

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139463/FO/2024

Date registered valid: 12 March 2024

Proposal: Conversion of existing building to form 4 apartments together with the erection of 2 x 2 storey dwellinghouse (Class C3)

Address: 1 St Georges Road, Manchester, M14 6SX

Ward(s): Withington Ward

Applicant: McGonagle

Agent (if any): Mr Tristan Evans Crowstone Ltd

Case officer: Ellie Knowles
Tel: 0161 219 6633
Email: ellie.knowles@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 7 June 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 27 March 2024

Standard consultations:

Printed: 18 March 2024 Expired: 10 April 2024

Neighbour notifications

Printed: 18 March 2024 Expired: 10 April 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

The application site comprises a two storey brick-built property, designed with a gable roof finished in slate roof tiles (See figure 1). This property fronts the pavement of St George's Street and Meridith Street, measuring 0.03 hectares in area. The principal elevation facing St Georges Street (SE) features original details of architectural merit including a centralised arched double doorway with decorative stone surround and three arched first floor windows. Fenestration is existing in all but the NW side elevation.

To the northwestern side of the building is a later single storey addition set within an associated enclosed service yard (See figure 2). An existing alleyway runs along the SW curtilage of the application site, which provides pedestrian access to the rear gardens of terraced properties on Mauldeth Road.

Boundary treatment around the side yard consists of mid-height original brick walling to the SW rear curtilage, the blank gable elevation of no. 20 Meridith Street to the NW side and low brick walling with metal fencing atop fronting Meridith Street.

The current use of the property is a car garage, B2 (g)(i) planning use class, with associated office space at first floor level and external yard/parking area. Within the property footprint is an existing flying freehold dwellinghouse, no. 22 Meridith Street, also within the applicant's ownership.



Figure 1. 1 St Georges Road, the application property to be converted into apartments



Figure 2. Site of proposed semi-detached dwellings

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The surrounding area is characterised by relatively uniform terraced properties of period construction. Properties in this locality typically afford pavement frontages and modest rear gardens.

Description of development

The proposal seeks consent to convert the existing property into four residential apartments, demolish the existing single storey addition and erect a pair of semi-detached dwellinghouses in the existing yard area.

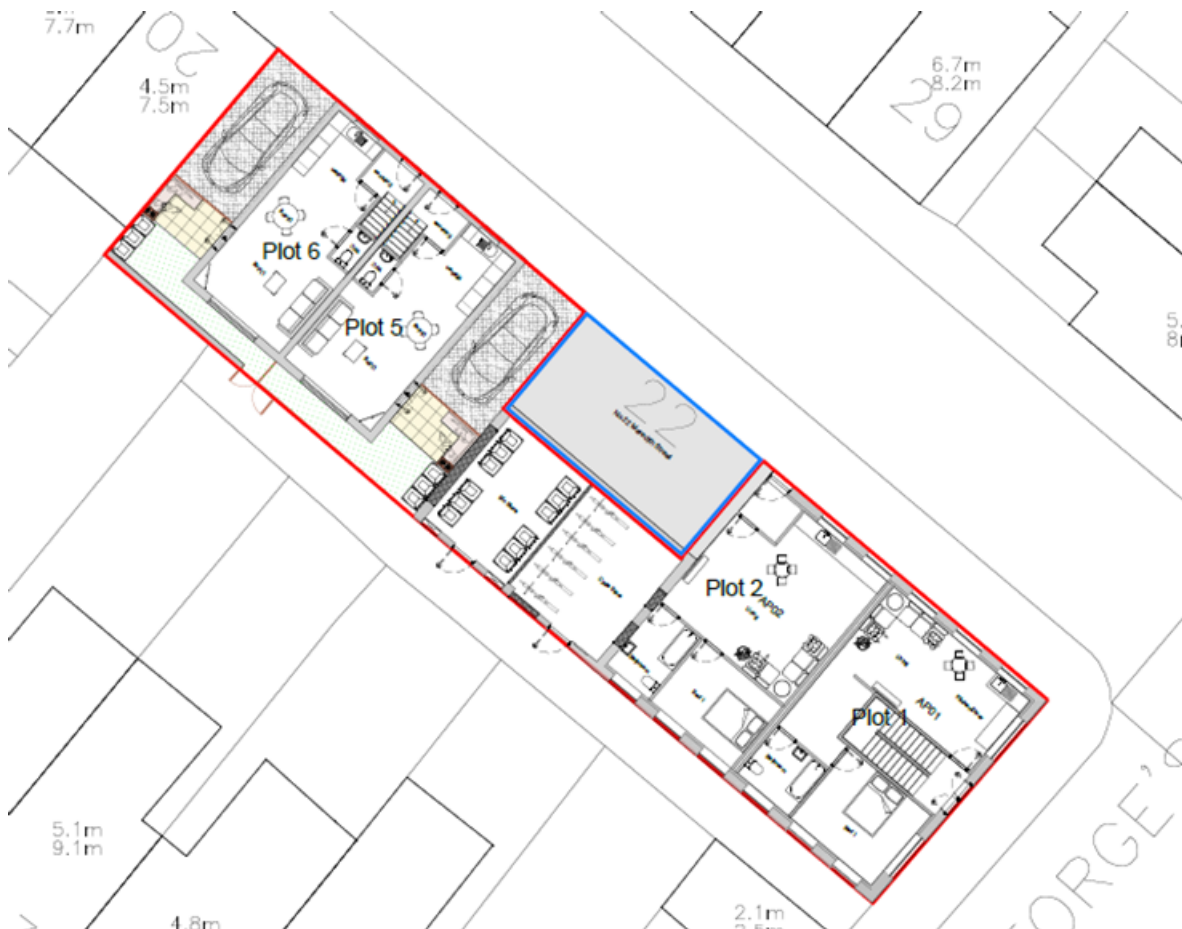


Figure 3. Proposed site layout of conversion and new dwellinghouses

The proposed conversion would create four 1 bed, 2 persons apartments (Class C3) with separate internal waste and bike storage facilities at ground floor. The layout would be as follows:

Ground floor

Apartment AP01 – 51.4m²

Apartment AP02 – 55m²

First floor

Apartment AP03 – 53.4m²

Apartment AP04 – 53.5m²

The proposed two storey dwellinghouses (Class C3) would comprise two bed, 3 persons units with private external amenity spaces and off street parking provision within the site curtilage.

Consultations & Notification Responses

Local responses

One letter of representation were received from local residents raising the following concerns, which will be addressed in the appraisal.

- Existing parking concerns in area
- Disturbance from existing construction projects in area

Consultee responses

Highways Team – No objections subject to Construction Management Plan, EV Charging Points and Secure/Sheltered cycle storage conditions to be attached to any consent. The following comments are made:

The application seeks consent for conversion of existing building to form 4 apartments together with the erection of 2 x 2 storey dwellinghouse (Class C3) at 1 St Georges Road, Manchester, M14 6SX.

The site currently consists of an existing dwelling, car repair garage and commercial floorspace located on the first floor.

The proposed site is located adjacent to the adopted Meredith Street and St George's Road, with adoption extending to the back of the footway. Meredith Street and St George's Road are subject to 20mph speed restrictions.

There is an existing vehicular access with dropped kerbs to the car repair garage taken from St George's Road. There is an existing alley to the rear of the site with access taken from St George's Road.

PARKING AND ACCESS:

It is noted within the Transport Assessment that the proposed apartments are to operate as car-free. There is no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street.

The application form also outlines that 2no. car parking spaces will be provided for the proposed dwellinghouses. 1no. car parking space per unit. The proposed site plan illustrates car parking is to be located to the front within the site's curtilage.

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.

Upon review there is an existing access with dropped kerbs off Meredith Street. This will facilitate access to the driveway for the proposed dwellinghouse Plot 6.

There are no existing dropped kerbs present on Meredith Street in the locality of the proposed dwellinghouse Plot 5. Dropped kerbs will need to be provided for this driveway accesses on Meredith Street to accommodate the 1no. parking spaces.

Any redundant dropped kerbs will need to be reinstated including the existing cobbled access on St George's Road. Highways also request that cobbled access is resurfaced to MCC standard materials.

Should the planning application be approved, the applicant will be required to enter into a Section 278 agreement for the resurfacing of the footway and dropped kerbs on Meredith Street and St George's Road and will require a crossing licence/agreement. This will

require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

EV CHARGING

It is required in line with MCC Residential Guidelines that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.

Further information is sought from the applicant on the provision of EV charging for the proposed dwellinghouses.

CYCLE PARKING:

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

As per the Transport Assessment, the proposed apartments will provide a cycle store containing total a of 6no. cycle parking spaces and will be located to the rear of the existing dwelling No.22 Meredith Street. Can the applicant confirm the cycle spaces are secure and sheltered, and how it will be accessed (i.e. fob access)?

