MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	143793/FH/2025
Date registered valid:	1 September 2025
Proposal:	Installation of external wall insulation to the side and rear elevations and the existing two storey rear outrigger
Address:	2 Beechwood Avenue, Manchester, M21 8UA
Ward(s):	Chorlton Park Ward
Applicant:	Dai Xing Lim
Agent (if any):	Mr Jonathan Polley, Red Coop
Case officer:	Holly Wright Tel: 0161 219 6381 Email: holly.wright@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**20 October 2025**

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 23 September 2025

Standard consultations: Printed: 5 September 2025 Expired: 26 September 2025

Neighbour notifications: Printed: 5 September 2025 Expired: 26 September 2025

Site notice: No site notice has been produced

Press advert: No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

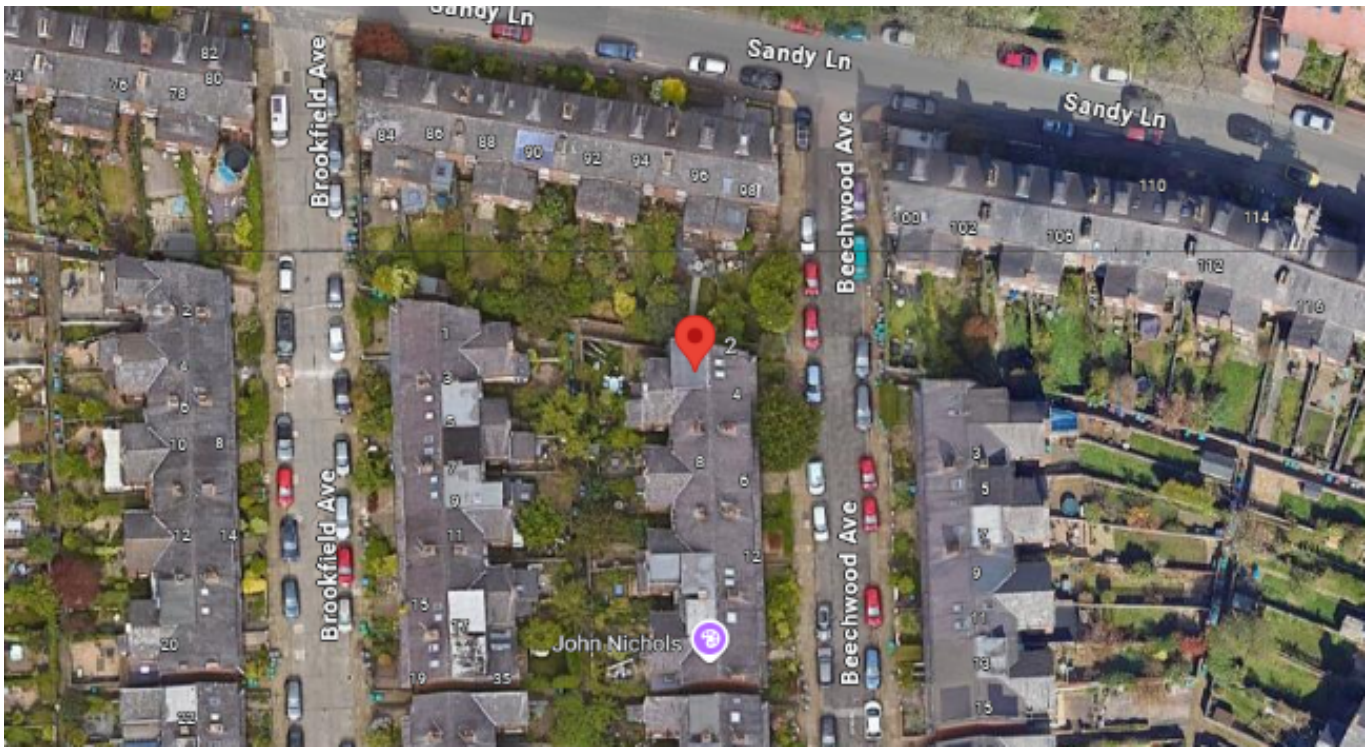
Conservation area: Not applicable

Tree Preservation Order: Not applicable

The application relates to a two-storey end-terraced dwellinghouse of redbrick with a grey slate dual pitch roof. The property features white uPVC windows, including a ground floor angular bay to the front, a front porch canopy, a modest front garden bordered by a mid-level redbrick wall with original gateposts, a two-storey rear outrigger, a rear dormer extension, and a rear garden bordered by a high-level redbrick wall.

Beechwood Avenue is a residential cul-de-sac situated within the Chorlton Park ward of Manchester, close to Cleveleys Avenue Allotments, Chorlton Park, and Fallowfield cycling loop. The area is predominantly residential in terms of its character, consisting of terraced dwellinghouses, and benefits from its proximity to public outdoor amenity and green spaces.

The property is not listed, nor is it sited within a Conservation Area.


Sandy Ln
Sandy Ln
Sandy Ln
Brookfield Ave
Brookfield Ave
Beechwood Ave
Beechwood Ave
John Nichols












DG20 FBD





Description of development

The applicant is seeking planning permission for the installation of external wall insulation to the side and rear elevations and the existing two storey rear outrigger.

Planning history

No previous history.

Consultations & Notification Responses

Local residents – no representations received.

MCC's Highways Services made the following comments in response to the application:

- Proposed plans indicate that the external wall insulation (EWI) will partially be located within the site boundary and also project onto the adjacent alleyway.
- The EWI along the northern elevation of the building projects onto the adjacent alleyway and does not fall under the applicant's ownership. The applicant should confirm that they have a formal written agreement to guarantee rights of access over any land which falls outside of the site's red line.
- Clarification is sought on the retained alleyway width adjacent to the proposed EWI installation - This should be shown on an updated dimensioned plan.
- Observations indicate that refuse bins are positioned within the alleyways.
- Clarification is sought on whether the proposed EWI installation will affect the movement of refuse bins associated with neighbouring properties during waste collection.
- It is understood that the ASHP will be located within the site boundary - Confirmation is required.
- Detail should be sought from the applicant in relation to any proposed construction or fit-out arrangements, where there is an impact on the highway.
- The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk
- The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

Policies

The following policies are considered relevant in the consideration of this application.

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:
- Policy DC1 – Residential Extensions

The Manchester Core Strategy – Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on the 11th of July 2012:
- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles

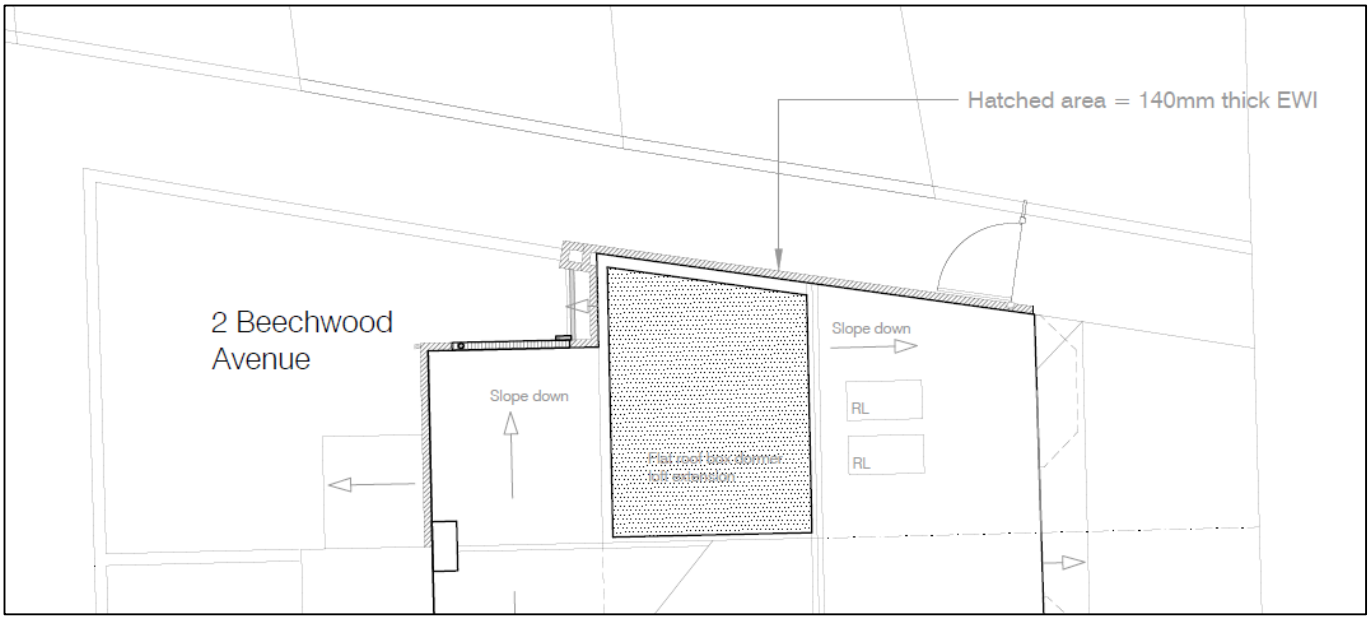
The National Planning Policy Framework (NPPF, 2024)
- Chapter 12 – Achieving Well-Designed Places

Places for Everyone - is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

- Policy JP-P1: Sustainable Places



Submitted proposed elevations



Submitted proposed plan

Issues

Policies SP1 and DM1 of the Manchester Core Strategy seek to ensure that new development enhances or creates character, protects, and enhances the built environment; and that the design, scale, and appearance of the proposed development is appropriate to its context. Policies DC1.1, DC1.2, DC1.3 and DC1.4 of the Unitary Development Plan for the City of Manchester relate specifically to residential extensions and set out a number of criteria against which proposals for extensions will be assessed. Although these latter policies are now of some age, they are consistent with the guidance in the National Planning Policy Framework which seeks a high standard of design in new developments to ensure a good standard of amenity for all existing and future occupiers.

Principle – the principle of installing external wall insulation to the side and rear elevations of a dwellinghouse together with partial cladding of the side elevation of the outrigger in larch to improve the property's energy efficiency and contribute to the city's sustainability goals is acceptable. Notwithstanding this, consideration must be given to the proposal's appearance and impact upon visual amenity, residential amenity, waste storage, and parking and highways impact.

Appearance and visual amenity – the proposal includes the installation of external wall insulation (EWI) to the side and rear elevations of the dwellinghouse together with the partial cladding of the side elevation of the outrigger in larch. The EWI will feature a rendered finish which will be white through-coloured, covering the existing common brick façade. It will cover the entirety of the property's gable side elevation as well as its rear elevation and the majority of the outrigger side elevation. It would have a thickness of 140mm, with a dark grey concrete tiled plinth to its base and a pressed metal capping/verge detail to the top. The larch cladding to the side elevation of the outrigger would be installed at ground floor level only with a 140mm thickness (to match the EWI) with a zinc plinth to its base.

The proposed installation of external wall insulation (EWI) to the side and rear elevations of the dwellinghouse, along with partial larch cladding to the outrigger, is considered acceptable in visual terms. The white through-coloured rendered finish of the EWI will provide a clean and contemporary contrast to the property's retained redbrick Beechwood Avenue frontage, which would be largely unaffected by the works. Further to this, it is considered that the proposal has been thoughtfully designed to ensure a cohesive and well-resolved appearance, with the

inclusion of a dark grey concrete tiled plinth at the base and a pressed metal capping detail at the top of the EWI, to avoid any abrupt or awkward junctions with the existing building fabric. Similarly, the larch cladding to the outrigger side elevation will also feature a zinc plinth to its base and would match the EWI thickness, thereby discreetly accommodating new drainage fittings whilst contributing to a soft, natural finish that will weather over time. While the alterations to the gable side elevation of the dwellinghouse will be visible from specific viewpoints along Beechwood Avenue and Sandy Lane (most notably the head of the cul-de-sac), the presence of similar render treatments within the wider street scene (see below image), including to the rear of 100 Sandy Lane, should ensure that the proposal would not appear incongruous. The rear elevation and outrigger alterations would be discreetly located away from the street scene and would be largely screened from public view, ensuring they have a minimal impact on the visual amenity of the area.

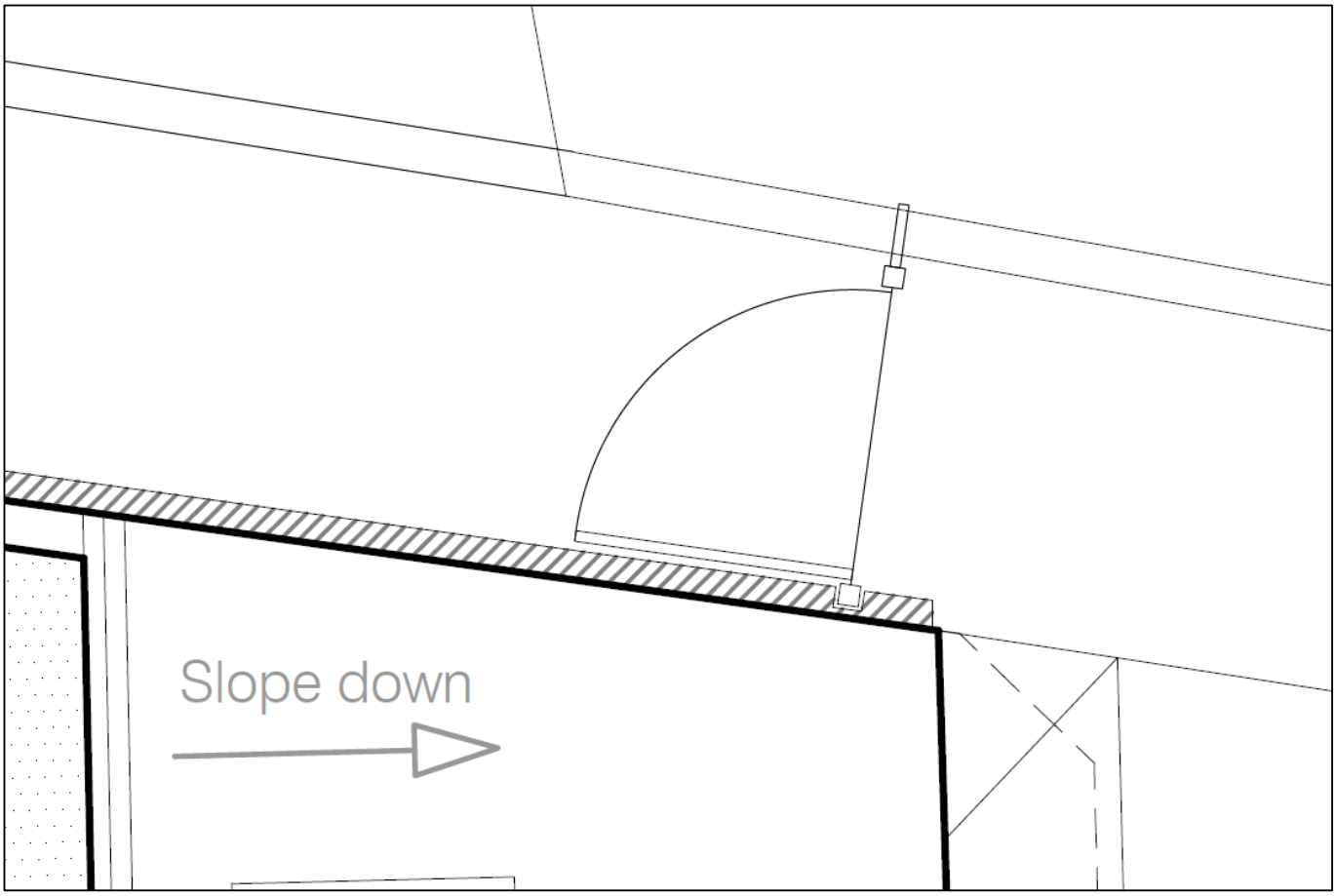


Rear view of No.100 Sandy Lane with render visible in street scene

Moreover, it should be noted that any perceived visual harm caused by the works would be outweighed by the clear environmental benefits of the scheme, including improved thermal and energy performance at the application property, which aligns with the Council's sustainability objectives and commitment to reaching net zero carbon by 2030.

Residential amenity – the proposal is not anticipated to result in any adverse impact upon residential amenity. The works involve the application of external wall insulation and partial cladding only, with no extensions or increase in built form. Given the limited thickness of the interventions (140mm), the proposal would not give rise to issues of overshadowing, loss of light, or loss of outlook for neighbouring occupiers. Furthermore, no additional windows or openings are proposed as part of the scheme, ensuring that existing levels of privacy are maintained. As such, the proposal is considered to be acceptable in terms of its impact upon surrounding residential properties.

Waste storage – it is acknowledged that concerns were raised in relation to the proposal affecting the movement of refuse bins from the shared alleyway to the rear to the roadside on collection days. However, the proposal would allow for a retained alleyway width of 1.8m to the side of the property which is sufficient to allow for the movement of refuse bins in this location. Further to this, it is understood that the proposal would not impede or obstruct the usage of the alley gate to the side of the property given that the proposed drawings show the EWI as leaving a gap surrounding the alley gate post and would not cover the structure itself. The existing waste storage arrangements would therefore be unaffected by the proposal.



Excerpt from submitted proposed plan showing EWI relationship with alley gate

Parking – the existing parking arrangements would be unaffected by the proposal.

Highways impact – MCC's Highways Services did not indicate that there would be any adverse impact upon the adjacent highway network as a result of the works. Their comments regarding waste, land ownership, and the ASHP have been detailed within this report.

Air Source Heat Pump – MCC's Highways Services requested clarification regarding the location of the ASHP detailed within the submitted planning statement. However, the planning statement also indicates that the ASHP would be installed to the rear elevation of the property under permitted development rights. As the applicant is not seeking planning permission for the ASHP under the current application, details of its location are not required in this instance.

Land ownership – it is acknowledged that concerns were raised in relation to potential ownership issues associated with the EWI projecting onto the adjacent alleyway. However, the submitted application form includes a completed Ownership Certificate B and indicates that the requisite notice has been served on the relevant landowner. Future issues that may arise in association with this element of the works would be regarded as civil legal matters between the interested parties and do not constitute a material planning consideration that would warrant the refusal of the current application.

Other Legislative Requirements

Equality Act 2010
Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 polices 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. No significant problems have arisen during the consideration of this application, and the application has been determined in a timely manner, in accordance with the policies with the Development Plan.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) 3-year time limit:

The development must be begun not later than the expiration of three years beginning with the date of permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Act Planning Act 1990.

2) Specified plans:

The development hereby approved shall be carried out in accordance with the following drawings and documents:

‘Sectional Elevation – Out Rigger’, numbered ‘059-213-07’, received by the City Council as Local Planning Authority on the 21st August 2025.
‘Elevations – Proposed’, numbered ‘059-213-06 rev B’, received by the City Council as Local Planning Authority on the 1st September 2025.
‘Site Plan – Proposed’, numbered ‘059-213-05 rev B’, received by the City Council as Local Planning Authority on the 1st September 2025.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

3) Materials:

Notwithstanding the details included within the documents listed under condition no.2 of this approval, no above-ground works shall commence unless and until samples and/or 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.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

Informatives

1) The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk

2) The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

Appendix 1 – List of consultees & neighbours notified

Highway Services

92 Sandy Lane, Chorlton, Manchester, M21 8TZ
1 Brookfield Avenue, Manchester, M21 8TX
4 Beechwood Avenue, Manchester, M21 8UA
94 Sandy Lane, Chorlton, Manchester, M21 8TZ
90 Sandy Lane, Chorlton, Manchester, M21 8TZ
3 Brookfield Avenue, Manchester, M21 8TX
5 Brookfield Avenue, Manchester, M21 8TX
1 Beechwood Avenue, Manchester, M21 8UA
98 Sandy Lane, Chorlton, Manchester, M21 8TZ
96 Sandy Lane, Chorlton, Manchester, M21 8TZ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Area Team Boundary - Name: SOUTH AREA