List No. 13

Didsbury West Ward	Application Number	Date of Appln	Committee Date
	085508/FO/2008/S2	9th Jan 2008	29th May 2008

Proposal Erection of a part 3 storey, part 4 storey building comprising of retail (A1) on ground floor (343.5 sqm) and 11 apartments at first, second and roof level with associated car parking for 13 spaces in the basement and associated landscaping at the front

Location 570-572 Wilmslow Road, Didsbury, Manchester, M20 3DB,

Applicant N & N Properties Partnership, 168 Ack Lane East, Bramhall, Stockport, Cheshire, SK7 2AA

Agent Falvia Services Ltd 5 Carrwood Road, Bramhall, Stockport, Cheshire, SK7 3EL

Description

The application site, of approximately 0.67 hectares, fronts onto Wilmslow Road near the corner of Oak Road. The site is currently vacant following a recent arson attack which resulted in the previous two storey building being badly damaged resulting in its demolition. The building had retail units on the ground floor and vacant accommodation above which the applicant were seeking to gain residential approval for before the building was demolished. The prominent location of the site means it is highly visible from the road.

The application site is considered to be in a highly sustainable location with Wilmslow Road providing excellent public transport links to the City Centre and beyond. The site forms part of an existing retail parade which offers a range of retail and comparison goods. Furthermore, Withington District Centre is a short walk away which also provide shops, post office, banks and a library. Christie Hospital is close by.

The applicants are seeking planning permission for the redevelopment of this vacant site for 11 apartments and retail floor space within a part 3 storey, part 4 storey building. There will be basement car parking and a mixture of roof terraces and balconies providing outside amenity space.

Consultations

Local Residents/ Businesses - 8 letter of objection has been received for this application. The comments can be summarised as follows:

1. The developers are trying to overdevelop the plot. The previous building on site was a two storey building alongside a single storey car radio fitters;
2. The creation of a four-storey building is excessive. The design goes not take account of other properties and is incongruous with the surrounding architecture in terms of design and scale;
3. The size of the ground floor retail unit is too large and would be left empty;
4. The entrance and exit to the car park is dangerous for pedestrians;
5. The proposal is against the City Council's policy of preventing high density developments of flats outside the City Centre. There is a greater need to provide affordable homes for the less affluent people of Manchester;
6. The proposal will compound the noise and traffic pollution already caused by proposals at Christie Hospital;

7. Wilmslow Road is a heavily congested road and the proposal would cause excessive heavy construction, delivery traffic which would cause disruption to neighbours;
8. Excessive apartment blocks like this do not blend into the historical architecture of the residential areas of Didsbury and Withington;
9. Many of the new build apartment blocks are unoccupied therefore it is unnecessary to build more. Affordable, sustainable homes for families would be more appropriate;
10. Parking on Wilmslow Road and Oak Road already creates problems for locals and people visiting Christies;
11. The proposal will see the create of basement parking, how will this affect the culvert that runs underneath the site?
12. The proposal will encroach on the privacy of number 36 Oak Road and reduce light levels;
13. More information is required as to what type of retailer will use the shop element of the scheme and the effect on other retailers in the parade;
14. The proposal could jeopardise and restrict future development proposal for adjacent site;
15. There is an adjacent workshop that has windows on the party boundary which provides dalylight, sunlight and ventilation to the working area. These benefits would be lost as a result of the proposal;
16. There would be access and maintenance issues between adjacent properties and the proposed building;
17. There are rights of access over the site from adjacent premises. There sis a disabled parking space blocking this access which is essential.

A letter has been received from a local residents who doesn't object to the proposal but has raised some of the general concerns already outlined above namely those relating to the scale of the building, residential and visual amenity, traffic and construction noise.

1. Re-notification exercise was carried out on amended plans which were received during the course of the application. A total of 4 further objections were received which were largely similar to those already received.