No information has been provided on the number of cycle parking spaces provided for the proposed dwellinghouses. Can the applicant confirm the cycle parking numbers for the proposed dwellinghouses.

REFUSE AND SERVICING:

Plans suggest that refuse bins for the proposed dwelling houses will be kept within the alleyway to the rear of the property. Highways request that the bins are kept within the site. Refuse bins for the proposed residential apartments will be located in the bin store to rear of the existing dwelling No.22 Meredith Street and adjacent to the proposed cycle store. The refuse bins will be accessed from the rear alleyway.

It is noted that refuse collection will continue to follow the existing arrangement with servicing taking place along St George's Road.

Environmental Health – No objections subject to waste management and air quality conditions to be attached to any consent.

Contaminated Land Team – No objections subject to Preliminary Risk Assessment Report condition to be attached to any consent.

Greater Manchester Ecology Unit – No objections subject to informatives.

Withington Civic Society – The Society has serious concerns about this application.

We consider that the proposed development as set out is an overdevelopment and inappropriate.

We note that on page 15 of the Planning Statement it is conceded that "In terms of plot density, the proposals equate to 182 dwellings per hectare within the red line boundary."

In our view the applicant is proposing an excess of building into too small an area.

This is all the more so when one considers the lack of adequate parking provision. One space for each of the houses may be just about sufficient, but the absence of any further parking gives rise to concern. The proposed flat holders may not have cars, though it is unlikely that none of

them will. And all the properties and flats are likely to have service contractors, deliverymen and so on visiting on a regular basis. Car parking on this road is already very difficult and the car park referred to in the Planning Statement is in fact the car park for the nearby Co-operative supermarket.

A smaller less dense development with adequate parking facilities would be more appropriate.

Accordingly, Withington Civic Society opposes the application.

Relevant Planning History

At the application site –

093393/FO/2010/S1 – Erection of single storey extension at side to form store. Approved 22.07.210. *Implemented.*

History of negotiations

The planning officer requested the following amendments were made to the initial scheme to address concerns regarding visual and residential amenity and parking provisions;

- Amend each unit to meet Manchester's emerging space standards
- Reduce semi-detached dwellings to two storeys, the same height as adjacent terrace
- Revise parking spaces to 6m by 3m
- Revise ground floor layout of conversion to ameliorate alleyway outlook
- Ensure opening up of windows arches on principal elevation of conversion
- Simplify colour scheme to grey joinery and white or grey detailing
- Use aluminium slim line flush grey windows

The agent submitted revised plans by 22/05/2024 and 06/06/2024, which amended the scheme in line with the planning officer's recommendations above. The revised proposal was assessed accordingly and considered acceptable on balance subject to conditions.

Local Planning Policies

Places for Everyone (2022-2039) – Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The PfE Plan and its policies are now a material planning consideration in the determination of planning applications. The PfE Plan and its policies must therefore be given full weight in the planning balance.

Manchester Core Strategy Development Plan Document (2012-2027) - The Core Strategy was adopted on the 11 July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan. Parts of the policies have been superseded by the Places for Everyone Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced

with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant **Places for Everyone** policies for this application are as follows:

JP-Strat5 – Inner Areas
JP-S1 – Sustainable Development
JP-S4 – Flood Risk and the Water Environment
JP-H3 – Type, Size and Design of New Housing
JP-H4 – Density of New Housing
JP-P1 – Sustainable Places
JP-C8 – Transport Requirements for New Development

The relevant **Core Strategy** policies for this application are as follows:

DM 1 – Development Management
SP 1 – Spatial Principles (partially superseded by PfE)
EC 2 – Existing Employment Space
H 1 – Overall Housing Provision (partially superseded by PfE)
H 2 – Strategic Housing Location
H 6 – South Manchester
EN 1 – Design Principles and Strategic Character Areas
EN14 – Flood Risk (partially superseded by PfE)
EN 16 – Air Quality (partially superseded by PfE)
EN 17 – Water Quality
EN 18 – Contaminated Land and Ground Stability
EN 19 – Waste

The relevant saved **UDP** policies for this application are:

DC5 – Flat Conversions
DC 7 – New Housing Development

The relevant supplementary planning guidance documents for this application are:

- The Guide to Development in Manchester SPD

A relevant material consideration is also:

- Manchester Residential Quality Guidance March 2017 (Manchester's Emerging Space Standards)

National Planning Policy Framework

The NPPF (2023) sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt. Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors. The Local Planning Authority consider the following sections relevant to this proposal.

