact on the character of the conservation area -

The building is sited within the Wilbraham Road/Edge Lane Conservation Area. The council will give particularly careful consideration to development proposals within Conservation Areas. The application site governs a relatively long frontage along York Road, with a low brick wall and associated stone coping. This brick wall does not appear to be original, comprising mostly replacement bricks, potentially in place of what was originally a stone wall. However, the stone coping appears to be original and is retained. Notable features of a Victorian property like this, such as front garden, garden wall, stone accents, decorative bargeboards are all in existence, albeit in a dilapidated condition in parts. The proposed works would repair and reinstate these features, ensuring the property maintains its scale, street presence and character, and thus ensuring the preservation of the character of the conservation area.

The design of the extension is considered to be acceptable; the 3 storey side extension would project 2.6m from the existing dwelling, be set well back from the front of the property and have a depth of 4.9m. The ridge height of the proposed extension would be approx. 11m high, and would sit below the original ridge height of the building; the eaves height would match that of the original building. The side extension would be constructed from matching brick, with matching brick banding, and bargeboards where in keeping with the existing building. At lower level the extension would include Umbra 'Sawtooth' feature brickwork.

There would be some elevational alteration to the southern elevation comprising the introduction of glazing at basement level to allow light into the property. Large glazed skylights would also be inserted into the roof. It is considered that this additional glazing would provide the benefit of added light to the property, and the original characters of brick elevations and slate roof would still be on the whole preserved. Where windows are proposed to be replaced or introduced, the material would be aluminium rather than uPVC.

The existing pebble-dashed double garage, and non-original projecting 2nd floor balcony would both be removed as part of the proposals. The removal of these non-original items would enhance the character of the conservation area. A small section of the boundary wall would be

removed to allow space for car parking. The removal of wall would be considered to cause some harm to the character of the conservation area, however the harm would be considered less than substantial and would be outweighed by the public benefit of providing sufficient on-site parking for residents. It is also recognised that much of the original boundary wall has been replaced over time and so there is minimal loss of original material. Furthermore, the original stone coping removed in this area would be reused in the new, perpendicular wall separating the parking area from the front garden. A condition would be attached to ensure the retention and reinstatement of the original stone coping to the wall. A low iron railing and associated planting would be fixed to the top of the wall, adding some height to the boundary wall. However, this would not be a significant increase in height, and would be in keeping with the large scale, 3m high brick wall to the property opposite.

The proposal would retain all of the existing mature trees to the front of the property, and would retain the large area of amenity space to the front and side of the property, in keeping with the surrounding area. The proposed parking area would be of a permeable construction, and proportionally would constitute less than half of the front elevation of the site. It is considered that the proposals would serve to preserve and enhance the character of the conservation area by bringing an under used and dilapidated property into full use, through its remediation, refurbishment, remodelling and new build. The changes proposed would cause some harm to the character of the conservation area, however this harm would be considered to be less than substantial and would be outweighed by the public benefits of providing housing in the area, refurbishing and retaining the original building.

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. The application has been determined in a timely manner and in accordance with the guidance contained within saved policy DC1 'Residential Extensions', DC5 'Flat Conversions' of the Manchester Unitary Development Plan and to policy DM1 of the Core Strategy and the National Planning Policy Framework.

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:

Location Plan PL_01
Design and Access Statement
received via email 9th July 2020

Email from Agent confirming Specification of EVCP
received via email 9th August 2020

Proposed Site Plan PL_03B
Existing and Proposed Plans 1 PL_04A
Existing and Proposed Plans 2 PL_05A
Existing and Proposed Roof Plan PL_06A
Existing and Proposed Elevation 1 PL_07A
Existing and Proposed Elevation 2 PL_08A
Existing and Proposed Elevation 3 PL_09A
Waste Management Bin Store PL_10B
received via email 13th September 2020

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

3) Notwithstanding the details submitted and approved with the application, prior to the commencement of the development the following shall be submitted for approval in writing by the City Council as local planning authority.

Samples and specifications of all materials to be used on all external elevations of the proposed development.

The further submitted details, when approved, shall be implemented and retained thereafter.

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 City of Manchester Core Strategy.