Withington Civic Society – The following points were made by the society: -

- There is a moratorium on further blocks of flats in South Manchester, as states in the South Manchester Regeneration Framework. This application for a block is therefore inappropriate. There is a greater need for affordable family housing than more blocks;
- The proposal is too high and out of scale with the surrounding buildings;
- The design is uninspiring and boring and could be improved;
- We are concerned about the access and parking arrangements for the retail unit. This is on a busy main road. It is also next to the very busy junction used by traffic to and from Christie Hospital;
- The proposal includes an undertaking (not legally binding) to lease 4 flats to Christie Hospital at 10% below market rent for key workers. This is better than nothing, but is not a very impressive proposal. This percentage discount is open to interpretation and may still be beyond the means of many so-called key workers.

Didsbury Civic Society – An objection has been received from the society on the following grounds:

- In line with the Council's policy, we have to provide more affordable family housing. More flats are not needed;
- The design is dull for such high profile corner;
- The proposed building is too high.

MEDC Landscape Practice –

- There is little amenity space at the rear;
- There are no roof gardens for two flats at first floor;
- Whilst the penthouse has a large balcony, the other are small;
- Consideration should be given to the type of trees at the front of the premises;
- Specific planting should be considered at the rear;
- Green roofs should be considered;
- Limited detail has been provided in terms of soft and hard landscaping and details of boundary treatment.

At present support cannot be given to the proposal until the matters have been resolved.

Greater Manchester Police Architectural Liaison Officer – It is noted that a Crime Impact Statement has been submitted with the application. I am happy that the proposal corresponds with the details of the statement. I therefore support the application subject to the carrying out of the crime prevention recommendations highlighted in the Crime Impact Statement.

Head of Environmental Health – Conditions should be imposed relating to deliveries, fume extraction, opening hours of the retail unit, noise insulation for the residential and retail unit and any externally mounted equipment and refuse storage.

Environment Agency – No objection to the principle of the proposal and no comment to make.

Issues

Major Development - The proposal, by virtue of the number of residential units proposed, as been classified as a major development. As such, the proposal has been advertised in the local press as a major development.

The Unitary Development Plan for the City of Manchester (1995) - The application site is unallocated within the UDP. However, when dealing with applications of this nature, regard is given to policies H1.2, H2.2, H2.7, T3.7, E1.6 and E3.5 contained within part one of the UDP. In addition, Development Control Policies Number 7 "New Housing Development" and number 16 "Street Landscapes" contained within part two of the UDP are also applicable.

Policies contained in Part 1 of the UDP, which are applicable to new housing developments, are as follows:

Policy H1.2 states that the City Council will ensure that the housing stock contains a wide range of housing types to meet the needs of people who want to live in Manchester. The above should include accommodation designed for disabled people.

Policy H2.2 is also relevant and states that the City Council will not allow development that will have an unacceptable impact on residential areas. The matters which the Council will take into consideration include the scale and appearance of the development and its impact in terms of noise, vibration traffic generation, road safety and air pollution.

H2.7 outlines how new housing schemes will be expected to be of a high standard of design and to make a positive contribution towards improving the City's environment.

With regards to the City Council's aim to ensure sustainability within developments, policy T3.7 states that the Council will encourage the provision of secure facilities an it is expected that all major developments should make adequate provision.

Policy E1.5 states that the Council will contribute towards energy conservation by ensuring, where practicable, that new major development is located where it can be easily served by public transport and encouraging high standards of energy efficiency in new development.

Policy E.16 relates to the materials used for developments and outlines how the Council will require that building materials used are environmentally friendly wherever possible.

Policies contained in part 2 which are applicable are as follows:

Policy DC7 states that the Council will negotiate with developers to ensure that new housing is accessible at ground level, including those who use wheelchairs, wherever this is practicable.

Policy DC16 can be also applied here as this requires the retention of existing trees and the provision of tree planting along the public frontage.

PPS1 sets the overarching planning policies on the delivery of sustainable development through the planning system. There are four aims identified in the statement to deliver sustainable development which should be a priority for the planning process:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- The prudent use of natural resources; and
- The maintenance of high and stable levels of economic growth and employment.