- Section 4 – Decision-making
- Section 5 – Delivering a sufficient supply of homes
- Section 11 – Making effective use of land
- Section 12 – Achieving well-designed places

Issues

Principle of development:

The principle of the proposed development is considered acceptable and would comply with relevant planning policy and guidance.

The proposed development would make efficient use of previously developed land, whilst contributing to local and national residential growth objectives. Whilst the proposal would lead to the loss of employment space, the proposed residential use is considered more compatible with existing adjacent uses (residential).

The proposed development is situated within a highly sustainable location with good accessibility to public transport and where close where existing resources and infrastructure can be shared.

The proposed design is of a good quality and the development would deliver economic, social and environmental benefits, including suitable reuse of an existing property.

Specific planning issues are set out below.

Impact on visual amenity and the streetscene:

Policy EN1 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD seek to ensure that scale of new development is informed by its context. Residential development of an appropriate scale is also echoed within the Manchester Residential Quality Guidance, as new development should consider and appreciate the existing context and character of the area.

The surrounding area is characterised as predominantly two storey brick-built terraces with gabled end roofs.

The applicant is seeking permission to convert an existing property into 4 apartments and erect a pair of semi-detached properties adjacent, that would be two storey with gable roofs.

The initial proposal has been amended following discussions regarding the proposed scale and massing of the proposed dwellinghouses. The simple elevational design, reduced scale and materials are considered to be consistent with the surrounding area and would not introduce adverse effects into the nearby street-scene by reason of their design, scale or appearance.

In terms of external materials, the material choices would be in keeping with the streetscape and comprise a combination of Imperial Pre-War Common brickwork elevations and Smooth Red brick soldier arch, grey concrete roof tiles and white coloured UPVC doors and window frames.

The proposed dwellinghouses have been designed to a scale and materiality to reflect the character of the surrounding area but without providing a pastiche design solution. The properties have been laid out to reflect the development pattern in surrounding streets and are therefore considered to accord with the design principles and guidance contained in the Guide to Development in Manchester SPD.

The proposed conversion has been amended internally to meet space standards and ensure improved outlook to habitable room windows at ground floor level. Externally the revised

alterations are considered sympathetic to the original character of the property. Proposed fenestration would comprise grey slim-line, flush aluminium windows, which would give a high-quality appearance and help mitigate the loss of some original timber windows. The original principal door and stone surround will be retained and refurbished, with the stonework finished in white paint. Reclaimed Accrington and Pre-War Common brickwork would be proposed to external elevations where necessary infilling is required.

To ensure appropriate materials are used, a precommencement condition has been included which will require the submission and approval of all external materials proposed, including sample panels.

It is considered that on balance, the appearance of the proposed development would result in a cohesive, high-quality design which maintains the character of the street-scene and would integrate effectively and sympathetically into its surroundings.

Impact on residential amenity:

Neighbouring residents

Given the surrounding context which is largely residential in character, the introduction of a residential use and the modest number of units proposed is considered unlikely to have any significant, harmful impact to the nearest residential occupiers in terms of levels of activity, noise or disturbance.

Due to the scale of the proposed dwellinghouses, their relationship and interface distances with neighbouring buildings, there are no residential properties that would be unduly impacted in terms of the physical presence of the buildings in terms of overlooking, over-dominance or overshadowing.

The proposed dwellinghouses provide sufficient spacing between neighbouring buildings to maintain a reasonable interface distance. A separation distance of approx. 11.7m is retained between the proposals and nearest elevations of properties due south west along Mauldeth Road, this is characteristic of surrounding terraced dwellings within the local vicinity. Notwithstanding this, given the relative limited separation between private amenity space of the new and existing houses a condition will be applied which requires the first floor rear bedroom windows of plots 5 and 6 to be obscure glazed and retained thereafter, in the interests of to reduce overlooking and loss of privacy to occupiers of numbers 129 - 133 Mauldeth Road.

The proposed property conversion would create four apartments in total at ground and first floor levels. No additional massing is proposed therefore there are no overshadowing or over-dominance impacts are considered upon neighbouring properties in this instance.

No additional fenestration is proposed, rather the existing fenestration pattern would be replaced and retained. The apartments would afford outlook over St George's Road (SE), Meredith Street (NE) and due (SW). Given the setting and orientation of the proposal it is acknowledged that apartment AP03 would afford outlook over the rear amenity spaces of 137-141 Mauldeth Road, sited less than 2m away. Whilst this change of use may give rise to a perception of overlooking, it is considered that the immediate area is characterised by existing dwellings arranged in a dense terraced arrangement, where mutual overlooking impacts are commonplace between neighbouring properties due to interface distances. Moreover, the office associated with the existing garage use would create a similar overlooking relationship with these adjacent dwellings. As such, given the context of the locality and existing impact, this

proposal is not considered to create overlooking impacts over and above the existing situation and can be supported on balance.

Whilst the proposed development will introduce additional activity, it is considered unlikely that occupants associated within 4 apartments and 2 dwellinghouses will result in detectable or unreasonable levels of activity within the context of an established residential environment.

Future residents

The proposed apartments and dwellinghouses are of a good size, adhere to the Council's emerging Space Standards and offer a good level of circulation space internally. The proposed dwellinghouses would afford modest external amenity spaces consistent in size with surrounding terraced properties, in addition to one off street parking space.

Whilst the proposed conversion would not provide any external amenity space for future occupants, the proposal is sited circa 70m from Ladybarn Park due South which is considered acceptable to offset the lack of onsite amenity space provision.

The proposal due to their positioning and layout are not considered to give rise to unacceptable impacts on residential amenity and are therefore in accordance with policy DM1 of the Manchester Core Strategy.

Highways:

The City Council does not prescribe parking standards for residential properties, however policy DM1 requires consideration to be given for car parking and policy T2 states that all new development should provide appropriate car parking facilities.

Whilst concerns regarding parking has been raised by WCS and a local representation, the proposal was considered by MCC Highways who provided no objections to the proposal.

In this case, the semi-detached pair would benefit from one off street car parking space in the form of a driveway. The proposed apartments are to operate as car-free, with secure and internal cycle store proposed at ground floor. The agent has confirmed this facility will be accessed via a steel personal door with a 10 point locking system with an anti-drill euro cylinder (email dated 6/6/24). There is no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street. It is further acknowledged that this proposal is situated in a sustainable location in close proximity to Mauldeth Road Train Station and bus routes.

Highway services do not envisage that the proposal would generate a significant increase in the level of vehicular trips and therefore does not raise any network capacity issues.

The off-road parking is to be supplemented by cycle parking provision, with each new dwelling to have a cycle store within the private garden area, to be secured by condition.

In light of the above and on balance, the impact upon the operation of the highway and to highway safety is considered satisfactory.

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part of the city, a condition is included which requires the submission and approval of a construction management/demolition plan

which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Loss of employment space:

Policy EC 2 of the Core Strategy concerns existing employment space and states the Council will seek to retain existing employment space and sites. The policy allows for alternative uses on such sites if they are allocated for an alternative use or, relevant in this instance:

- The existing use is un-viable in terms of business operations, building age and format.
- The existing use is incompatible with adjacent uses.
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

In this instance, the existing property is currently vacant, formerly being used as a car garage (B2(g)(i) use class) with associated office space above (class E). The submitted planning statement confirms that the former business on site has relocated to a larger premises.

The application property is surrounded by existing residential development on all boundaries, including no.22 Meridith Street adjoining. The former use of the building as a car repair garage is acknowledged as an anomaly, which is considered to be a non-conforming use within the immediate residential area. The conversion of the building and redevelopment of the site to provide 6 residential units is considered a more suitable and compatible use for the area. The provision of residential development on this sustainable, vacant brownfield site is a significant benefit and meets the Core Strategy's vision and spatial objectives regarding providing good quality homes within sustainable locations.

On balance, it is therefore considered the loss of the site as a car repair garage and the associated loss of employment, does not conflict with Policy EC 2 of the Core Strategy.

Flood Risk and drainage:

The site is designated flood zone 1 and Meridith Street is partly located within flood zone 2, as such surface water drainage is an important consideration especially to mitigate any impact of the development. Conditions are attached requiring the submission of details of a sustainable drainage system and its subsequent maintenance.

Refuse:

The application was not supported by a proforma/ Waste Management Strategy. Therefore, a refuse condition has been attached to the consent to ensure adequate refuse arrangements are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy, as requested by Environmental Health.

Ecology:

A Preliminary Roost Assessment (Rachel Hacking Ecology - Feb 2024) has been submitted. A full internal and external inspection of the property has concluded that the building had negligible potential to support roosting bats. The Ecology Unit have no reason to question the finding of the report. The Local Records Centre holds few records of foraging or roosting bats in

the area. Having assessed the work planned for the building, there is negligible potential for the works to disturb roosting bats and no further surveys are required. Informatives are provided by GMEU.

Conclusion:

The proposed development would make effective use of the site and provide decent quality, residential accommodation, adding to the diversity of housing in the city within a highly accessible, sustainable location and would contribute to local and national residential growth objectives. The proposed development is in line with the aspirations of national and local planning policies which seek to boost the supply of housing and is entirely consistent with relevant, overarching planning policy. On this basis, taking all factors into account and with reference to issues outlined within this report, the proposed development is considered acceptable.

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 policies 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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan, Place for Everyone and other material considerations. In this instance negotiations took place with regards to the proposed space standards, scale of dwellinghouses, layout and design of the conversion. Amended plans were submitted showing

these amendments, the application has been determined with the attachment of appropriate conditions.

Condition(s) to be attached to decision for approval

1. 3 Year time limit

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. Specified plans

The development hereby approved shall be carried out in accordance with the documents labelled:

- 'Proposed Site Plan', numbered 'PL002B', stamped as received by the City Council as Local Planning Authority on the 22/05/2024.
- 'Proposed Semi-detached Plans and Elevations', numbered 'PL004A', stamped as received by the City Council as Local Planning Authority on the 22/05/2024.
- 'Proposed Street Scene Elevations', numbered 'PL006A', stamped as received by the City Council as Local Planning Authority on the 22/05/2024.
- 'Proposed Boundary Treatment Plan', numbered 'PL009A', stamped as received by the City Council as Local Planning Authority on the 22/05/2024.
- 'Proposed Apartment Plans and Elevations', numbered 'PL005B', stamped as received by the City Council as Local Planning Authority on the 06/06/2024.
- 'Proposed EV Charging Points', numbered 'PL010', stamped as received by the City Council as Local Planning Authority on the 06/06/2024.
- 'Demolition Layout Plan', numbered 'PL011', stamped as received by the City Council as Local Planning Authority on the 07/06/2024.

Reason - To ensure the development is carried out in accordance with the approved plans, pursuant to Policies SP1 and DM1 of the Core Strategy.

3. Material samples

Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development and external hard surfaces have been submitted to and approved in writing by the City Council as local planning authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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, EN1 and DM1 of the Core Strategy for the City of Manchester.

4. Proposed Use

The planning permission hereby granted relates to the formation of: 4 x one bed, 2 person apartments (Class C3) and 2 x two bed, 3 person dwellinghouses (Class C3) (6 planning units in total).

Reason - For the avoidance of doubt and in the interests of residential amenity, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5. Construction Management Plan

Prior to the commencement of demolition, a construction management and demolition management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Hours of working;
- Details of the location and arrangements for contractor parking;
- The routing of construction traffic;
- Loading and unloading of plant and materials;
- Sheeting over of construction vehicles;
- Storage of plant and materials used in constructing the development;
- The identification of the vehicular access points into the site;
- Identify measures to control dust and mud including on the surrounding public highway, including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;

The development shall only be carried out in accordance with the approved construction management plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

6. Car parking provision

Before the occupation of the development, car parking areas shown on drawing referenced: Proposed Site Layout plan Ref: PL002 Rev B, shall be surfaced and made available for use. The car parking spaces shall be maintained in situ prior to the occupation of the authorised houses and remain in situ thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety, pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

7. Cycle storage provision

Notwithstanding the submitted plans, prior to occupation of the dwellinghouses, details of the specifications, elevations, siting and appearance of secure and sheltered cycle storage for the two dwellings shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN8 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

8. EV Charging Point

Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the appearance and specification of an electric vehicle charging points, as shown on drawing ref: Electrical Charging Points Plan Ref: PL010, including cabling routing and confirmation of a minimum charging capacity of 7kW. The approved scheme shall be fully implemented in accordance with the agreed details (including the timescale for its installation) and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and the contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

9. Repaving

Prior to first occupation of the development, a repaving strategy for the redundant vehicular crossing on St George's Road, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with an implementation programme to be approved by the City Council as Local Planning Authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant policy DM1 of the Manchester Core Strategy (2012).

10. Drainage

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

The scheme shall also include:

- Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.
- Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- For surface water connections, evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed new connection will suffice.
- Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority.
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in brownfield runoff rate or greenfield runoff rate.
- Hydraulic calculations to support the drainage proposal.
- Details of how the scheme shall be maintained and managed after completion.

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 policies EN14 and EN17 of the Core Strategy.

11. Waste

- a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.
- b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health.

12. Contaminated Land - New applications, no previous contaminated land conditions

- a) No development (other than demolition and site clearance works) shall commence until 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 has been 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.

- b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as

local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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 Core Strategy for the City of Manchester and the National Planning Policy Framework.

13. Landscaping

Notwithstanding the indicative details submitted, no above ground development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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 Core Strategy.

14. C3 Class Restriction

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in 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 people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

15. PD extensions

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, extensions, porches or outbuildings shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

16. PD openings

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 windows or doors shall be inserted into the elevations of the extension hereby approved other than those shown on the approved drawings.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 Core Strategy for the City of Manchester.

17. Obscure glazing scheme - dwellinghouses

Before the first occupation of the residential units identified as plots 5 and 6 on the approved plans, a scheme to provide obscure glazing to the rear first floor bedroom windows of the residential units shall be submitted to and approved in writing by the local planning authority, the agreed scheme shall be implemented and retained as such thereafter.

Reason - In the interests of residential amenity and to reduce overlooking and loss of privacy to occupiers of numbers 129 - 133 Mauldeth Road pursuant to policy DM1 of the Core Strategy.

18. Obscure glazing - dwellinghouses

Prior to the first occupation of the development, the first floor bathroom windows in the proposed dwellinghouses (Plot 5 and Plot 6), shown on drawing number PL004A, received on the 22 May 2024, 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 properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

19. Obscure glazing - apartments

Prior to the first occupation of the development, the ground floor bathroom windows in the proposed apartments (Units AP01 and AP02), shown on drawing number PL005B, received on the 6 June 2024, 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 properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

20. Secured by Design

The development hereby approved shall not be occupied or used until the Council as Local Planning Authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit

Mauldeth Pharmacy, 139 Mauldeth Road, Manchester, M14 6SR

143 Mauldeth Road, Manchester, M14 6SR

22 Meredith Street, Manchester, M14 6ST

4 St Georges Road, Manchester, M14 6SZ

10 St Georges Road, Manchester, M14 6SZ

20 Meredith Street, Manchester, M14 6ST

13 Meredith Street, Manchester, M14 6ST

10 Meredith Street, Manchester, M14 6ST

25 Meredith Street, Manchester, M14 6ST

23 Meredith Street, Manchester, M14 6ST

21 Meredith Street, Manchester, M14 6ST

18 Meredith Street, Manchester, M14 6ST

12 Meredith Street, Manchester, M14 6ST

11 Meredith Street, Manchester, M14 6ST

131 Mauldeth Road, Manchester, M14 6SR

125 Mauldeth Road, Manchester, M14 6SR

139A Mauldeth Road, Manchester, M14 6SR

13 St Georges Road, Manchester, M14 6SX

11 St Georges Road, Manchester, M14 6SX

137 Mauldeth Road, Manchester, M14 6SR

145 Mauldeth Road, Manchester, M14 6SR

19 Meredith Street, Manchester, M14 6ST

8 St Georges Road, Manchester, M14 6SZ

6 St Georges Road, Manchester, M14 6SZ

2 St Georges Road, Manchester, M14 6SZ

9 St Georges Road, Manchester, M14 6SX

16 Meredith Street, Manchester, M14 6ST

9 Meredith Street, Manchester, M14 6ST

147 Mauldeth Road, Manchester, M14 6SR

15 Meredith Street, Manchester, M14 6ST

14 Meredith Street, Manchester, M14 6ST

135 Mauldeth Road, Manchester, M14 6SR

133 Mauldeth Road, Manchester, M14 6SR

129 Mauldeth Road, Manchester, M14 6SR

127 Mauldeth Road, Manchester, M14 6SR

27 Meredith Street, Manchester, M14 6ST

17 Meredith Street, Manchester, M14 6ST

141 Mauldeth Road, Manchester, M14 6SR

29 Meredith Street, Manchester, M14 6ST

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

Flood Zones Type 2 (low to medium risk) -

Area Team Boundary - Name: SOUTH AREA