MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	140811/FO/2024
Date registered valid:	9 October 2024
Proposal:	Erection of a three storey building at the rear of 83-95 Wendover Road to form 8 (2 bedrooms) self-contained flats.
Address:	83-95 Wendover Road, Manchester, M23 9EG
Ward(s):	Brooklands Ward
Applicant:	Mr Steven Cottrell, Rockchoice Limited
Agent (if any):	Mr Simon Lancashire, Design24
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	20 June 2025

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 21 October 2024

Standard consultations:
Printed: 10 October 2024 Expired: 31 October 2024

Neighbour notifications
Printed: 10 October 2024 Expired: 31 October 2024

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

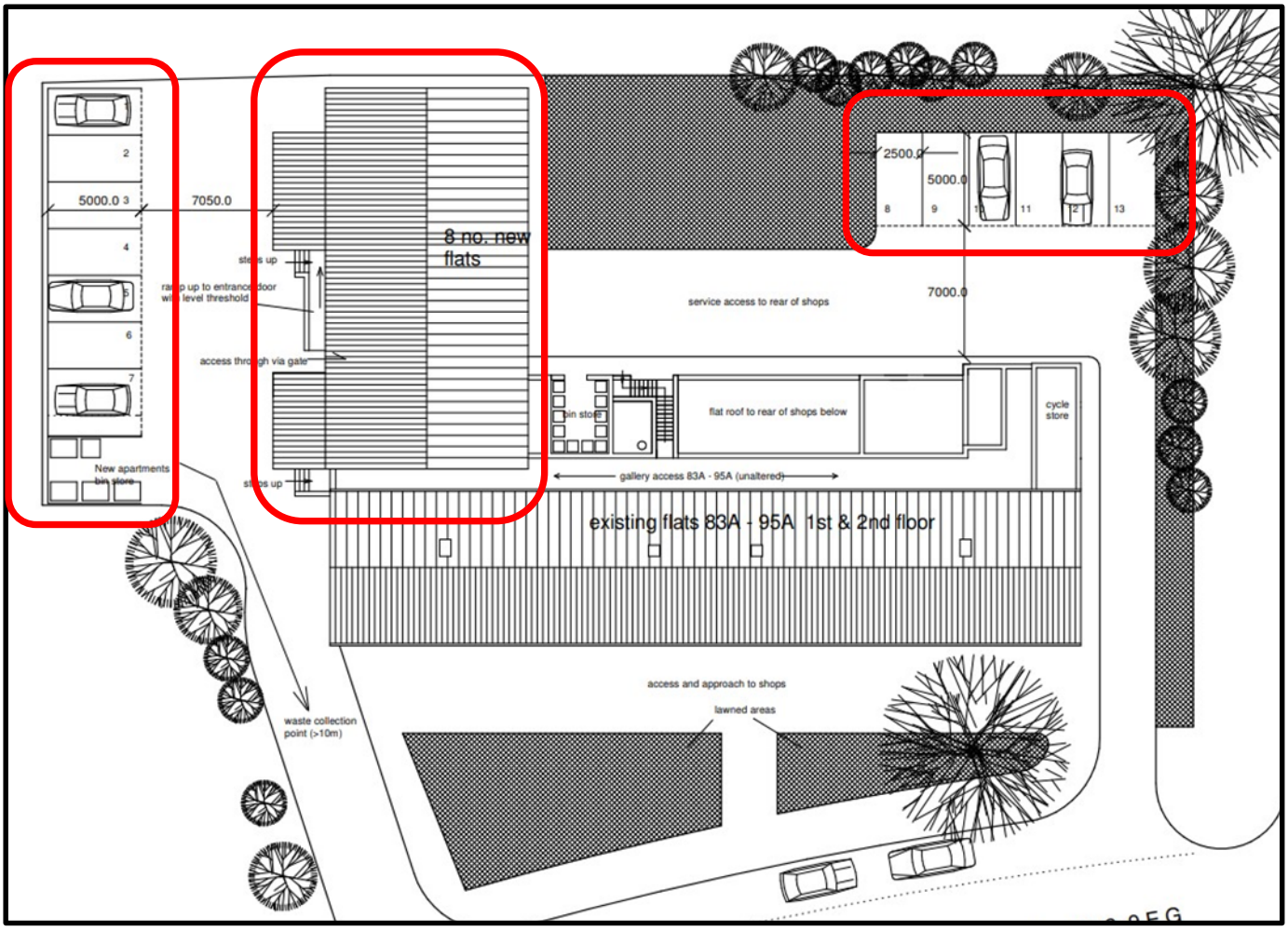
83-95 Wendover Road is a 3 storey terrace consisting of commercial uses on the ground floor with residential above. There is a grassed area to the front while at the rear there is a service and parking area, along with a dilapidated and partially demolished row of lock-up garages. The property is located within a predominantly residential area.



Listed building: No
Conservation area: No
Tree Preservation Order: No

Description of development

The applicant is proposing to erect a 3 storey extension at the rear of the terrace to form eight 2-bed apartments, along with car parking and bin store at the front and further car parking and landscaping to the rear.



Consultations & Notification Responses

Local Residents – One letter of objection have been received, the comments are summarised below:

- The proposed extension would be located close to nearby houses and as a result would block off light from several windows.
- The proposal would lead to the overlooking of nearby dwellings, resulting in a loss of privacy.
- The increased activity of additional people living at the site, i.e. coming and goings of the residents and their vehicles, would have an impact on existing amenity levels.

Highway Services – Have made the following comments:

- Given that the proposed development is resultant in 8 additional residential apartments, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
- There are 13 car parking spaces located within the site's curtilage, thus equating to a total provision (for the existing and proposed apartments) of 87%.
- It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.
- A cycle store is noted on the plan and provides parking for 8 cycles. This is acceptable to Highways.
- A proposed bin store is noted at the northern elevation of the site adjacent to the proposed parking spaces. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway. The refuse collection will form part of the existing arrangements for the apartment. It is noted that a service access is in place at the rear of the shops for the use of the existing retail units.
- A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and public health.

Greater Manchester Police – GMP have stated that the ginnel to the rear parking area must be fenced off and have raised concerns about the location of the ground floor entrance doors.

United Utilities Water PLC – Requests the imposition of a drainage condition.

Policies

The National Planning Policy Framework (December 2024) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

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

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or
ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

In addition to the above, Section 5 (*Delivering a sufficient supply of homes*) is of relevance:

Paragraph 61 in section 5 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

Paragraph 73 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;

b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing;

c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;

d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and

e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity – This policy states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. It states further than in relation to development, proposals would be expected to:

a) Follow the mitigation hierarchy of:

i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then
ii. Adequately mitigating any harm to biodiversity, then
iii. Adequately compensating for any remaining harm to biodiversity

b) Avoid fragmenting or severing connectivity between habitats;
c) Achieve a measurable net gain in biodiversity of no less than 10%
d) Make appropriate provision for long-term management of habitats and geological features connected to the development;
e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and

Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below

Policy SP1, *Spatial Principles,* - Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

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

- 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.
- Community safety and crime prevention.
- Design for health.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sited in sustainable locations and which takes account of
- the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H7, *Wythenshawe* – The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

Policy EN1, *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban Design and have regard to the strategic character area in which the development is located. This site is in the area defined as Wider Wythenshawe, policy EN1 defines the character of this area as:

> *"Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920s to the 1960s, with some later infill developments and industrial zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres. The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape."*

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

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

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

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

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

Manchester Residential Quality Guidance 2016 – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Issues

Principle of the Proposal – Planning permission to erect a similar sized building on the site for 10 apartments was approved in June 2007:

> *081364/FO/2006/S2 – Erection of a 3 storey extension to the rear and alterations to the property to form 10 apartments, with associated parking and landscaping.*

Given the predominantly residential character of the neighbourhood and the previous consent on the site the principle of the proposal is considered acceptable.

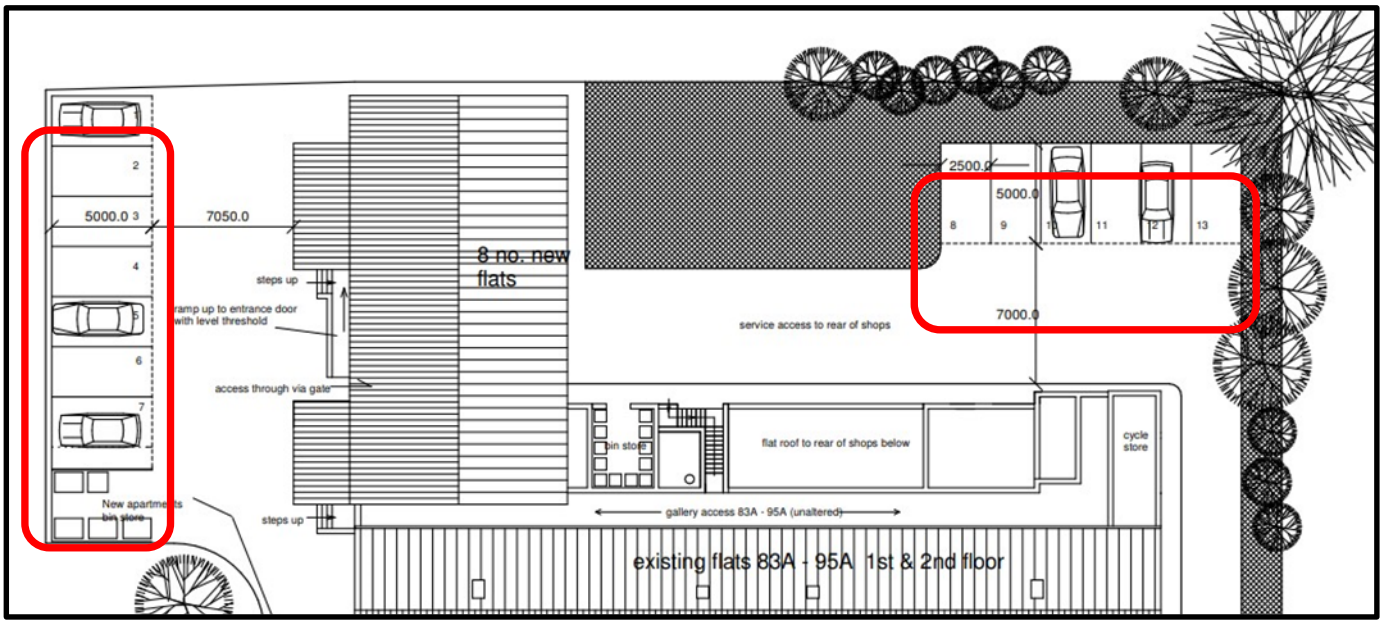
Notwithstanding this, concerns about parking, impact on pedestrian safety and residential and visual amenity must be assessed, as well as any impacts upon existing ecological features.

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

For a dwelling of this size (2 bed and single storey in height) the guidance states that between 61 and 70m² of accommodation should be provided, depending on the number of people who would reside at the property. As six of the flats would provide 70m² of accommodation and the other two would provide 63.3m², it is considered that the proposal complies with Manchester's space standards.

Disabled Access – The circulation space is considered sufficient to allow ease of access but as the accommodation is accessed via stairs it would only be suitable for the ambulant disabled.