4) Prior to the commencement of the development, a detailed construction/fit-out management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this should include:

- Display of an emergency contact number;
- Details regarding location, removal and recycling of waste (site waste management plan);
- Phasing and quantification/classification of vehicular activity;
- Types and frequency of vehicular demands;

- Routing strategy and swept path analysis;
- Parking for construction vehicles and staff;
- The erection and maintenance of security hoardings;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times;
- Community consultation strategy.

The construction management plan will cover the phased construction of the works if required. The development shall then be carried out in accordance with the approved construction management plan(s).

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, T1, EN9, EN19 and DM1 of the City of Manchester Core Strategy.

5) Notwithstanding condition 2, prior to the practical completion and full occupation of development, a programme for the submission of final details, including where relevant samples and jointing details of all landscaping shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

Details of the proposed hard landscape materials;

Details of the materials

Details of the proposed tree/bush/shrub/planting species within the landscaping including proposed size, species and planting specification;

Details of any external steps and handrails;

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

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, DM1, EN1, EN9, EN14 and EN15 of the City of Manchester Core Strategy.

6) 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.

7) Notwithstanding the details shown on/within the approved drawings and documents listed in condition 2 of this approval, the following information shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to each particular aspect of works commencing/installation:

- Details of the the proposed cleaning, repair and reinstatement of the stone coping wall to the boundary wall

The works shall be carried out in accordance with the approved details.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM1, SP1, CC9 and EN3 of the Manchester Core Strategy (2012) and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester (1995).

Informatives

1) All amendments required to the adopted highway to facilitate vehicle access will require a new Section 184 Agreement with MCC Highways at the applicant's expense prior to any works commencing.

2) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- o Monday - Friday: 7.30am - 6pm
- o Saturday: 8.30am - 2pm
- o Sunday / Bank holidays: No work

To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Chorlton Voice

25A York Road, Manchester, M21 9HP
A Constantino Rear Of 68, High Lane, Manchester, M21 9EF
Flat 6, 14 York Road, Manchester, M21 9HP
64 High Lane, Manchester, M21 9DZ
Flat C, 64 High Lane, Manchester, M21 9DZ
Flat B, 64 High Lane, Manchester, M21 9DZ
Flat E, 64 High Lane, Manchester, M21 9DZ
Flat D, 64 High Lane, Manchester, M21 9DZ
Flat A, 64 High Lane, Manchester, M21 9DZ
Flat 4, 66 High Lane, Manchester, M21 9DZ
Flat 4, 14 York Road, Manchester, M21 9HP
Flat 9, 68 High Lane, Manchester, M21 9XF
Flat 6, 68 High Lane, Manchester, M21 9XF
Flat 3, 68 High Lane, Manchester, M21 9XF
Flat 2, 12 York Road, Manchester, M21 9HP
Flat 1, 66 High Lane, Manchester, M21 9DZ
Flat 6, 66 High Lane, Manchester, M21 9DZ
Flat 5, 66 High Lane, Manchester, M21 9DZ
Flat 3, 66 High Lane, Manchester, M21 9DZ
Flat 2, 66 High Lane, Manchester, M21 9DZ
Flat 1, 14 York Road, Manchester, M21 9HP
Flat 5, 14 York Road, Manchester, M21 9HP
Flat 3, 14 York Road, Manchester, M21 9HP
Flat 2, 14 York Road, Manchester, M21 9HP
68 High Lane, Manchester, M21 9XF
25 York Road, Manchester, M21 9HP
Flat 1, 12 York Road, Manchester, M21 9HP
Flat 11, 68 High Lane, Manchester, M21 9XF
Flat 10, 68 High Lane, Manchester, M21 9XF
Flat 8, 68 High Lane, Manchester, M21 9XF
Flat 7, 68 High Lane, Manchester, M21 9XF
Flat 5, 68 High Lane, Manchester, M21 9XF
Flat 4, 68 High Lane, Manchester, M21 9XF
Flat 2, 68 High Lane, Manchester, M21 9XF
Flat 1, 68 High Lane, Manchester, M21 9XF
72 High Lane, Manchester, M21 9XF
70 High Lane, Manchester, M21 9XF
12A York Road, Manchester, M21 9HP
Flat 3, 12 York Road, Manchester, M21 9HP
Flat 7, 66 High Lane, Manchester, M21 9DZ

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
Conservation Area - Wilbraham Road/Edge Lane Conservation Area 2005

Area Team Boundary - Name: SOUTH