Planning Policy Statement 3 (PPS3) states that the planning system should deliver high quality housing developments that provide a wide mix of types and sizes and takes account of differing needs and demands. In addition, housing developments should be in suitable locations which have good access to a range of facilities and infrastructure.

Regional Spatial Strategy for the North West (RSS) - Formerly RPG13- provides planning guidance for the North West Region. Since 2004, the RSS has formed part of the statutory development plan as such the weight to be attached to its policies has increased.

Policy DP3 'Quality in New Development' states that new development must demonstrate good design and respect for its setting.

Policy ER13 within the guidance states that Local Planning Authorities should ensure that development minimises energy use through careful and imaginative location, design and construction techniques and that authorities should positively encourage the use of energy efficient technologies and energy from renewable sources in major developments.

The North West Plan (draft Regional Spatial Strategy) - Publicised in January 2006 - provides the future planning framework for the physical development of the North West Region over the next 15 to 20 years.

Policy DP1 'Regional Development Principles' states that proposals and schemes should be located so as to make effective use of land, buildings and infrastructure and a sequential approach to development should be adopted to meet development needs.

Policy L4 'Regional Housing Provision' requires that housing addresses the needs of different groups to ensure the construction of a mix of appropriate types, sizes, tenures and prices. In particular, schemes should re-use vacant and underused Brownfield land and buildings.

Policy MCR1 'Manchester City Region Priorities' states that housing growth should be accommodated in locations that are accessible by public transport to areas with strong economic prospects and provide high quality housing.

Policy MCR3 'Southern part of the Manchester City Region' - states that residential development will be allowed where it meets local and affordable housing needs in sustainable locations which are served by public transport and support an agreed local regeneration strategy.

The Guide to Development in Manchester Supplementary Planning Guidance (Adopted April 2007) outlines the City Councils objectives for creating a more attractive, accessible and useable City for Manchester People.

The guidance clearly states that a high quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Each new development should therefore recognised the uniqueness of individual areas of the City and these characteristics should be built upon by new developments by having full regard to its context and the character of the area.

Principle – The site is currently a vacant piece of land that has become derelict. The site was occupied by a two storey, semidetached building. However, following an arson attack last year the building has subsequently been demolished. The building compromised a retail premises on the ground floor with vacant accommodation on the upper floors.

The proposal seeks the recreation of the retail floorspace on the ground floor with 11 apartments on the upper floor.

The retail accommodation at the site is considered to be appropriate. Given that it will re-create the previous provision at the site and because it forms part of an established retail parade, the use is considered to be appropriate. There

have been no details given in respect of the occupier of the unit. However, this is not a material consideration in the determination of the scheme as planning is concerned with the use rather than the intended occupier.

The Housing Pipeline policy position (2006) states that the creation of flats outside of the City Centre and its fringes is deemed to be inappropriate unless a specific regeneration benefits can be outlined.

The applicant's justification for the flats is based on the site derelict nature in a high prominent position located on one of the major roads routes into the City Centre. PPS3 is highly supportive of dense developments in locations that can take advantage of their location in terms of proximity to good public transport links and local amenities.

The application site fronts onto Wilmslow Road, which is one of the strategic road routes into the City Centre and is well served by public transport. In addition, the site is in close proximity to Withington District Centre which has a range of amenities such as shops, restaurants and other services. Given the location of the site, the Head of Planning is satisfied that the principle of dense residential development should be located in this highly sustainable location as prescribed by PPS3.

The applicant's have also taken advantage of the sites unique location in walking distance from Christie Hospital in terms of the local regeneration benefits of the proposal. Not only will the vacant, unsightly site be removed but the proposal is also offer some of the apartment on a discounted rental basis for low-income workers at the Hospital who would otherwise struggle to rent in the local vicinity because of high rental prices.

The Head of Planning therefore accepts that this will help serve a specific affordable accommodation need for a specific group in the local community.

The proposal is considered to be acceptable, in principle, as it will see the redevelopment of a prominent site in a highly sustainable location and will provide accommodation for low-income workers at the hospital. The proposal is therefore considered to provide a specific regeneration benefit to the local area.

Consideration has, however, be given as to whether the design and appearance of the proposal is acceptable, scale and mass, impact on surrounding amenity, car parking/traffic implications, sustainability of the proposed building, landscaping, crime, accessibility and the contents of the Section 106 in terms of securing the key worker accommodation.

Scale and mass – The proposed building will be 4 storeys in height and will infill the entire site, with small buffers at either side with the adjacent properties. The adjacent building are predominately 2 storey in height with accommodation in the roof. However, there are properties on the opposite side of the road and along Oak Road which are consistent with the proportions of the application building. In fact, the proposed building is actually proportionate in scale to number 36 Oak Road.

A number of objections from local residents and the Civic Societies have been received concerning the scale and high of the building in comparison to the surrounding area. Whilst the fourth floor of the building is set back, by 2.4 metres, the applicants have made revisions to the fourth floor by setting it back

further, to 3.4 metres. By doing this the penthouse apartment will barely be visible when stood on the road.

The Head of Planning therefore accepts that whilst the proposal is higher than the immediately adjacent buildings, the design alterations will reduce the impact of the scale and mass on the surrounding area.

Design and appearance – In determining whether the design of a proposal is acceptable, both PPS3 and Policy H2.7 of the UDP are applicable. The policies state that high quality of design must be achieved so that it enhances an area.

The 4-storey building will be of a modern design and will be finished with high quality materials. It is proposed that there will be a glazed atrium section at the left hand side of the building which will provide light and will contrast with the other materials at the site. The retail units will be characterised with large expanse of glazing with will add a modern appearance to the building. There will also be balconies at the front and rear of the building which will help break up the façade.

Originally the applicants proposed a largely brick façade for the flats with the fourth floor finished with cladding. This received criticism from local objections who felt the proposal was 'bland'. In response to these concerns block sections of cladding have been introduced to the main part of the building to break up the large expanse of brickwork.

The proposal will see a contemporary style development located in what is a more traditional architectural setting. Whilst it is accepted that the building does not correspond with the surrounding area in terms of style, the contrast is welcomed. The use of good quality materials and the overall sustainability of the building will provide an environmentally sound building that will be a positive contribution to the street scene and raise the standard of residential accommodation in the local area.

Landscaping/Amenity – All the apartments will either have access to a roof garden or a balcony. In addition, there will be planting to the front of the building which will soften the appearance and new hard landscaping.

Whilst MEDC Landscape Practice have reservations about the amenity arrangements, it is considered that it is the most viable way of providing some form of amenity space for the residents in what is a constrained site. Matters have yet to be resolved in terms of the hard and soft landscaping and the boundary treatment. As part of any approval, details must be submitted to the satisfaction of the City Council prior to any commencement on site.

Car parking/traffic/access arrangements- It is proposed that 13 car parking spaces will be created in the basement of the building. There will be a further disabled space at the front of the building for the retail unit. There is a lift from the basement to all the levels.

Concern has been raised that the proposal impact on traffic generation and on-street car parking. There is over 100% car parking available for the flats with the remainder being available for the retail units. Given the highly sustainable location of the application site, with good transport links to all over the City, this will provide a strong alternative to the private car.

Furthermore, given that two of the flats will be available for key workers at the hospital it is anticipated that these occupants will walk to work which will reduce the need for car parking etc.

It is therefore concluded that there is adequate on site provision for car users as well as excellent public transport links. The proposal will therefore have a negligible impact on traffic generation in the local vicinity or impact on on-street car parking problems.

Objections have also been raised the access to the basement parking. Access will be taken from the front of the premises via an access ramp. The Head of Engineering had raised concerns about this arrangement particularly the ramp and the need for a safe waiting area for vehicles. The issues have all been addressed and the Head of Engineering is now satisfied with the proposal.

Residential Amenity – The main properties that will be affected by the proposal are the 574 Wilmslow Road, the adjacent car sales business and number 36 Oak Road. The side of number 574 Wilmslow Road, which faces the application site, is a blank elevation. The proposal will therefore not impact on the amenity of this property.

It is proposed that there will be a roof terrace at first floor level and balconies for the second and third floors. The roof terrace is hidden behind a low rising wall which will reduce any incidences of overlooking. The upper level balconies are small areas and will allow a view over neighbouring land. However, it is not considered that this will impact on residential amenity with the immediately surrounding land being primarily associated with the retail units and not residential recreational purposes.

Number 36 Oak Road is some distance away and it is not considered that the proposal will reduce the privacy that these properties currently enjoy. There will be no window in the north elevation of the proposed building and thus no overlooking to Oak Road. The application site is also separated from Oak Road by the car sales centre which will impinge views.

Concern has also been raised regarding the amenity and viability of the adjacent car sales business as a result of the proposal, in particular access and maintenance issues and restriction of the future development of the site. Matters of land ownership and access rights are civil matters and are not valid planning considerations. In addition, issues of future development at the car sales site will be considered on its merits. Issues have also been raised regarding the loss of daylight in the workshop building. It should be noted that these windows are small and would have been blocked by the previous building on site.

There have been a number of objections arising from the construction noise from the development. Such noise and disturbance is a by-product from developments. However, in order that to reduce the impact, a condition has been imposed which request that the applicant sign up to the ‘considerate construction scheme’. In addition, an informative has been applied which states that if there are any issues resulting from construction noise consultation must be held with Environment Health.

Crime- Ensuring that development proposals adequately design out crime is a key consideration. The applicants have submitted a Crime Impact Statement

with the proposal which is to the satisfaction of the Greater Manchester Police Architectural Liaison Officer. Measures which will be included are secure entrance doors and reinforced glass to the retail unit to ensure that the development is safe and secure. The application has therefore been conditioned to ensure that 'Secure by Design' is achieved.

Sustainability- The Guide to Development in Manchester is very specific about the need for new development to be designed to a high standard of sustainability. The applicants have submitted a BREEAM pre-assessment with their scheme and the proposed building is expected to achieve an 'Excellent' rating. This rating has been conditioned as part of the approval in order that the building achieves this standard. In terms of renewable forms of energy the applicants are considering rainwater harvesting and solar panels as part of their proposal. This will help achieve the 20% renewables on site.

Accessibility- All the residential units have been designed to be in full accordance with Design for Access 2. There is lift access to all floors of the building from the basement which ensures that all the apartments could be accommodated by a disabled person. There is a ramp access to the entrance to the flat, the retail units and the underground parking.

Section 106- The application site is in close proximity to Christie Hospital. As such, it is considered to be advantageous to provide key worker accommodation within the building. A total of 20% of the development ie 2 flats, will be for key worker accommodation and will be discounted in rent by 30%. An arrangement will be put in place which will ensure that all tenants are from the hospital and fall within a specific income band.

The hospital has endorsed the proposal and shown enthusiasm and commitment for the arrangement to work and they will form part of the S106 agreement.

Conclusion - Although the proposal is for a dense flat development outside of the City Centre the Head of Planning believes the proposal holds key advantages which support the location of flats in the location proposed. The site is well served by public transport and in close proximity to local facilities. In addition, the modern design of the building, its environmental sustainability and the fact that it is full accessible for disabled residents off sets the scale of the building. The proposal will also meet community needs by providing accommodation for key workers.

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 the right to a fair hearing and to this end the Committee 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 Unitary Development Plan, the Head of Planning 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. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and country Planning Acts.

Recommendation **MINDED TO APPROVE subject to the signing of a Section 106 relating to providing key worker accommodation**

The proposal will provide high quality residential accommodation in a highly sustainable location. The proposal will be designed fully for disabled access and will provide accommodation for low-income key workers.

Conditions and/or Reasons

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 unless otherwise agreed in writing by the City Council as Local Planning Authority:

Drawings 736/1B and 736/2B stamped as received by the City Council, as Local Planning Authority, on the 28th February 2008.

Drawings 736/3A, 7364A, 736/9B, 736/8B, 736/7A, 736/6C, 736/5A stamped as received by the City Council, as Local Planning Authority on the 1st April 2008.

Crime Impact Statement - stamped as received by the City Council, as Local Planning Authority, on the 9th January 2008.

BREEAM Pre-assessment Estimator – Stamped as received by the City Council, as Local Planning Authority, on the 9th January 2008.

Design and Access Statement - Stamped as received by the City Council, as Local Planning Authority, on the 9th January 2008.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy H2.2 of the Manchester Unitary Development Plan.

3) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only

using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

4) Notwithstanding the details submitted, no development shall commence until a hard and soft landscaping treatment scheme has been 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, unless otherwise agree in writing by the City Council as local planning authority.

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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

5) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before commences. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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 Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

6) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2 and T2.6 of the Unitary Development Plan for the City of Manchester.

7) The details of an emergency telephone contact number for the developer and the contractor; shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

8) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local planning authority and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in Planning Policy Statement 1 and Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

9) Deliveries, servicing and collection, including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00

No deliveries/waste collections on Sundays/Bank Holidays

Reason - In order to protect the amenity of local residents and in accordance with Policy H2.2 in accordance with the Unitary Development plan for the City of Manchester.

10) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy H2.2; of the Unitary Development Plan for the City of Manchester.

11) The retail premises hereby approved shall not be open outside the following hours unless otherwise agreed in writing by the City Council as Local Planning Authority:-

Monday to Saturday 08:00 to 20:00
Sunday and Bank Holidays 10:00 to 16:00

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

12) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the B5093 Wilmslow Road shall be submitted to and approved in writing by the City Council as Local Planning Authority. Consideration should also be given to other actual or potential sources of noise on or near the application site, including local commercial properties.

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The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during early morning rush-hour periods and night time to determine the appropriate sound insulation measures necessary. The internal noise criterion are as follows:

_ Bedrooms (night time 23:00 - 07:00) 30 cB LAeq
_ Individual noise events should not normally exceed 45 dB Lamax (BS 8233:1999);
_ Living rooms (daytime 07:00 - 23:00) 40 LAeq

Reason - To secure a reduction in noise from traffic sources in order to protect future residents from noise nuisance pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

13) Before the development hereby approved commences, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

Externally mounted ancillary plant, equipment and servicing shall be acoustically treated in accordance with a scheme designed so as to achieved a noise level of 5dB below the existing background (LA90) in each octave band at the nearest noise sensitive location.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

14) Before the retail unit hereby approved is first occupied, it shall be insulated in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the property.

Reason - To safeguard the amenities of future occupiers of the residential accommodation above the A1 retail unit pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

15) Prior to the commencement of the development, details of the refuse storage space, for segregated waste collection and recycling, shall be provided. this should be designed in accordance with the guidance contained with the City Council's Waste Collection strategy (www.manchester.gov.uk/opservices/rubbish/developers.htm)

Reason - In the interest of amenity and public health, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

16) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building shall be submitted to and approved in writing by the City Council as the local planning authority. Any works approved shall be implemented in full within six months, or as otherwise agreed in writing

by the local planning authority, of any part of the development first being occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with policy H2.2 of the Unitary Development Plan for the City of Manchester.

17) The development shall not be occupied unless accreditation, confirming achievement of the Secured by Design standards in respect of the development has been issued by Greater Manchester Police, unless otherwise agreed in writing by City Council as local planning authority.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

18) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good' or 'excellent'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, policies ER13 and DP3 of Regional Planning Guidance for the North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

19) Before any development commences, a code of practice shall be submitted to and approved in writing by the City Council as Local Planning Authority which shall include measures to mitigate against adverse affects of noise, dust and construction traffic during the proposed development. The development must then be carried out in accordance with the approved code of practice.

Reason - To mitigate against any impact of the proposed development on neighbouring residential properties, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

20) The bathroom windows in the first and second floor south elevation and the bathroom windows in the third floor north elevation in the development 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 Policy H2.2 of the Unitary Development Plan for the City of Manchester.

21) Before the development commences plans and particulars of the energy efficiency and renewable measures that are to be installed as part of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved plans and particulars.

List No. 13

Reason - In the interests of minimising the impact on the environment of the building, pursuant to Policies E1.5 and E1.6 of the adopted Unitary Development Plan for the City of Manchester (1995).

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 085508/FO/2008/S2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Chief Executive's Landscape Practice Group
Engineering Services
Environmental Health
Greater Manchester Police
Steve Hobson, Crime Reduction Officer
Withington Civic Society
Didsbury Civic Society
South Manchester Regeneration
26 Oak Road, Manchester, M20 3DA
28 Oak Road, Manchester, M20 3DA
30 Oak Road, Manchester, M20 3DA
32 Oak Road, Manchester, M20 3DA
36 Oak Road, Manchester, M20 3DA
574 Wilmslow Road, Manchester, M20 3DB
576 Wilmslow Road, Manchester, M20 3DB
578 Wilmslow Road, Manchester, M20 3DB
580 Wilmslow Road, Manchester, M20 3DB
582 Wilmslow Road, Manchester, M20 3DB
584 Wilmslow Road, Manchester, M20 3DB
1 Wensley Drive, Manchester, M20 3DD
10 Wensley Drive, Manchester, M20 3DD
11 Wensley Drive, Manchester, M20 3DD
12 Wensley Drive, Manchester, M20 3DD
13 Wensley Drive, Manchester, M20 3DD
14 Wensley Drive, Manchester, M20 3DD
15 Wensley Drive, Manchester, M20 3DD
16 Wensley Drive, Manchester, M20 3DD
17 Wensley Drive, Manchester, M20 3DD
18 Wensley Drive, Manchester, M20 3DD
19 Wensley Drive, Manchester, M20 3DD
2 Wensley Drive, Manchester, M20 3DD
20 Wensley Drive, Manchester, M20 3DD
21 Wensley Drive, Manchester, M20 3DD
23 Wensley Drive, Manchester, M20 3DD
3 Wensley Drive, Manchester, M20 3DD
4 Wensley Drive, Manchester, M20 3DD
5 Wensley Drive, Manchester, M20 3DD
6 Wensley Drive, Manchester, M20 3DD
7 Wensley Drive, Manchester, M20 3DD

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8 Wensley Drive, Manchester, M20 3DD
9 Wensley Drive, Manchester, M20 3DD
586 Wilmslow Road, Manchester, M20 3DE
565 Wilmslow Road, Manchester, M20 3QH
573 Wilmslow Road, Manchester, M20 3QH
575 Wilmslow Road, Manchester, M20 3QH
577 Wilmslow Road, Manchester, M20 3QH
Golden Lion, 579 Wilmslow Road, Manchester, M20 3QH
581 Wilmslow Road, Manchester, M20 3QH
Wensley House, Wilmslow Road, Manchester, M20 3DE
573a, Wilmslow Road, Manchester, M20 3QH
577a, Wilmslow Road, Manchester, M20 3QH
Flat 1, Rutland Court, Oak Road, Manchester, M20 3BA
Flat 2, Rutland Court, Oak Road, Manchester, M20 3BA
Flat 3, Rutland Court, Oak Road, Manchester, M20 3BA
Flat 4, Rutland Court, Oak Road, Manchester, M20 3BA
Flat 5, Rutland Court, Oak Road, Manchester, M20 3BA
Flat 6, Rutland Court, Oak Road, Manchester, M20 3BA
Flat 7, Rutland Court, Oak Road, Manchester, M20 3BA
Flat 8, Rutland Court, Oak Road, Manchester, M20 3BA
Flat 9, Rutland Court, Oak Road, Manchester, M20 3BA
Flat 10, Rutland Court, Oak Road, Manchester, M20 3BA
Flat 1, Clifford House 567a, Wilmslow Road, Manchester, M20 3QH
Flat 2, Clifford House 567a, Wilmslow Road, Manchester, M20 3QH
Flat 3, Clifford House 567a, Wilmslow Road, Manchester, M20 3QH
Flat 4, Clifford House 567a, Wilmslow Road, Manchester, M20 3QH
Flat 5, Clifford House 567a, Wilmslow Road, Manchester, M20 3QH
Flat 6, Clifford House 567a, Wilmslow Road, Manchester, M20 3QH
Flat 7, Clifford House 567a, Wilmslow Road, Manchester, M20 3QH
Flat 8, Clifford House 567a, Wilmslow Road, Manchester, M20 3QH
Flat 9, Clifford House 567a, Wilmslow Road, Manchester, M20 3QH
Flat 10, Clifford House 567a, Wilmslow Road, Manchester, M20 3QH
Flat 11, Clifford House 567a, Wilmslow Road, Manchester, M20 3QH
Flat 12, Clifford House 567a, Wilmslow Road, Manchester, M20 3QH
Boundary Veterinary, 567 Wilmslow Road, Manchester, M20 3QH
Flat 1, 569 Wilmslow Road, Manchester, M20 3QH
Flat 2, 569 Wilmslow Road, Manchester, M20 3QH
Flat 3, 569 Wilmslow Road, Manchester, M20 3QH
Flat 4, 569 Wilmslow Road, Manchester, M20 3QH
Flat 5, 569 Wilmslow Road, Manchester, M20 3QH
Flat 6, 569 Wilmslow Road, Manchester, M20 3QH
Flat 7, 569 Wilmslow Road, Manchester, M20 3QH
Flat 8, 569 Wilmslow Road, Manchester, M20 3QH
Flat 9, 569 Wilmslow Road, Manchester, M20 3QH
Flat 10, 569 Wilmslow Road, Manchester, M20 3QH
Flat 11, 569 Wilmslow Road, Manchester, M20 3QH
Flat 12, 569 Wilmslow Road, Manchester, M20 3QH
2 Rathen Road, Manchester, M20 4GH
4 Rathen Road, Manchester, M20 4GH
41 Parkville Road, Manchester, M20 4TX
43 Parkville Road, Manchester, M20 4TX
45 Parkville Road, Manchester, M20 4TX
47 Parkville Road, Manchester, M20 4TX
154 Parkville Road, Manchester, M20 4TY
156 Parkville Road, Manchester, M20 4TY

List No. 13

1 Ferndene Gardens, Manchester, M20 4TQ
2 Ferndene Gardens, Manchester, M20 4TQ
3 Ferndene Gardens, Manchester, M20 4TQ
4 Ferndene Gardens, Manchester, M20 4TQ
5 Ferndene Gardens, Manchester, M20 4TQ
6 Ferndene Gardens, Manchester, M20 4TQ
Indoor Cricket Club, Ferndene Gardens, Manchester, M20 4TQ

Representations were received from the following third parties:

Ms JR Magee, 36 Oak Road, Manchester, M20 3DA
Mr A Patel, 574 Wilmslow Road, Manchester, M20 3DB
Mr Neil Waller, 586 Wilmslow Road, Manchester, M20 3DE
Personal details withheld at the request of individual
Dr Alan Sennett, Flat 5, 36 Oak Road, Withington, Manchester
MISS HAZEL LIGHTFOOT, FLAT 1, 36 OAK ROAD,WITHINGTON
Didsbury Civic Society, Underbank House,, Millgate Lane., Didsbury.
Mr And Mrs R K Newton, 47 Parkville Road, Didsbury, Manchester
Alpino Cars Ltd, 568 Wilmslow Road, Withington, Manchester, M20 3DB

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk