Application Number	Date of Appln	Committee Date	Ward
141471/FO/2024	12 Nov 2024	13 March 2025	Didsbury East

Proposal Erection of a three storey detached dwellinghouse (four bed) with associated car parking and landscaping.

Location Land off Essex Avenue, to the rear of 21 Cranmer Road, Manchester

Applicant Mr P Heneghan , B2 Architecture Ltd

Agent Mr P Anderton, B2 Architecture Ltd

Executive Summary

This application was deferred at the Committee meeting held on 20 February 2024 to enable members of Committee to undertake a site visit in order to understand the nature of the proposed site and the condition of the land.

The applicant is proposing to erect a four bed detached dwelling on the site. Seventeen letters have been received from local residents, fifteen objecting to the proposal, while two welcome the inclusion of bat/bird boxes into the scheme. The main concerns raised include the size and location of the dwelling, the potential to exacerbate existing drainage issues, impact on existing ecological features and landscaping, the impact on the existing on-street parking arrangements, residential amenity and pedestrian/highway safety.

Description

This application relates to a site, approximately 500m² in size, which is located at the northeast end of Essex Avenue and which was formerly used as the rear garden of no. 21 Cranmer Road. The site is shown below:

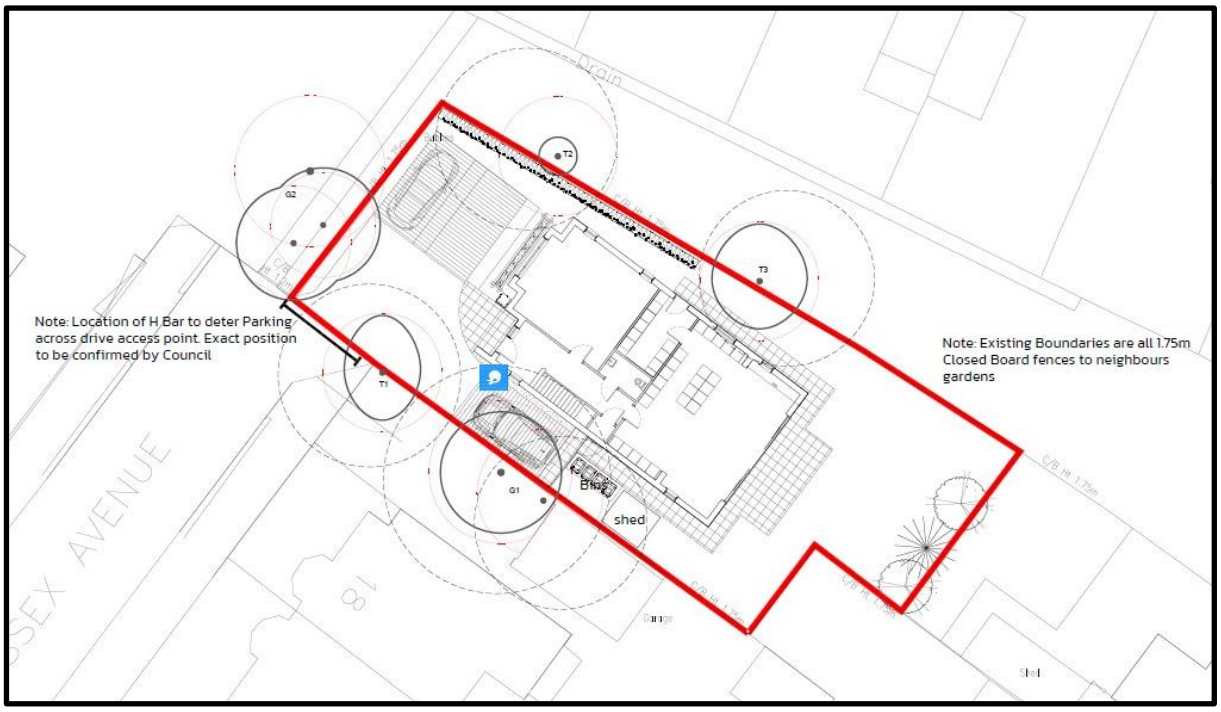


The site comprises two narrow, parallel gardens, which are now in single ownership, with a row of ornamental shrubbery running between them. The northerly of the two gardens (rear of 21 Cranmer Road) supports several scattered fruit trees comprising of apple and pear. There is a band of ornamental shrubbery running between the two gardens, which includes some further small trees including willow, apple, cherry, and hazel, along with further introduced shrubbery. The southern garden (formerly part of no. 19 Cranmer Road) is partly paved with thin soils above and layers of moss. There is an ornamental hedge running along the southwest boundary of the site, which comprises of tall cypress and laurel. There are further scattered small trees in the hedge, including cherry and beech.

The site is located within a predominantly residential area and is adjoined on all sides by the gardens of neighbouring properties on Essex Avenue, Cranmer Road and Brookland Drive. The area is characterised by two and three storey semi-detached and detached dwellings, built mainly in the early 20th Century but with more modern infill examples. The site is not within Flood Zones 2 or 3. The site contains mature garden plants and trees, as can be seen below:



The applicant is proposing to erect a 3 storey 4 bed dwellinghouse on the site, along with associated car parking and landscaping. Pedestrian and vehicular access to the site would be obtained via Essex Avenue. The proposed layout is shown below:



The original submission did show the proposed ridgeline much higher than the neighbouring property on Essex Avenue. However, that appears to have been a topographical error and amended plans have been received which show the proposal matching the ridge height of the neighbouring property:



Consultations

Local Residents – 17 letters have been received from local residents, 15 of which object to the proposal. Of the remaining two letters, one requests the inclusion of integral bat and swift bird boxes in the scheme, and the other letter, following the inclusion of the aforementioned boxes, supports the proposal.

The objections are summarised as follows:

- The roofline of the proposed structure looks significantly higher than the roofline of existing adjacent properties (Nos 16/18 Essex Avenue).
- The line of the front elevation wall of the proposed structure appears to be aligned with the front of the bay windows of the existing adjacent properties (Nos 16/18 Essex Avenue) rather than the line of the front elevation walls of Nos 16/18 and so will protrude forward when viewed from the street.
- The proposed access to the new development from Essex Avenue is extremely tight and narrow. During construction and on-going once the development is complete, the proposed access is likely to reduce the current parking capacity currently available (and fully utilized) by existing residents in front of Nos 15, 16 and 18 Essex Avenue.
- There is a brook called 'Fog Lane Brook' which is marked as a "Drain" on the submitted block plan and runs some 4m from the northern boundary of the site. Residents often see extensive flooding of the area/site after heavy rainfall. There is concern that if any culverting of the brook is necessary to accommodate the development, it would have an adverse effect on the adjacent properties causing their private garden areas to be flooded during period of heavy rainfall.
- The proposal, if approved, would not conserve, enhance, restore or protect the habitat of wildlife currently occupying the site. In particular, bats, hedgehogs and swallows and other nesting birds would all be impacted. Therefore, there is concern that there would be a negative effect on nature conservation contrary to both National and local Planning Policies relating to biodiversity. The application does not provide an environmental impact assessment, only a bat survey, and there is no evidence in the application as to how the development would support Biodiversity net gain.
- Badgers have been seen along the road and might well be located within the site.
- The proposal would result in the loss of trees.
- In winter months the proposal would lead to overshadowing of adjoining gardens.
- The site of the proposed development is a well-known habitat for various types of wildlife, including badgers.
- The end of Essex Avenue outside numbers 15, 14 and 16 is already challenging for parking, turning and access. Children play on the road regularly, and introduction of additional road traffic, including turning and reversing vehicles will add to the risk to their safety.

A local resident has requested that the following photographs be included in the report to illustrate the issue of standing water following heavy rain.





Didsbury East Ward Members – Letters of objection have been received from Cllrs Foley and Simcock. The comments are summarised as follows:

- The area where the proposed development is located is very close, within 4 metres, to the Fog Lane Brook, marked as “drain” on the drawings. If culverting is necessary for the development this could adversely impact adjacent neighbours causing flooding of their private gardens. Within the last 1-2 years or more there has been what would appear to be intractable problems with flooding in this area in the nearby Fog Lane Park impacting residential properties bordering the park in this area.
- The access arrangements appear unsatisfactory.
- The roofline is taller than the adjoining house and the proposed dwelling would be forward of the neighbouring property.
- During construction and on-going once the development is complete, the proposed access is likely to reduce the current parking capacity for existing residents.
- The proposal would have a negative impact on existing ecological features and subsequent nature conservation.

Didsbury West Ward Members – A letter of objection has been received from Cllr Leech, the comments are summarised as follows:

- The developer claims that protected and priority species are not likely to be affected. This suggests that they have either not done their job properly, or they are seeking to mislead in their application. The land in question, is full of trees and wildlife and acts as a natural barrier to mitigate against flooding. The development would result in massive loss of biodiversity. These trees should be protected and are wholly visible as part of the street scene. Their removal would be completely unacceptable from an amenity perspective and their protection against flooding.
- The developer fails to mention Fog Lane Brook, which runs next to the site, describing it as a drain. I fail to believe that this is a mistake and appears to be a clear attempt at avoiding the very real flood risk on this site. (It is worth pointing out that the Council is having to spend hundreds of thousands of pounds to try and tackle flooding problems in the park, which is the other side of the development, so let's not have someone at the Council trying to claim that there are no flooding problems in the area!
- The proposed access to the site is wholly inadequate - according to the drawings, a section of pavement would have to be removed to allow for access and exit back onto Essex Avenue.
- The indicative street scene is wholly inaccurate, because the proposed house is past the end of the road, and would not be visible straight on, and for any visibility, it would require the complete removal of all the trees and hedges.
- The proposed house is higher than the existing homes.

Highway Services – Have made the following comments:

- Given that the proposed development is resultant in one additional residential dwelling, 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.
- The site is well accessed by sustainable modes. Regular bus services and Metrolink services are available within walking distance of the site.

- There are 3 car parking spaces located within the site's curtilage. A Swept Path analysis was undertaken for each of the parking spaces and Plan 'Swept Path Analysis - Large Car' demonstrates that a large can enter and manoeuvre into the parking spaces at the development site.
- It should be noted that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway.
- A H-Bar is proposed along Essex Road at the vehicle access to reduce inconsiderate parking. This is welcomed by Highways.
- The submitted plans confirm that EV Charging will be in place within the curtilage of the site. This is acceptable to Highways.
- The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway. It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.
- A bin store is noted within the curtilage of the site. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway. Bins will be presented onto Essex Avenue on collection day and form part of the existing collection within this location. This is acceptable to Highways.
- A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Flood Risk Management Team – Have made the following comments:

- To contextualise the current risk, shown in national surface water flood mapping and the photographs submitted by local residents, the carriageway of Essex Avenue slopes downwards from Fog Lane, reaching the lowest point at the dead-end of Essex Avenue. Therefore, the current flood risk is primarily from water flowing down the road from the direction of Fog Lane, rather than from the proposed site. The drainage of the highway is the responsibility of the Council as Highway Authority.
- As this application meets the threshold of securing at least one viable way to drain the site, it is considered that the application can be approved with a condition to ensure that an appropriate Sustainable Drainage System is provided. Provision of a Sustainable Drainage System would ensure all surface water is managed within the site. This means the development would not shed water onto the surrounding area, including properties around the nearby watercourse and Essex Avenue. It is also recognised that United Utilities would allow connection to the public sewer if all other sustainable drainage options were discounted.
- The Sustainable Drainage System for this development would require all water to be drained within the site boundary, water would not be allowed to drain onto the highway and any subsequent application to discharge the drainage condition would be refused until it demonstrated this.

- FRM believe it would be unreasonable to withhold planning permission in this instance on flood risk grounds.

United Utilities Water PLC – No objections to the proposal and strongly encourage all developments to include sustainable drainage systems to help manage surface water and to offer new opportunities for wildlife to flourish.

Environment Agency - This application is only within Flood zone 1, and based on a further look is only at risk of surface water flooding, which is outside of the Environment Agency's remit in regard to flood risk management.

Environmental Health – Suggests the imposition of refuse storage and contaminated land conditions.

Neighbourhood Team Leader (Arboriculture) – The impact on the neighbouring offsite trees is the primary concern, as the percentage of hard surfacing drastically exceeds the recommended 20% RPA's, in one case, it is over double the recommended maximum tolerance.

However, the consulting arboriculturalist has stated that they believe the resurfacing method will not adversely affect the trees and based on the information provided in the Arboricultural Impact Assessment and associated method statement, there is no objection to the proposed development from an arboricultural perspective.

Greater Manchester Ecology Unit (GMEU) – GMEU have made the following comments:

- The ecologist who has visited the site to assess the trees for bats would have picked up any signs of a badger sett within the garden spaces, and since badgers have not been mentioned it is assumed that a sett is absent. However, it is recommended that the applicant obtains a statement from their Ecologist concerning the issue of badgers.
- Notwithstanding this, it could be possible that badgers use the garden spaces for foraging or for transit because the local habitats, including the adjacent park, are very good for badgers, plus there is a known badger sett within 500m of the application site. It is therefore advised that a simple method statement is prepared giving details of measures to be taken to avoid any possible harm to badgers during the course of any approved site clearance and construction works.
- The loss of habitat to the development would not be significant for badgers, given the overall extent of suitable habitat available in the area.
- The conclusions of the bat survey report are accepted, i.e. that the trees on the site have negligible potential to support bats, and the loss of habitat to the development would not affect the local nature conservation status of bats, given the overall extent of habitat available to bats in the area.
- GMEU would support the inclusion of new bat boxes on the site as a useful biodiversity enhancement.

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*) and 12 (Achieving well-designed places) are 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.

Paragraph 131 in Section 12 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 137 states that design quality should be considered throughout the evolution and assessment of individual proposals.

Paragraph 138 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design[54], taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

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-G7: Trees and Woodland – This policy states that the member authorities will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. This will be done through local planning and a number of associated activities, but in the case of development as follows:

- Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and
- Protecting trees and woodland during the construction phase of development.

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
f) 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 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 H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

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.

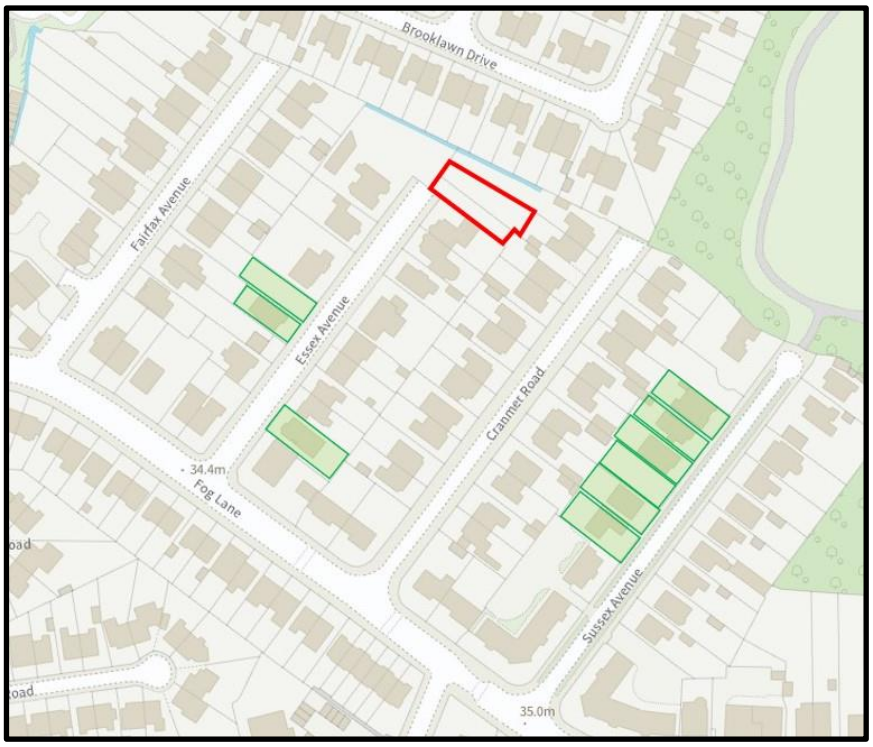
The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been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

Guide to Development in Manchester Supplementary Planning Guidance – Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Issues

Principle of the Proposal – As can be seen from the image below, there are examples of dwellings located at the head of the several culs-de-sac which are located off Fog Lane**.** In addition, there are a number of examples of gardens in this part of Didsbury being redeveloped for single detached dwellings. The image below also shows the nine other sites (hatched green) that have obtained planning permission for detached dwellings, the majority of which have been implemented.



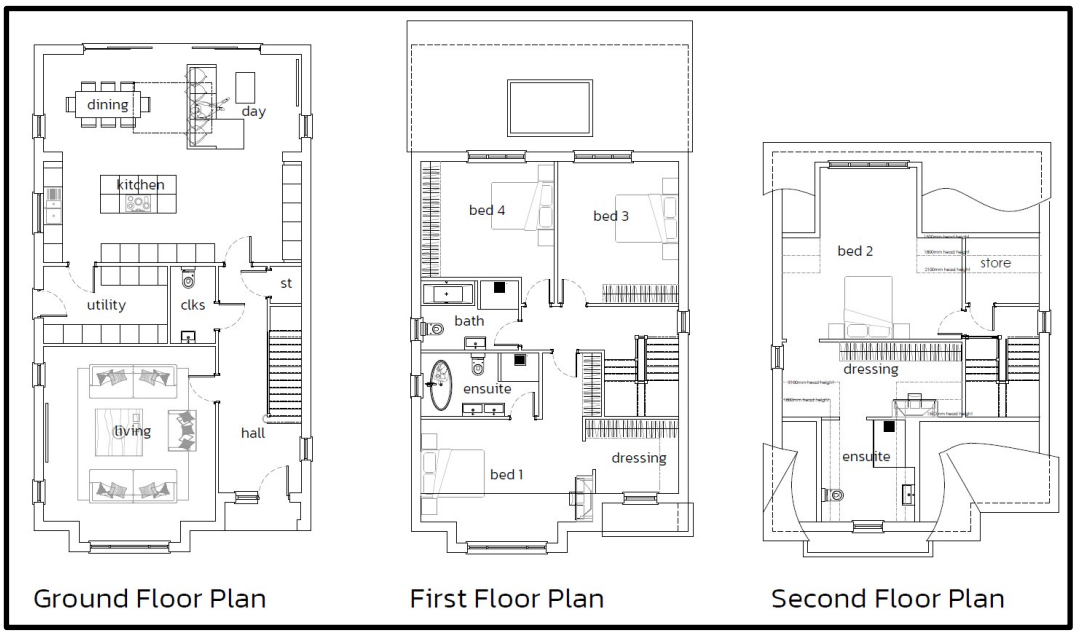
Given the predominantly residential character of the neighbourhood, the fact **the** principle of houses in this type of location is established on neighbouring roads and the area does not benefit from conservation area status, there is no objection in principle to the erection of a single dwelling on this site. 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.

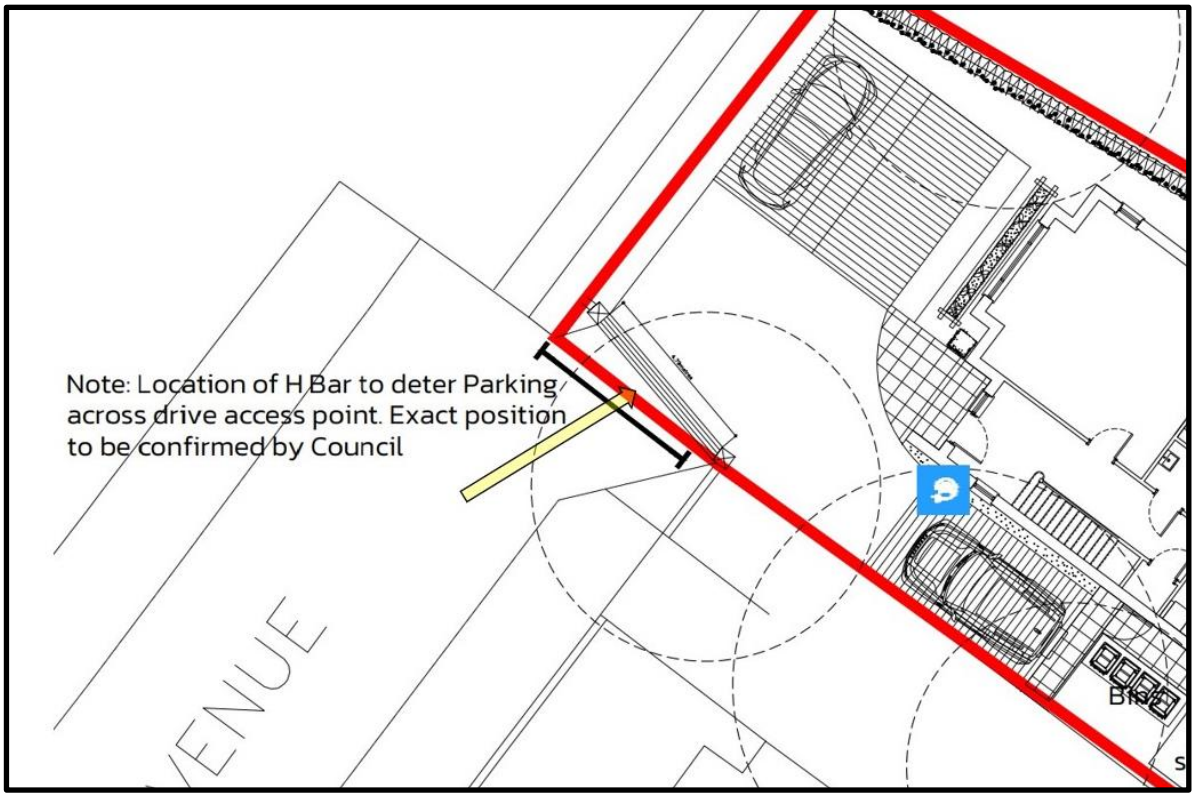
For a dwelling of this size (4 bed and 3 storeys high) the guidance states that between 106 to 130m² of accommodation should be provided, depending on the number of people who would reside at the property. The applicant has stated that the property could accommodate 8 people, as a result 130m² should be provided.

As 264m² of accommodation is to be provided the proposal complies with Manchester's space standards.

Disabled Access – Given the proposed floor area and layout of the accommodation, which can be seem below, the circulation space is considered sufficient to allow ease of access, for both wheelchair users and the ambulant disabled, throughout the dwelling. Furthermore, the provision of WCs on all floors is welcomed.



Access – Pedestrian and vehicular access to the site would be via a 4.79 metres wide driveway off Essex Avenue, the location of which is annotated by a yellow arrow on the images below. This width of driveway is comparable with others seen on Essex Avenue and is wider than that associated with the new house approved next to no. 3 Essex Avenue, which is 3.45 metres wide. H bar road markings are proposed to ensure that the driveway is not blocked by other vehicles.





The application was accompanied by a swept-path drawing which Highway Services have confirmed demonstrates that a large car can safely enter and manoeuvre into the proposed parking spaces.

While the access arrangements are acceptable, it is still considered appropriate to attach conditions requiring the submission of gate and boundary railing details to ensure that sufficient levels of pedestrian/vehicular intervisibility would be provided.

In light of the above, the access arrangements are considered acceptable.

Pedestrian Safety – Subject to the design of the gates and boundary treatment, it is not considered that the comings and goings of residents' vehicles from the site would have an unduly detrimental impact upon the levels of pedestrian safety enjoyed along Essex Avenue.

Concerns have been raised about the construction of the dwelling and the impact of contractor parking and deliveries on pedestrians along Essex Avenue. To ensure that any impact is kept to a minimum a condition requiring the applicant to submit a construction management plan is suggested in this instance.

Parking – Three car parking spaces are proposed which is considered acceptable for a property of this size. As stated previously, a submitted swept-path drawing has demonstrated that the parking spaces can all be accessed.

It is recognised that the creation of the driveway would result in the loss of one on-street parking space, annotated below:



However, it is not considered that the loss of this space and displacement of the vehicle further along Essex Avenue, would have an unduly detrimental impact upon the levels of pedestrian and highway safety enjoyed along Essex Avenue. It must be noted that properties along this Avenue incorporate off-street parking and it is noted that on-street parking does take place. However, the loss of one off-street parking space would not result in unacceptable impacts which would warrant a refusal of planning permission.

Electric Vehicle Charge Points – Provision of an electric vehicle charging point within the site is welcomed and its provision 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 proposed dwelling would be orientated on the east-west axis and as such there would be no habitable room windows directly overlooking no. 15 Essex Avenue. While oblique views could be possible, the intervening distance between the two properties (28 metres), along with existing vegetation, would ensure that there would be no undue overlooking and loss of privacy.

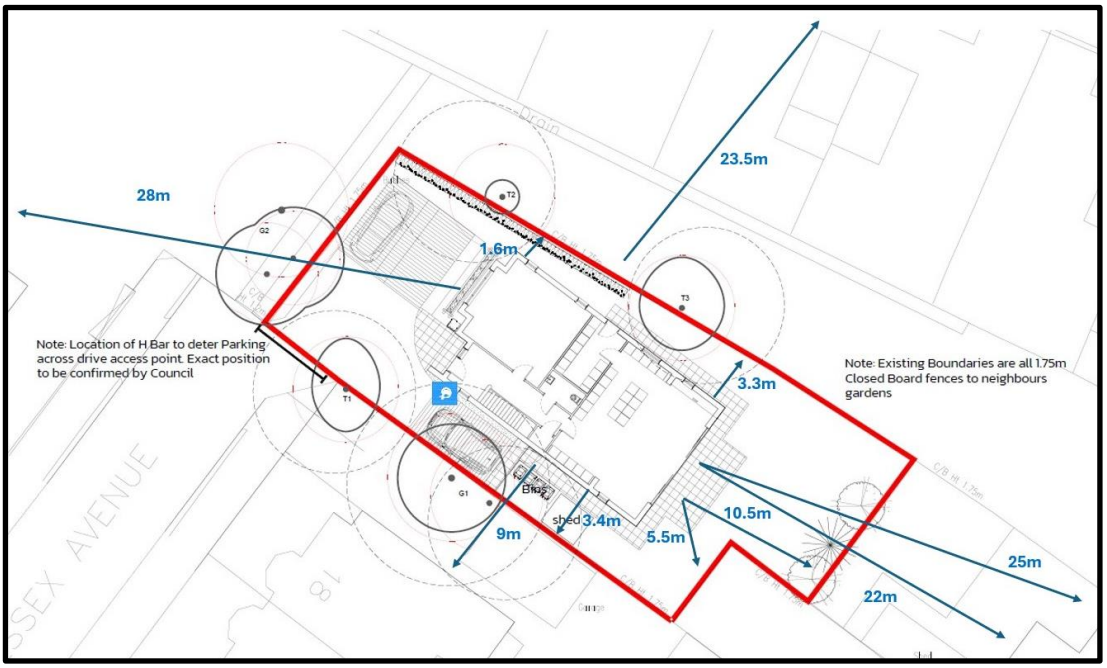
There are a number of habitable room windows in the rear elevation but given the distances between the proposed dwelling and nos. 19-23 Cranmer Road (circa 22-25 metres), it is not considered that the occupants of those dwellings would experience a loss of privacy. The proposed dwelling would be located 5.5 metres and 10.5 metres away from the rear boundaries of the nos. 19 and 21 Cranmer Road respectively. This reflects similar relationships between opposing dwellings seen elsewhere in the neighbourhood.

The northern elevation of the proposed dwelling would be between 1.6 and 3.3 metres away from the garden boundary with no. 23 Cranmer Road. This is also similar to the siting of dwellings seen throughout this neighbourhood.

The northern elevation, facing the rear of the dwellings on Brooklawn Drive, which are approximately 23.5 metres away), would contain three obscurely glazed windows split between the first and second floor. Given the windows are to be obscurely glazed it is not considered that the residents of Brooklawn Drive would encounter overlooking and a loss of privacy.

The southern elevation, facing no. 18 Essex Avenue, would contain two glazed windows, one on each of the first and second floors. As these windows would be obscurely glazed and approximately 9 metres away from no. 18 Essex Avenue, it is not considered the proposal would have a detrimental impact on the levels of privacy enjoyed by the occupants of that dwelling. The southern elevation of the proposed dwelling would be located approximately 3.4 metres away from the common boundary with no. 18 Essex Avenue, this distance is considered acceptable.

The separation distances are shown below:



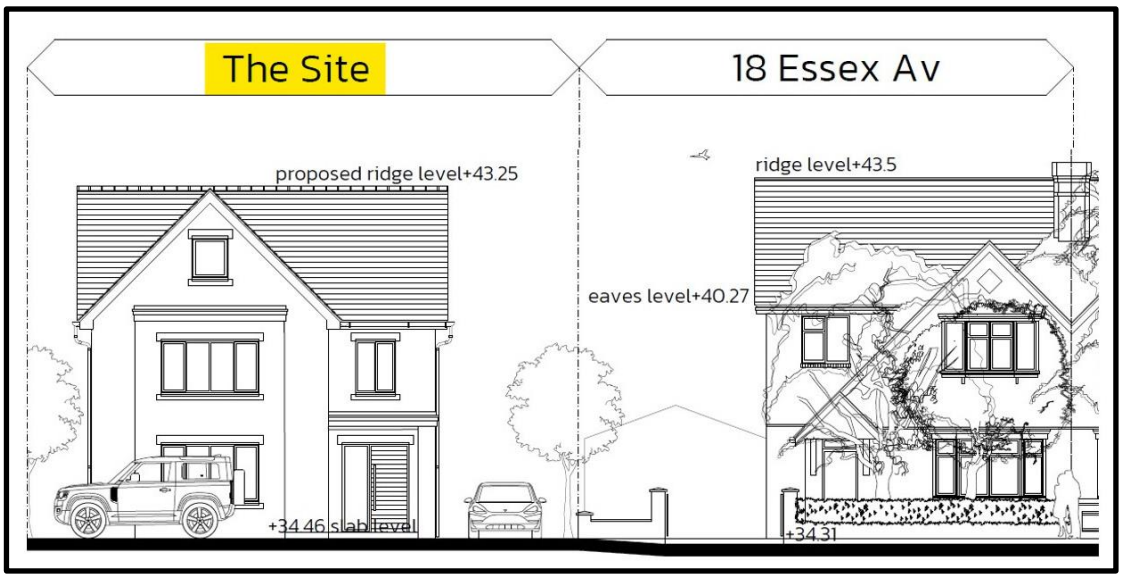
Noise – Given the proposal is for a single dwelling and the domestic nature of the activity that would be associated with it, it is not considered that the proposal would be an inherently noise generating development.

Daylight/Overshadowing – Given the orientation and height of the proposed dwelling it is not considered that any of the existing dwellings or associated gardens would be subjected to an undue overshadowing. The relationship to neighbouring houses is one that is part of the character of this part of Didsbury and is also found across the City.

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 area consists predominantly of 2 storey (with roofspace accommodation) dwellings from the early 20th Century, constructed from brick or with render finishes. The design of the proposed dwelling, the front elevation of which can be seen below, has been informed by the existing dwellings but is still sufficiently modern in appearance so as not to be considered a pastiche. Furthermore, it is similar to one approved on the site adjoining no. 5 Essex Avenue (ref. no. 140729/JO/2024).

The dwelling would be constructed from red brick and topped by either a slate or a clay tiled roof. The window frames, which would sit in reveals, would be light grey and red/pink sandstone is to be used as window cills and headers and to frame the door. Windows in the side elevations would be framed by brick cills and headers.



The dwelling approved on the site adjoining no. 5 Essex Avenue can be seen below for comparison:

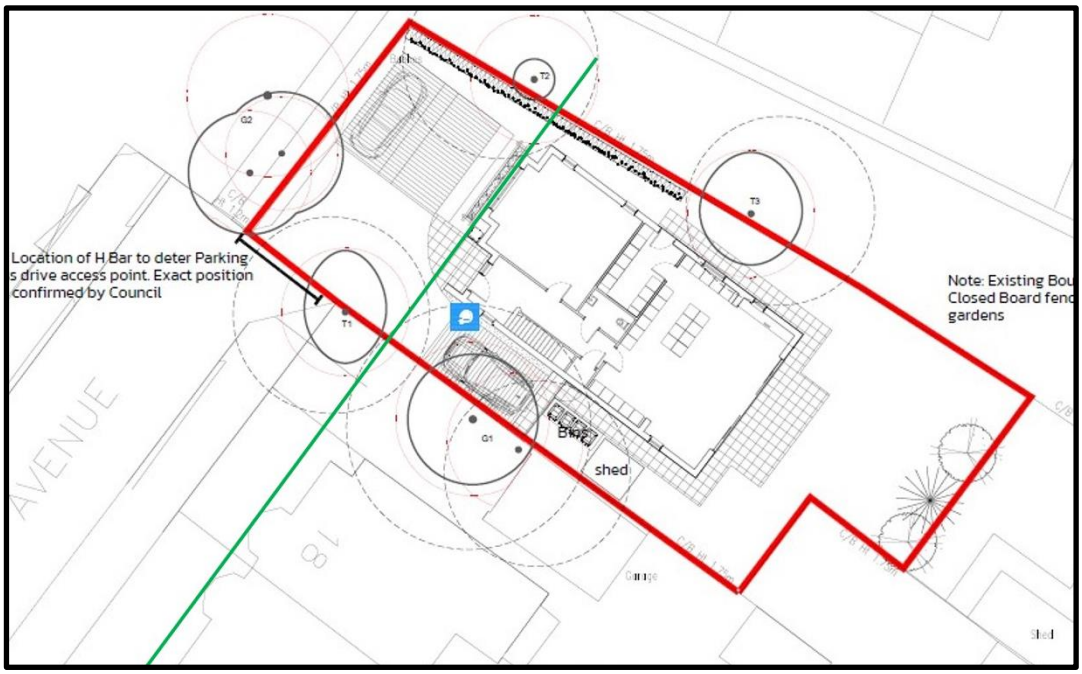


Overall, the design of the proposed dwelling is considered acceptable and would not have a detrimental impact upon the overall character of the neighbourhood.

Boundary Treatment – The applicant has indicated that the existing boundary fencing, namely close boarded fencing, is to be retained. Notwithstanding this, a condition is suggested which requires the submission of fencing details along the eastern boundary, i.e. the new boundary which is to be formed with the dwellings that front Cranmer Road.

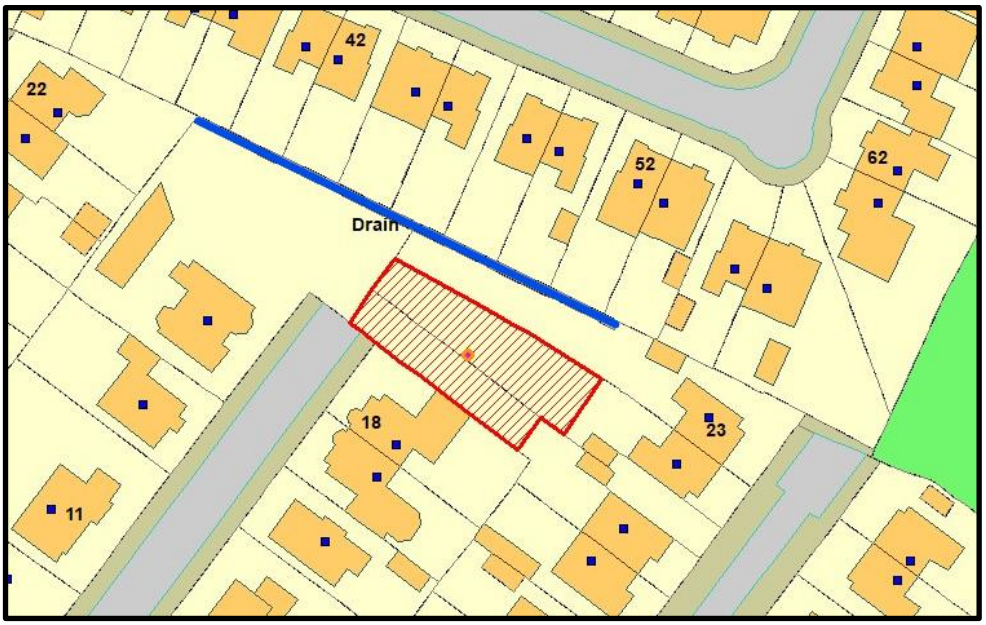
Gate posts and gates would from the frontage to Essex Avenue and, as stated previously, a condition requiring the submission of further details to ensure there is no compromise on pedestrian safety would be attached to any approval granted.

Siting – The front bay of the proposed dwelling would line up with those of the adjoining semi-detached dwellings, as demonstrated by the green line below. Given this and the fact sufficient privacy distances exist between it and the adjoining dwellings on Essex Avenue, Cranmer Road and Brooklawn Drive, the siting of the proposed dwelling is considered acceptable. The proposed dwelling would be visible at the end of Essex Avenue but seen within the context of other houses of a similar style. It would not appear unduly intrusive within the street scene or out of character and would be softened by existing landscaping within this part of Essex Avenue.



Visual Amenity – Given the residential character of the neighbourhood and the fact it is made up predominantly of two storey semi-detached and detached dwellings, it is not considered that erecting a detached dwelling on this site would have an unduly detrimental impact upon the existing levels of visual amenity enjoyed within the vicinity of the site.

Drainage – Concerns have been raised by local residents that the proposal would exacerbate flooding and drainage problems. It is recognised that Essex Avenue suffers from surface water flooding during heavy rain, but as outlined previously in this report, this is primarily as a result of Essex Avenue sloping away from Fog Lane, resulting in water from Fog Lane and Essex Avenue pooling at the head of the cul-de-sac. In addition, it is noted that a section of Fog Lane Brook, which is not culverted, lies to the north of the site, this is annotated on the OS maps as “drain and its location can be seen below. Despite these local characteristics it is acknowledged that the site is not within Flood Zone 2 or 3.



As the site is not located within Flood Zone 2 or 3, the Environment Agency and the Council’s Flood Risk Management Team would not usually be consulted on the proposal. However, given the concerns of local residents their views were sought in this instance.

The Environment Agency confirmed that as the area is only at risk of surface water flooding and located in Flood Zone 1, i.e. a designation given to all land not within Flood Zones 2 or 3, it would be outside of their remit with regards to flood risk management.

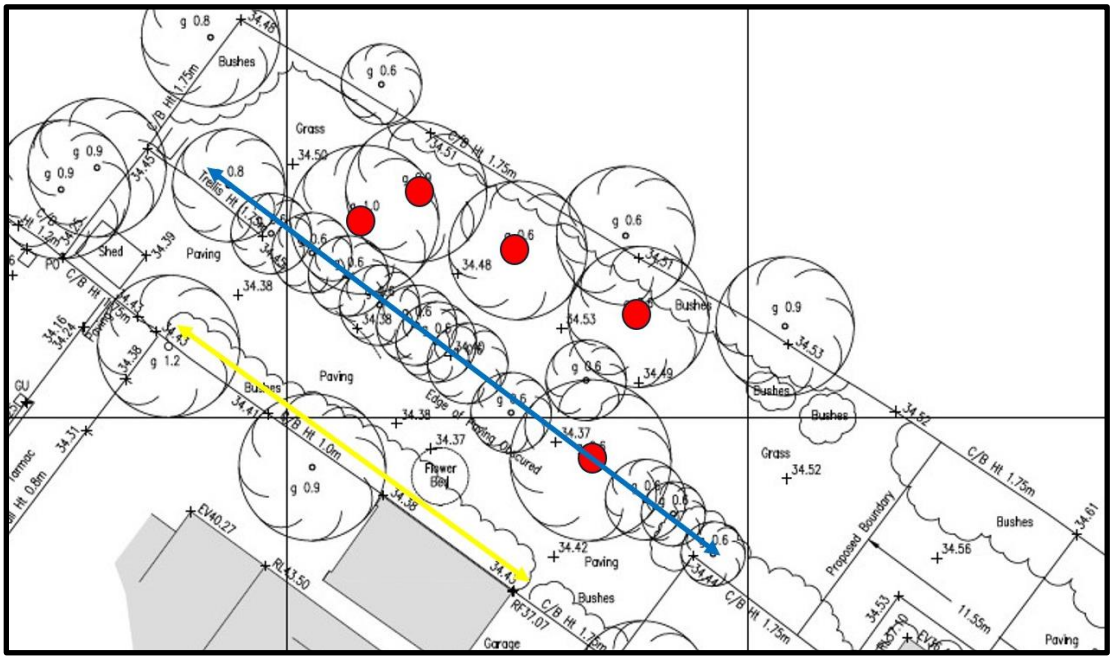
The Flood Risk Management Team have confirmed that with the implementation of an approved Sustainable Drainage System, all the surface water within the site would be managed and would not result in the shedding of water onto the surrounding area, including properties around the drain/Fog Lane Brook and Essex Avenue itself. The Sustainable Drainage System would ensure that the current issues experienced along Essex Avenue would not be exacerbated by the proposed development

It should be noted that United Utilities do not object to the proposal and have recommended that the development incorporate a Sustainable Drainage System to help manage surface water.

Given the comments of these three technical bodies, it is considered that the imposition of a condition, requiring the implementation of a Sustainable Drainage System, would ensure any impact upon the area's drainage characteristics is minimised and as a result, it is not considered reasonable to withhold planning permission in this instance on flood risk grounds.

Trees – To facilitate the development the applicant is proposing to fell existing trees within the curtilage site. These consist of a number of individual trees, annotated by red dots below on the photographs and topographical plan; what was formerly a boundary hedge with a number of multi-stemmed self-seeded trees of poor quality (blue arrow) and a leylandii hedge (yellow arrow).





It is acknowledged that it would not be possible to replace the number of trees (individual and group) to be lost on site. However, it is important that the replacement trees and overall landscaping is of a native species and is of an age and quality so as to make a significant contribution to the character of the area and to biodiversity. These details would be subject to a landscaping and tree replacement condition. The applicant has provided written agreement to an appropriate and acceptable approach to these details.

Given the condition and location of the trees to be lost, and the fact that the Neighbourhood Team Leader (Arboriculture) has no objection to the proposal from an arboricultural perspective, there is no objection to their removal.

However, it is important that a condition of the planning permission requires the submission of a detailed landscaping scheme in order to ensure that sufficient landscaping and tree replacement is provided to create a setting for the new property.

In terms of trees in adjoining sites that are close to the boundary, these are to be retained and a condition regarding the use of appropriate surfaces, i.e. permeable and protective fencing is suggested in this instance.

Landscaping – An indicative landscaping scheme has been submitted which shows that eight trees would be planted along the boundary of the rear garden. These would consist of

- wild cherry x 3
- whitebeam x 2
- field maple x 1
- common hornbeam x 1
- holly x 1

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.

It is noted that the landscape character of this end of Essex Avenue would be impacted by the introduction of an additional dwelling. However, it is considered that replacement landscaping and appropriate features can be introduced to provide a setting that would integrate the house into the wider character. With reference to views towards the house along Essex Avenue the applicant has been made aware that the landscaping scheme needs to break up the visual impact of the car parking area and frontage of the development and those details will be subject of approval through the discharge of the landscaping condition.

Ecology – The application was accompanied by a bat survey which considered that the trees do not support any obvious suitable bat roosting features, this includes cavities, crevices, splits, areas of lifting bark, woodpecker holes or areas of ivy. As a result it is concluded that it is very unlikely that the trees would be used by roosting bats. Greater Manchester Ecology Unit has confirmed that they are in agreement with these findings.

While, local residents have reported sightings of a badger on Essex Avenue and a number believe that it may have a sett in the rear garden, the applicant's ecologist has confirmed that no badger sett exists on the site. It is has been concluded that it is more likely the badger is commuting to and from Fog Lane Park. Notwithstanding this, as Greater Manchester Ecology Unit believe it could be possible that badgers use the garden spaces for foraging or as a transit route between local habitats, it is considered prudent to attached a condition requiring the submission of a method statement which provides details of measures to be taken to avoid any possible harm to badgers during the course of any approved site clearance and construction works.

In respect of nesting birds and bats, the applicant is proposing to provide a nesting box on both the northern and southern elevations of the dwelling. This is welcomed and the provision and retention of these boxes would be the subject of a planning condition. The applicant is also proposing the use of hedgehog friendly fencing, and this would also be the subject of a condition. A condition concerning the date when vegetation clearance can take place is also suggested in this instance.

Overall the ecological impact is considered negligible.

Biodiversity Net Gain (BNG) – Given the type of development proposed, i.e. self build, there is not a requirement to submit a formal BNG plan resulting in a 10% uplift. Notwithstanding this, Greater Manchester Ecology Unit have welcomed the inclusion of bat and bird boxes are sufficient biodiversity enhancements, which when taken with the proposed tree planting, would ensure that any impact on existing ecological features is minimised.

Crime Prevention – The proposal does not raise any crime prevention issues. A condition requiring the development to achieve *Secured by Design* accreditation is suggested in this instance.

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 one dwelling, the overall significance of potential impacts is considered to be low.

As a result of the above and given the provision of a vehicle charging point, 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 the four bins (general waste, paper/card recycling, glass, metal recycling and food/garden waste) and internal food caddy. A condition will be imposed to ensure that it is implemented in full.

Conclusion

The proposed dwelling would be the same height as the adjoining properties and sited on a plot comparable in size with those in the neighbouring area. Furthermore, it is considered that the dwelling has been designed to be in keeping with the character of the area.

It is recognised that local residents have concerns about the impact of the proposal upon drainage, landscaping and ecology, but it is considered that the submission of a detailed drainage strategy, landscaping scheme and biodiversity enhancements scheme would negate any impact. In addition, it is not considered the proposal would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed along Essex Avenue, or an unduly detrimental impact on the existing levels of residential and visual amenity enjoyed within the vicinity of the site. It is important to note that the scheme would deliver and additional large family house and this, along with mitigation through the discharge of conditions, would outweigh any perceived harm.

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 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 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Condition(s) to be attached to decision for approval

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) Topographical Survey, received on 19 December 2024.
b) Location Plan, no. 24-66-02, received on 8 November 2024.
c) Proposed Site Plan, no. 24-66-03a, received on 10 February 2025.
d) Proposed Plans, Elevations and Street Scene, no. 24-66-01a, received on 19 December 2024.
e) Design and Access Statement, received on 8 November 2024.
f) Arboricultural Method Statement, received on 8 November 2024.
g) Tree Survey, received on 8 November 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) 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 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.

5) 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.

6) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy received on 8 November 2024 and shall remain in situ whilst the development is occupied.

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

7) Prior to the commencement of the development hereby approved, a surface water drainage layout for the development site shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

a) Evidence of drainage hierarchy adherence.

b) Finalised surface water drainage layout including all components, levels and connectivity.
c) Evidence of connection approval in principle.
d) Maintenance and management plan.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN14 & EN17 of the Core Strategy.

8) Prior to the commencement of above ground works, details of the permeable surfacing to be used on the driveway and car parking spaces shall be submitted to and be approved by the City Council as Local Planning Authority. The development shall be implemented and thereafter maintained in accordance with the approved details.

Reason - To prevent the increased risk of flooding, pursuant to policy EN14 & EN17 of the Core Strategy.

9) 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.

10) Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of a electric vehicle charging point have been submitted to and approved by the City Council as Local Planning Authority. The approved charging point shall be provided prior to first occupation and retained thereafter.

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

11) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the following approved plans and particulars received on 8 November 2024; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use:

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

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

12) Prior to the commencement of above ground works a hard and soft landscaping treatment scheme (including replacement tree planting and details of permeable surfaces to be used), based on the submitted indicative landscaping scheme (drawing no. 24-66-03A received on 10 February 2024), 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.

13) Prior to the commencement of above ground works, detailed drawings of the boundary treatment, including the entrance gates and gate posts, shall be submitted to and approved in writing by the City Council as local planning authority. The approved boundary treatment scheme shall be implemented prior to the occupation of the development hereby approved and shall remain in-situ thereafter.

Reason - In the interests of residential amenity and pedestrian and highway safety, pursuant to policy DM1 in the Manchester Core Strategy.

14) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

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) 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.

16) Prior to any site clearance or construction works a Reasonable Avoidance Measures (RAM) method statement, in relation to badgers, hedgehog and other mammals, shall be submitted to and approved in writing by the City Council as local planning authority. The approved RAMS shall be implemented as part of the development and remain in place for the duration of the construction period.
Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Manchester Core Strategy.

17) The residential use hereby approved shall be used only as a private dwelling (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for private residential purposes and to ensure the achievement of the public benefit identified pursuant to policies SP1, DM1, EN3 , H1, H6 and H11 of the Manchester Core Strategy and the guidance contained within National Planning Policy Framework including section 16.

18) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, outbuildings or extensions shall be erected other than those expressly authorised by this permission.

Reason - To ensure the satisfactory development of the site and in the interest of residential and visual amenity, pursuant to policy DM1 of the Manchester Core Strategy.

19) Prior to the commencement of above ground works, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved shall be 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 Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

20) 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.

21) 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:

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

22) Before first occupation, the first and second floor windows in the northern and southern elevations of the development hereby approved shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

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: 141471/FO/2024 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:

Environment Agency
United Utilities Water PLC
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Environment Agency
United Utilities Water PLC
Ward Councillors
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)

Relevant Contact Officer : David Lawless
Telephone number : 0161 234 4543
Email : david.lawless@manchester.gov.uk


BROOKLAND DRIVE
ROSELAND AVENUE
FAIRFAX AVENUE
ESSEX AVENUE
CRANMER ROAD
FOG LANE
Drain
Legend
Site Location
Neighbours notified
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