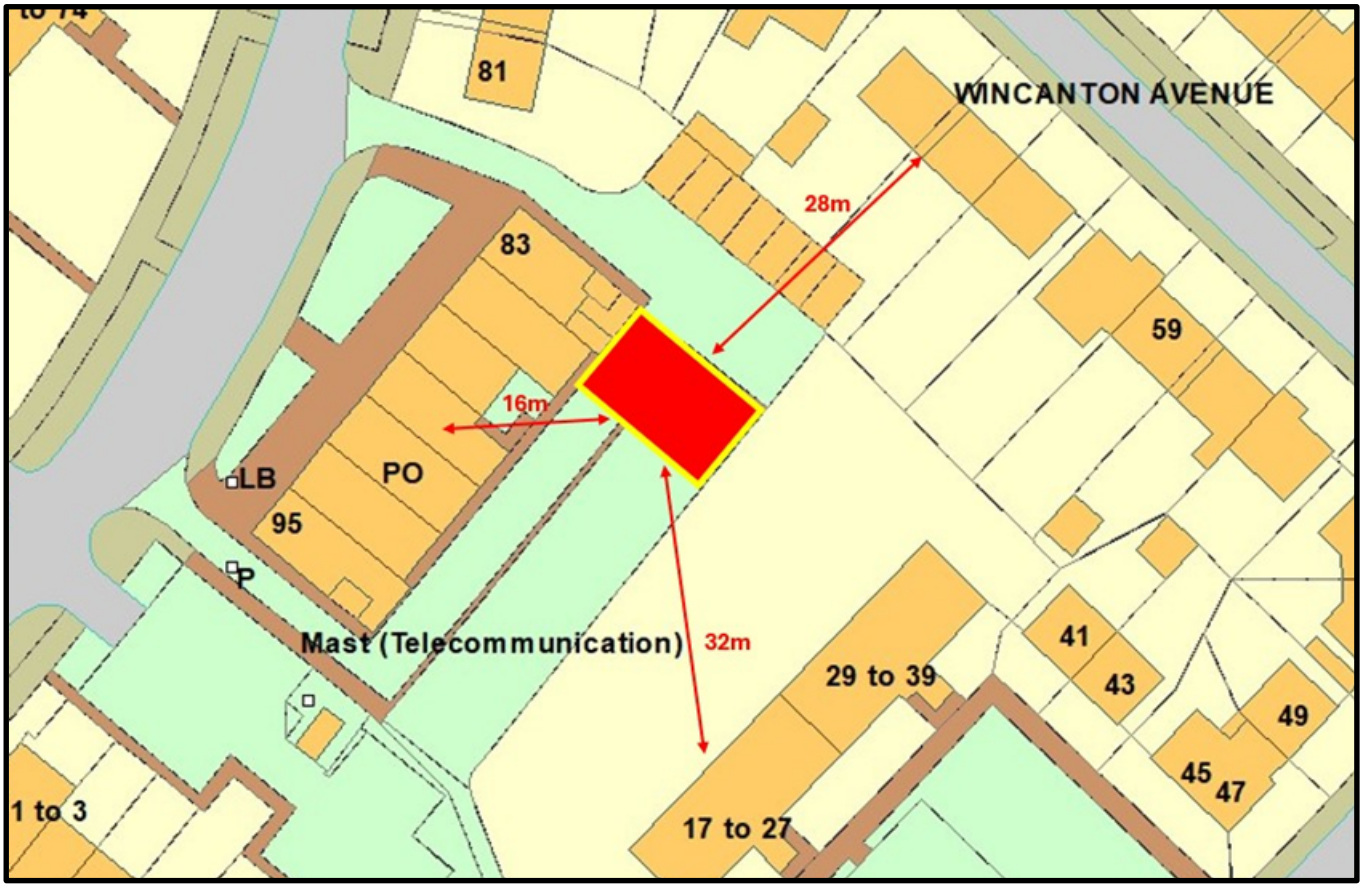
Parking – Fifteen apartments would be provided on the site (7 existing and 8 proposed). A total of 13 spaces would be provided for the existing and proposed apartments, this level of provision is considered acceptable in this instance.



Electric Vehicle Charge Points – Provision of electric vehicle charging points within the site would be the subject of a condition.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact upon Privacy – The front elevation of the proposed building would line up with the side elevation of the existing terrace and face the rear elevations of the nos. 63-67 Wincanton Avenue. While the proposed rear elevation would face the existing parking/servicing area, it would offer oblique views of the rear of the Wendover Road terrace and the apartments off Wincanton Avenue. There are a number of habitable room windows in the proposed front and rear elevations but given the distances between the proposed apartments and the existing dwellings on Wincanton Avenue and Wendover Road, as can be seen below, it is not considered that the occupants of those dwellings would experience a loss of privacy.



Noise – Given the number of units proposed and the domestic nature of the activity that would be associated with it, it is not considered that the proposal would be an inherently noise generating development.

Daylight/Overshadowing – Given the orientation and height of the proposed building, along with the separation distances seen above, it is not considered that any of the existing dwellings or associated gardens on Wincanton Avenue would be subjected to undue overshadowing.

The western elevation is in close proximity to the existing flats at nos. 83a and 85a Wendover Road. However, in terms of no. 83 a Wendover Road, a new window in proposed in the northern elevation of the existing building to ensure light levels are achieved, while one of the windows at no. 85a Wendover Road is still afforded oblique views towards what will be the rear garden area.

Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

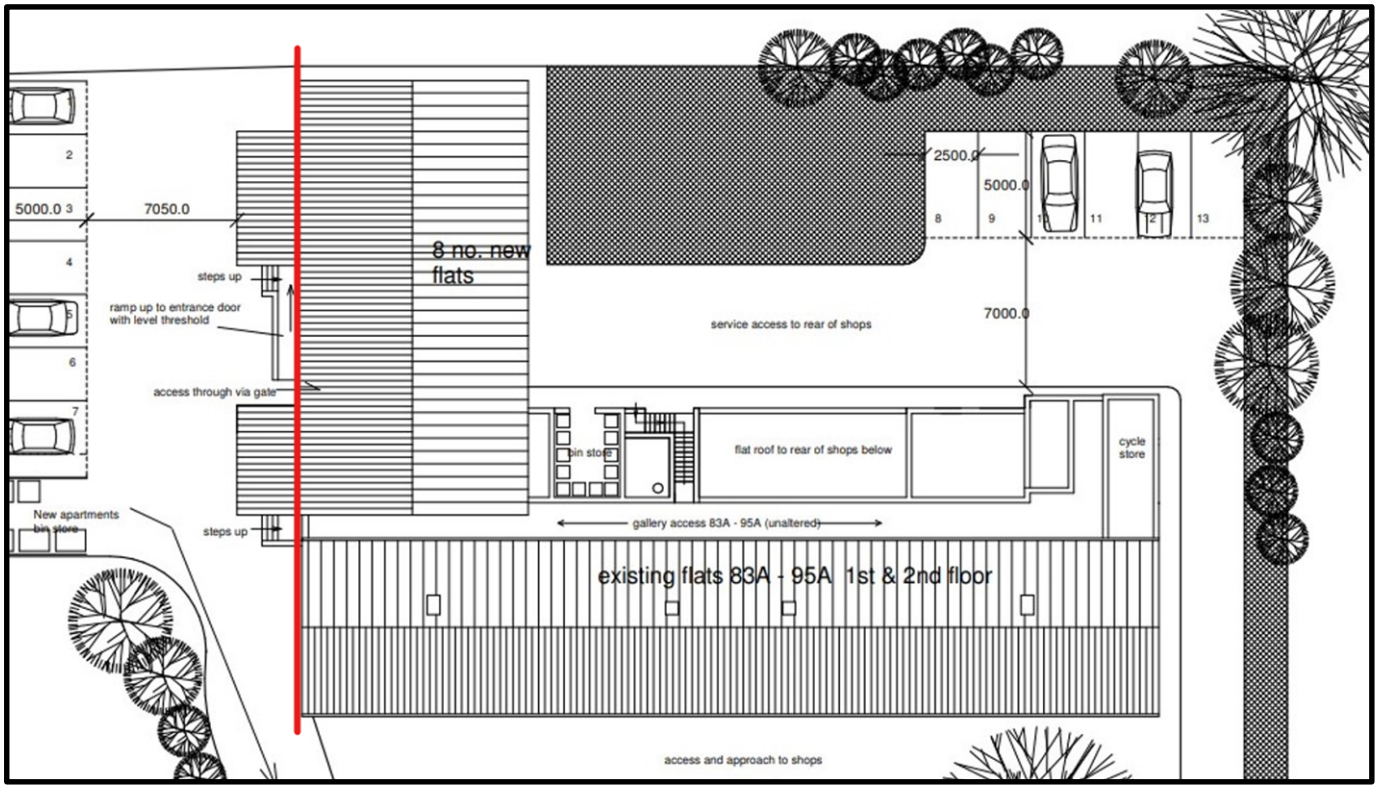
Design – The proposed building would consist of rendered elevations topped by a tiled roof. Render has been used on a number of apartment blocks in the locality, accordingly its use in this instance is considered acceptable. It is felt that the proposed windows should be set further into the elevation, accordingly a condition, requiring the submission of more detailed drawings of the window reveals, is suggested in order to that the proposed building provides visual depth, creates shadow lines and break up the elevations.

In terms of the proposed bin store, a condition requiring the submission of elevational details of the bin store would be attached to any consent granted.

Overall, the design of the proposed building is considered acceptable and would not have a detrimental impact upon the overall character of the neighbourhood.

Amenity Space – It is considered that sufficient private amenity space would be provided at the rear of the site.

Siting – The main front wall of the development would line up with the front elevation of the existing terrace. Only the access staircase would project forward in order to be more visible and provide added natural surveillance. Overall, the siting of the proposed building is considered acceptable.



Visual Amenity – Given the design and siting of the proposed building, it is not considered that erecting it in this location at the rear of existing commercial terrace would have an unduly detrimental impact upon the existing levels of visual amenity enjoyed within the vicinity of the site.

Drainage – The condition requested by United utilities would be attached to the approval.

Trees – No trees would be felled to facilitate the development.

Landscaping – An indicative landscaping scheme has been submitted which shows that the existing rear landscaped area would be retained and supplemented with additional tree planting. To ensure that these species are suitable for the site a condition requiring the submission of a detailed landscaping plan is suggested in this instance.

Biodiversity Net Gain (BNG) – The applicant has claimed an exemption, given the condition of the existing site (see below), i.e. it would not impact an onsite priority habitat. While meeting this test it would not meet the second as it would be greater than 25m² and as such BNG needs to be provided.



While it is not anticipated that the ecological uplift would be considerable, given the current state of the site, it is believed that the site could comfortably accommodate any extra provision given the landscaped areas available to the front and rear of the site. Accordingly, in this instance it is considered appropriate to attach the following condition to any consent granted in order to secure these improvements:

> *Prior to the commencement of above ground works a Biodiversity Gain Plan, Habitat Management and Monitoring Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved Biodiversity Gain Plan shall be implemented in accordance with an agreed timetable and thereafter maintained in accordance with the approved Habitat Management and Monitoring Plan.*
>
> *Reason - In the interests of biodiversity net gain being achieved on-site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).*

Ecology – Given the existing site condition it is not considered that the proposal would have a detrimental impact upon any protected wildlife or other ecological features. Overall, the ecological impact would be negligible. Notwithstanding this, it is still considered prudent to require the applicant to incorporate bio-diversity enhancements within the development, such as bird and/or bat boxes. Their provision would be incorporated into an subsequent BNG scheme but it is also considered appropriate to make them subject to a separate condition.

Crime Prevention – GMP raised concerns about the lack of a security gate on the access ginnel to the rear of the site and the recessed nature of the two access doors to the stairwells. The applicant responded by incorporating the gate and moving the entrance doors closing to the front elevation of the stairwells to aid overlooking. In addition, they have also added additional windows to the stairwell in order to provide improved surveillance over the front car parking area.

While these improvements are welcomed, it is still considered prudent to require the applicant to incorporate Secured by Design principles in the development to provide enhanced security on the site.

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

It its recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the site. However, given the proposal is for only 8 apartments, the overall significance of potential impacts is considered to be low.

As a result of the above and given the provision of vehicle charging points, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced within the vicinity of the site.

Environmental Standards – A condition is recommended relating to the submission of details of appropriate environmental standards and associated renewable energy features.

Waste Storage – Environmental Health have confirmed that the submitted Waste Management Strategy is acceptable, namely the provision of a bin store adjoining the car parking area. A condition will be imposed to ensure that it is implemented in full.

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 issues arising from the consideration of this application.

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

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

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

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

a) Proposed Location Plan, received on 14 August 2024
b) 0824/01/01A - Proposed Site Plan, received on 1 October 2024
c) 0824/01/02 - Proposed Elevations (SW) and Roof Plan, received on 14 August 2024
d) 0824/01/03D - Proposed Elevations (NE and SE), received on 20 May 2025
e) 0824/02/04D - Proposed Ground Floor Plan (Flats 1 and 2), received on 30 May 2025
f) 0824/02/05D - Proposed First Floor Plan (Flats 3, 4, and 5), received on 20 May 2025
g) 0824/02/06 - Proposed Second Floor Plan (Flats 6, 7, and 8), received on 14 August 2024
h) Waste Management Strategy, received on 1 October 2024

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

3) No above ground works 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.

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 Manchester Core Strategy.

4) Prior to the commencement of above ground works, detailed drawings at a scale of 1:20 (or other scale agreed in writing with the Local Planning Authority) shall be submitted to and approved in writing by the City Council as Local Planning Authority. The drawings shall include the following:

a) Plans, elevations, and cross-sections of all window reveals;
b) Details of the depth of the window set-back from the external face of the wall;
c) Details of materials, junctions, and finishes around the reveals.

The development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason - To ensure a high quality of design and detailing in the interest of visual amenity and the character of the surrounding area, pursuant to guidance within the NPPF and Policy DM1 in the Manchester Core Strategy.

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

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

6) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 1 October 2024 and shall remain in situ whilst the development is in operation.

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

7) a) No above ground works shall commence until a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network has been submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including the local commercial premises. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

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

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

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

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

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

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

9) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

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

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

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

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

12) Prior to the commencement of above ground works an Environmental Standards Statement, which addresses sustainability ratings and the provision of renewable energy within the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with those details.

Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4, EN6 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

13) Prior to the commencement of above ground works a Biodiversity Gain Plan, Habitat Management and Monitoring Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved Biodiversity Gain Plan shall be implemented in accordance with an agreed timetable and thereafter maintained in accordance with the approved Habitat Management and Monitoring Plan.

Reason - In the interests of biodiversity net gain being achieved on-site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

14) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

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

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

16) Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

1) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
2) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
3) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
4) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
5) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and EN08 and EN14 in the Manchester Core Strategy.

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

a) Details of Wheel Washing;
b) Dust suppression measures;
c) Compound locations where relevant;
d) Location, removal and recycling of waste;
e) Routing strategy and swept path analysis;
f) Parking of construction vehicles and staff;

g) Hours of working

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

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

18) The cycle store, as shown on drawing no. 0824/01/01A - Proposed Site Plan, received on 1 October 2024, shall be implemented as part of the development and shall remain in-situ whilst the use is in operation.

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

19) Prior to the commencement of above ground works, elevational drawings of the proposed bin store shall be submitted to and be approved by the City Council as Local Planning Authority. The bin store shall be erected and thereafter maintained in accordance with the approved details prior to the occupation of the residential accommodation hereby approved.

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

Informatives

1) Informative for Condition 7 - Noise survey data shall include measurements taken during a rush-hour period and nighttime to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved:

a) Bedrooms (night time - 23.00 - 07.00) - 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 10 times)
b) Living Rooms (daytime - 07.00 - 23.00) - 35 dB LAeq
c) Gardens and terraces (daytime) - 55 dB LAeq

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
United Utilities Water PLC
81 Wendover Road, Manchester, M23 9EG
60 Wendover Road, Manchester, M23 9FN
1H Ferndown Road, Manchester, M23 9AU
1J Ferndown Road, Manchester, M23 9AU
1G Ferndown Road, Manchester, M23 9AU
1F Ferndown Road, Manchester, M23 9AU
1E Ferndown Road, Manchester, M23 9AU
1D Ferndown Road, Manchester, M23 9AU
1C Ferndown Road, Manchester, M23 9AU
1A Ferndown Road, Manchester, M23 9AU
1B Ferndown Road, Manchester, M23 9AU
Flat 1, 95B Wendover Road, Manchester, M23 9EG
Flat 2, 95B Wendover Road, Manchester, M23 9EG
82 Wendover Road, Manchester, M23 9FN
76 Wendover Road, Manchester, M23 9FN
70 Wendover Road, Manchester, M23 9FN

64 Wendover Road, Manchester, M23 9FN
Flat 3, 95B Wendover Road, Manchester, M23 9EG
91 Wendover Road, Manchester, M23 9EG
85 Wendover Road, Manchester, M23 9EG
73 Wincanton Avenue, Manchester, M23 9AP
69 Wincanton Avenue, Manchester, M23 9AP
93A Wendover Road, Manchester, M23 9EG
87A Wendover Road, Manchester, M23 9EG
25 Wincanton Avenue, Manchester, M23 9AP
23 Wincanton Avenue, Manchester, M23 9AP
21 Wincanton Avenue, Manchester, M23 9AP
19 Wincanton Avenue, Manchester, M23 9AP
17 Wincanton Avenue, Manchester, M23 9AP
71 Wincanton Avenue, Manchester, M23 9AP
67 Wincanton Avenue, Manchester, M23 9AP
65 Wincanton Avenue, Manchester, M23 9AP
63 Wincanton Avenue, Manchester, M23 9AP
61 Wincanton Avenue, Manchester, M23 9AP
59 Wincanton Avenue, Manchester, M23 9AP
39 Wincanton Avenue, Manchester, M23 9AP
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35 Wincanton Avenue, Manchester, M23 9AP
33 Wincanton Avenue, Manchester, M23 9AP
31 Wincanton Avenue, Manchester, M23 9AP
29 Wincanton Avenue, Manchester, M23 9AP
27 Wincanton Avenue, Manchester, M23 9AP
79 Wendover Road, Manchester, M23 9EG
77 Wendover Road, Manchester, M23 9EG
93 Wendover Road, Manchester, M23 9EG
89 Wendover Road, Manchester, M23 9EG
87 Wendover Road, Manchester, M23 9EG
84 Wendover Road, Manchester, M23 9FN
80 Wendover Road, Manchester, M23 9FN
78 Wendover Road, Manchester, M23 9FN
74 Wendover Road, Manchester, M23 9FN
72 Wendover Road, Manchester, M23 9FN
68 Wendover Road, Manchester, M23 9FN
66 Wendover Road, Manchester, M23 9FN
62 Wendover Road, Manchester, M23 9FN
95 Wendover Road, Manchester, M23 9EG
82A Wendover Road, Manchester, M23 9FN
95A Wendover Road, Manchester, M23 9EG
91A Wendover Road, Manchester, M23 9EG
89A Wendover Road, Manchester, M23 9EG
85A Wendover Road, Manchester, M23 9EG
83A Wendover Road, Manchester, M23 9EG

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA