MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139152/FO/2024
Date registered valid:	1 February 2024
Proposal:	Erection of 1 no. detached dwelling with parking and associated works.
Address:	Land Adjacent To 50 Burton Road, Manchester, M20 3EB
Ward(s):	Old Moat Ward
Applicant:	Mr Tauqeer Sabir
Agent (if any):	Mr Michael Parham, Broadgrove Planning and Development Ltd.
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	11 June 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 15 February 2024

Standard consultations:
Printed: 14 February 2024 Expired: 6 March 2024

Neighbour notifications
Printed: 14 February 2024 Expired: 6 March 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

The application site is located to the east of 50 Burton Road, one of seven commercial properties located along this section of Burton Road. To the north of the site there are a number of two storey dwellings, namely 14 to 24 Thursby Avenue, while to the east there is a sub-station and a pair of semi-detached dwellings (nos. 42-44 Burton Road). To the south of the site, on the opposite side of Burton Road, there are further residential properties. Despite the presence of a number of commercial properties to the west of the site, the area is predominantly residential in nature.

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

Description of development

Erection of 1 no. detached dwelling with parking and associated works.

Consultations & Notification Responses

Local Residents – One letter of objection have been received, the comments are as follows:

- The land in question is split into different ownership
- The land should be accessible by nos. 20-24 Thursby Avenue

Highway Services – Have made the following comments:

- It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.
- As per the proposed site plan, 2no. car parking spaces are proposed within the curtilage of the 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.
- It is noted that a cycle store will be provided within the curtilage of the site.
- 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.
- Refuse servicing will take place along Burton Road in line with existing dwellings.
- 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 public health and residential amenity.

Neighbourhood Team Leader (Arboriculture) – No objections to the proposal from an arboricultural perspective.

Greater Manchester Police – Suggests the imposition of the standard Secured by Design condition.

United Utilities Water PLC – Suggests the imposition of drainage conditions.

Electricity North West – Have made the following comments:

- The development is shown to be adjacent to or affect Electricity North West's operational land or electricity distribution assets. We note on Floor Plan drawing number 4204 that the gate post is on the rear of the substation wall. The gate post and gate need to be independent of the substation and not attached to the substation in any way.
- Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements.
- The applicant should be advised that great care should be taken at all times to protect both the electrical apparatus and any personnel working in its vicinity.

Policies

The National Planning Policy Framework (December 2023) – 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 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.

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 60 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.

Paragraph 70 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should 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.

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-H1 (Scale, Distribution and Phasing of New Housing Development) – The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.

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 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 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.
- Community safety and crime prevention.
- Design for health.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.

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 – The applicant applied to erect two houses on the site in July 2021(ref: 131117/FO/2021) but that was refused and the subsequent appeal dismissed. The applicant has informed at pre-application stage that one dwelling would be acceptable and this resulted in the submission of this application.

Given the predominantly residential character of the neighbourhood, 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 amenity must be assessed.

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.

At close to 200m², the proposal complies with the Space Standards which require a 2 storey property with this number of bedrooms to have between 100m² to 124m² of floorspace.

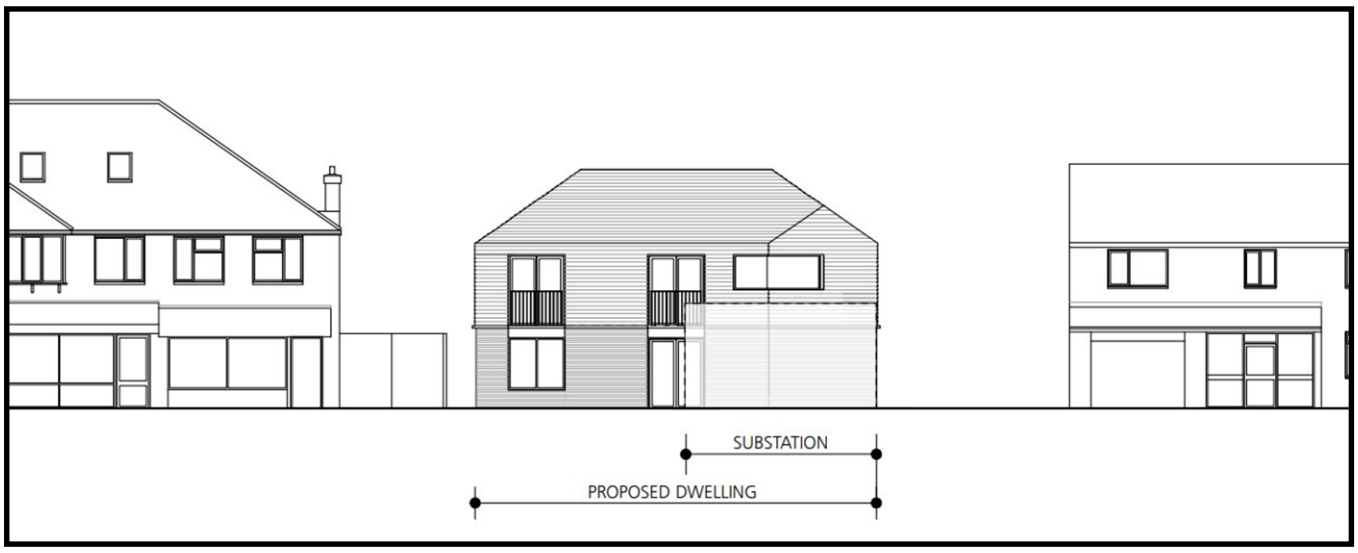
Design – This section of Burton Road contains a mix of building styles and types but a unifying feature of the buildings in this short stretch is the use of red clay roof tiles. As a result, these form a major part in the design of the proposal, i.e. not only are they used as a roof covering but also as hanging tiles to the upper floor. This has been inspired by the design of 31 Burton Road opposite this site.

The dwelling is, therefore, conceived as a single storey hipped roof "box", clad and roofed in clay tiles, set on top of a ground floor brickwork plinth with tall vertical openings linking these two elements and smaller windows serving bathrooms contained within the upper "box". Although the proposed materials are predominately traditional, the overall design of the dwelling, which can be seen below, is more contemporary, with crisp junctions at the hips and a feature tile to provide a seamless transition between the roof and wall cladding.



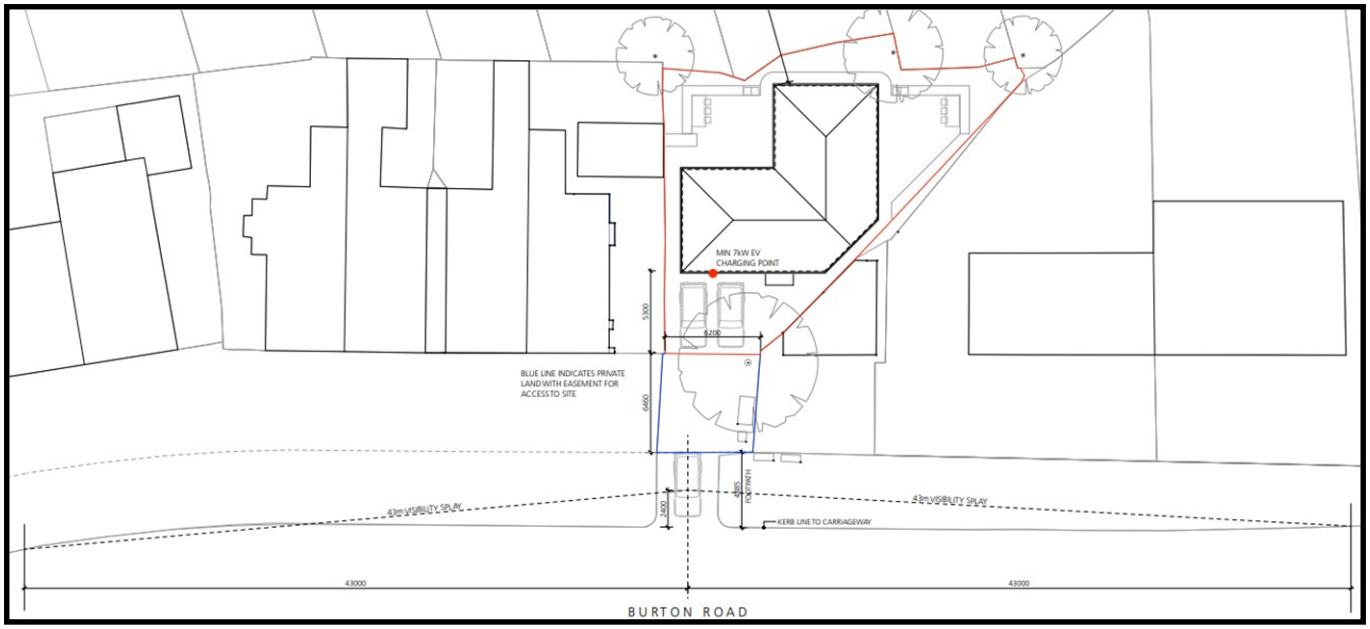
Overall, the design of the proposed dwelling is considered acceptable.

Scale – As can be seen below, the scale of the proposal is commensurate with the adjoining properties and is therefore considered acceptable.



Pedestrian Safety – Given that this proposal relates to a single dwellinghouse, albeit a 4 bedroom property, 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 this section of Burton Road.

Parking – Two car parking spaces are proposed and these can be seen below, this is considered sufficient for a property of this size and in this location. The drawing below also shows that adequate visibility splays exist at the junction with Burton Road.



Electric Vehicle Charge Points – An electric vehicle charging point is to be provided on the front elevation of the property. A condition is suggested which will require details of the charging unit to be submitted to ensure that it has the correct charging capacity, i.e. a minimum of 7kw.

This level of provision is considered acceptable.

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 property has been designed so that there are no habitable room windows at first floor level in the element closest to the rear boundary with Thursby Avenue, therefore it is considered that the proposal would not result in the overlooking of the private garden areas associated with the dwellings on Thursby Avenue. There are first floor windows in the element that is set back from the boundary but these are to a bathroom and a toilet and so with be fitted in obscure glazing. Given the above and the fact the proposal would be located approximately 22.6 metres away from the rear of the dwellings on Thursby Avenue it is not considered that the development would lead to any undue loss of privacy enjoyed by the residents of Thursby Avenue as a result of overlooking.

There is only one side window at first floor level and that is to an ensuite toilet. As this would be obscurely glazed there would no overlooking of the adjacent properties on Burton Road.

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 – As the proposed dwelling is only two storeys in height and sited a sufficient distance from any of the adjoining properties, it is not considered that any of the existing dwellings on Burton Road and Thursby Avenue would see a reduction in daylight or be subject to overshadowing.

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.

Disabled Access – As level access would be provided into the property and there is generous circulation space the level of provision is considered acceptable.

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 single two storey dwelling on this site would have an unduly detrimental impact upon the existing levels of visual amenity enjoyed within the vicinity of the site.

Trees – The submitted tree survey has identified three trees (cherry, sycamore and ash) either within the site or adjoining it, all of which are category B trees. The cherry and ash are off-site and are to be retained. The sycamore is on the boundary and ownership has been difficult to ascertain given the extensive bramble coverage. While the report does not explicitly state that any of the trees are required to be felled to facilitate the proposal it does recommend the sycamore on the boundary is felled, but this will be dependent on ownership. The ash, which is close to the entrance to the site and adjoining the sub-station, would be retained but would be crown lifted.

Given the condition and location of these trees, and the comments of Neighbourhood Team Leader (Arboriculture), it is not considered that the proposal would have a detrimental impact upon existing trees coverage. It is however, considered prudent to attach a condition to the approval which requires the retained trees to be protected during the construction process.

Landscaping – A condition, requiring the submission of a detailed hard and soft landscaping scheme, will be attached to any consent granted.

Ecology – There are no known ecological features within the site but a condition concerning vegetation clearance together with a condition to require biodiversity enhancements are recommended.

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.

Objections Raised by Local Residents – Following the ownership issue raised by the objector the applicant submitted a revised application form, completing Cert B, and served Notice No. 1 on the relevant people. No further objections regarding ownership have been received following the submission of this revised information.

In terms of access, no known right of access exist over the site from Thursby Avenue to Burton Road and it is suspected that previous residents have inserted gates into their rear boundaries to shorten the distance needed to walk to Burton Road.

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 to resolve any problems arising in relation to dealing with the planning 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) Drawing no. 362/PD4201, received on 1 February 2024
b) Drawing no. 362/PD4202, received on 1 February 2024
c) Drawing no. 362/PD4203, received on 1 February 2024
d) Drawing no. 362/PD4204, received on 1 February 2024
e) Drawing no. 362/PD4205, received on 1 February 2024
f) Drawing no. 362/PD4206, received on 1 February 2024
g) Drawing no. 362/PD4208, received on 28 March 2024
h) Arboricultural Report and Tree Survey (Murray Tree Consultancy), received on 1 February 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) 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.

5) 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.

6) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from nearby commercial premises shall be 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 any other local commercial/industrial 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 report shall be detailed along with any measures required 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.

7) Prior to the occupation of the development hereby approved, a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented as part of the development and shall remain in situ whilst the development is in operation.

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

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 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) 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.

11) 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:

(i) 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;
(ii) 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);
(iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
(iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
(v) 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 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 EN17 of the Manchester Core Strategy.

12) Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

(i) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
(ii) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

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 EN17 of the Manchester Core Strategy.

13) 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.

14) Above-ground construction works shall not commence until details of the vehicle charging unit, as shown on drawing no. 362/PD/4208 (received on 28 March 2024), have been submitted to and approved by the City Council as Local Planning Authority. The approved charging unit 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.

15) 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.

16) Prior to the commencement of above ground works, detailed drawings of any new boundary treatment 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, pursuant to policy DM1 in the Manchester Core Strategy.

17) 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.

18) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; 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 Core Strategy.

19) Prior to the occupation of the development hereby approved, a hard and soft landscaping treatment scheme (including replacement tree planting) 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.

20) 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.

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, if required;
- Dust suppression measure, if required;
- Location, removal and recycling of waste;
- 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.

Informatives

1) Informative for Condition 6 - Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
Gardens and terraces (daytime) 55 dB LAeq

2) Informative for Condition 7 - The proforma/ Waste Management Strategy must include the following information:

a) Estimated volumes and types of waste produced by the development;
b) Details of internal and external stores for both waste and recycling, including any plans and designs;
c) Location of the proposed collection point and details of the route the collection vehicle will take;
d) Details of how waste will be transferred between stores and to the collection location; and

Appendix 1 – List of consultees & neighbours notified

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

8 Thursby Avenue, Manchester, M20 1FT
6 Thursby Avenue, Manchester, M20 1FT
52A Burton Road, Manchester, M20 3EB
56 Burton Road, Manchester, M20 3EB
52 Burton Road, Manchester, M20 3EB
56A Burton Road, Manchester, M20 3EB
50A Burton Road, Manchester, M20 3EB
28 Thursby Avenue, Manchester, M20 1FT
22 Thursby Avenue, Manchester, M20 1FT
16 Thursby Avenue, Manchester, M20 1FT
42 Burton Road, Manchester, M20 3EB
31 Burton Road, Manchester, M20 3GB
35 Burton Road, Manchester, M20 3GB
33 Burton Road, Manchester, M20 3GB
54 Burton Road, Manchester, M20 3EB
44 Burton Road, Manchester, M20 3EB

26 Thursby Avenue, Manchester, M20 1FT
24 Thursby Avenue, Manchester, M20 1FT
20 Thursby Avenue, Manchester, M20 1FT
18 Thursby Avenue, Manchester, M20 1FT
14 Thursby Avenue, Manchester, M20 1FT
10 Thursby Avenue, Manchester, M20 1FT
12 Thursby Avenue, Manchester, M20 1FT

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA