

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138181/FO/2023

Date registered valid: 11 October 2023

Proposal: Erection of a part single/part three storey extension at the rear and a two storey extension at the side in connection with the subdivision of the property into two dwellings.

Address: 83 Beech Road, Manchester, M21 9FD

Ward(s): Chorlton Ward

Applicant: Britannia Group

Agent (if any): Mr P Anderton B2 Architecture Ltd

Case officer: Janet Lawless
Tel: 0161 234 4535
Email: janet.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 4 January 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 1st December 2023

Standard consultations:

Printed: 30 November 2023

Expired: 21 December 2023

Neighbour notifications

Printed: 20 December 2023

Expired: 2 January 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 property that is the subject of this application is a 2 storey brick built end of terraced dwellinghouse. It is identified as 83 Beech Road in the Chorlton ward of the City. The property has bay windows to the front elevation with pebbledash rendering in feature panels to the first floor and a slate roof. There are gardens front and rear and off road parking. The front boundary treatment is a brick boundary wall with coping stones on top. The driveway to the side of the property leads to the rear garden where the rear of the property has a staggered build to the rear elevation. The rear garden is laid to lawn with established tree and shrub planting to the rear boundaries. The boundary treatment is a combination of brick walls together with timber fencing and trellis. The rear garden of number 83 is approximately 2 1/2 times the width of the neighbouring properties having the benefit of occupying the end position in the terrace.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The area is predominantly residential on this side of Beech Road in the immediate area, comprising of similar properties to the proposal property with an electricity substation immediately adjacent to number 83 Beech Road. There is a sheltered accommodation block of flats beyond that. Opposite the proposal property is Beech Road Park and to the opposite side of the junction commercial properties. Many of the properties that form the adjoining terrace have had the benefit of 'L' shaped dormer extensions to the existing roof slope and outrigger together with single storey extensions to the properties.

Description of development

The proposal is for a two storey side extension together with a part single part two storey rear extension and two dormer roof extensions on the rear. The property would also be subdivided to

created two 3x bed dwellinghouses each of which would accommodate a lounge a WC and open plan kitchen diner to the ground floor with two bedrooms to the first floor with a third bedroom within the roof space. The single storey rear extension would be up to the common boundary with number 85 Beech Road as is the extension at ground floor to that property. The first floor extension would be set in well off the common boundary with number 85 Beech Road. The dormer roof extensions would be one over each of the two properties.

Consultations & Notification Responses

Local residents were informed. There were 2 rounds of consultation carried out, the first on the original submission and the second on the revised proposal. There was 1 letter from the same property on each occasion. The main points of concern were as follows:

Residential Amenity-The proposed extension will have a negative impact on the light in various rooms in our property.

This includes the following rooms that have no alternative source of light - Bedroom 3 on the 1st floor & Bathroom on the 1st floor.

This includes the following rooms that have alternative source of light - Kitchen / Dining room on Ground floor.

Visual Amenity-The proposed extension is not proportionate to the existing house. The proposed additional square footage is significantly in excess of the current square footage, which helps to demonstrate that the proposal would be overly dominant, consuming the rear of the property.

The proposed extension is not in keeping with how the other adjoining terraces on the row (numbers 85 to 91) have extended.

The scale and massing is discordant with the character of the area, harmful to visual amenity. The proposed development diminishes the window hierarchy, this will have a negative impact on the visual amenity of the area.

Fenestration and materials contribute significantly to the character of an area

There are a number of mature trees on the development site, which will presumably be removed. This will have a negative impact on the visual amenity of the area.

The revised proposals, are still negative impacting both visual and residential amenity which outweigh the benefits of the development

These issues raised through the consultation process will be addressed within the body of the report.

Chorlton Voice- no comments received

Highway Services- The proposal will not add significant additional traffic to the highway network and it is considered that it can be accommodated within the local traffic network. Parking is considered acceptable and conditions relating to the implementation of the waste management plan, cycle storage and boundary treatments would be attached to any consent granted.

Environmental Health- no objections to the proposal.

Neighbourhoods (trees)- no objections to the proposal.

Flood Risk Management-no comments received

United Utilities- no comments received. The details of the proposed development were referred to United Utilities due to the location of an access to a manhole.

The applicant is currently in discussions with United Utilities with a view to resolving the issue. In any event the issues are not under consideration by the local planning authority as part of this application as this area of expertise is covered under legislation that is determined by Building

Regulations. The applicant has been advised that should these discussions involve the variation of the scheme, then an application for those changes may be required under Planning Legislation.

Issues

Policy and Issues

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

- o Unitary Development Plan (UDP) - The UDP has been superseded by the Core Strategy Development Plan.
- o Policy DC1 for Residential Extensions is still considered of relevance, in particular policy DC1.5 - The Council will consider on their merits exemptions to the above policies in the case of applications from disabled people who may require particular adaptations to their homes.
- o The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.
 - Policy DM 1 - Development Management
 - Policy SP1 - Spatial Principles
 - Policy EN1 - Design Principles
 - Policy EN 19 - Waste Management
 - Policy H1- Overall Housing Provision
 - Policy H6- Housing South Manchester

The National Planning Policy Framework (NPPF)

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.

Policy SP1 identifies the City Council's Core Development Principles and states that 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
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to

diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 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 sites 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 H 6

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.

The small proportion of new development reflects the lack of land available for new residential development in South Manchester (approximately 5% of sites, SHLAA 2010). There is a need for higher densities within District Centres to meet the need for affordable housing and new or specialist housing in other areas to provide alternative high quality housing for people wishing to downsize. It is important to increase housing choice by adding to the stock of larger housing units to complement new housing on higher value sites to retain or attract high income earners by releasing under-occupied property.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be

minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.

Unitary Development Plan - The site is unallocated in the plan.

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

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

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes

for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Point 2.7 states that increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However density levels must be informed by the character of an area and the specific circumstances of a proposal.

Under point 2.12 'Buildings should front onto streets', the Guide states that:

It is important to achieve an adequate level of enclosure if streets and open spaces are to provide a sense of place and help people feel comfortable and safe. Buildings should present their main face and pedestrian entrance to the adjacent main street, to contribute to its vitality and interest. Windows and entrances should ensure that the street is overlooked to promote informal surveillance.

Point 2.45 States that successful neighbourhoods offer a choice of housing to enable residents to continue to live in an area as their needs and aspirations change. Social and private housing should complement each other to deliver choice and balance. Whilst it does not rule out large, thoughtfully designed single tenure housing developments in appropriate locations, these need to link effectively into neighbouring areas and contribute to a balanced neighbourhood overall.

Point 2.49 states that new developments will be expected to meet designing out crime principles. Whilst architecture and design can make a significant contribution to a sense of security, one of the most effective measures for community safety and crime prevention is the creation of lively environments, in use at different times of the day and night.

Point 8.4 states that developments should promote informal surveillance of the street. Buildings fronting streets, so that pavements are overlooked by windows and entrances, are encouraged as they increase security for street users.

Point 8.6 states that developments should have recognisable uses or internal arrangements which help to foster stewardship, minimise the risk and fear of crime, and accommodate the public without compromising amenity and the safety of users.

Point 10.9 relates to external space and states that all residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area. Simply this means the provision of gardens that perform well as multi-functional space. Gardens are valuable within any development by contributing the following:

- A safe play area for children
- Additional storage outside the house
- The provision of outside drying area for clothes which additionally assists the environmental sustainability of a development
- Space in which to relax which helps the overall sense of well-being
- An increased amount of planting which enhances the quality of the natural environment
- The space to provide home grown food which benefits the health of the local community.

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 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.

Places for Everyone Plan

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, 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.

For reasons to be outlined below, it is considered the proposal accords with the principles within these policy documents.

The City Council will consider on their merits exemptions to the above policies in the case of applications from disabled people who may require particular adaptations to their homes.

Principle of development - The site lies in a predominantly residential area. There is still a demand for family sized housing within the area which would be provided by this proposal. Therefore residential development within an established residential area is considered acceptable in principle, subject to further consideration of the impacts of proposals on residential and visual amenity, and the character of the area.

In this instance the principle of the proposal is considered acceptable and it is not believed that there are any factors of sufficient weight in amenity terms that would merit a refusal.

On balance, the proposed development following negotiations is deemed to accord with saved policy DC1 of the UDP and policies DM1 and SP1 of the Manchester Core Strategy.

Residential and Visual amenity

The property is sited on the end of the terrace of houses forming 83-91 Beech Road and Neale Road is the side road which runs alongside number 91 Beech Road. Number 83 which is the subject of this application is constructed in red brick and slate with pebble-dashed render panels to the first-floor frontage with a gable end roof. The applicant is seeking planning permission for the erection of a two-storey side and part single part 2 storey rear extension together with two individual dormers (1 over each property) within the rear roof slope. The property has an

irregular rear building line when viewed in the context of the rear of the other properties within the terrace. The adjoining properties have an original outrigger construction which number 83 Beech Road does not. Many of the properties have had the benefit of 'L' shaped dormers together with single storey infill extensions to the rear of the property along the common boundaries.

Whilst as the end property it has a completely different rear elevation to the others in the terrace, the pattern of design has been referred to in the design of the proposed extensions. The two-storey side retains the gable end, the single storey rear extension is up to the common boundary with number 85 as does their own extension, and the two storey rear extension is set an equal distance from the first floor windows referred to in the objection as the outrigger on number 85 is from the first floor windows on number 83 Beech Road.

The dormer extension on number 85 had been believed to have been constructed under Permitted Development, however there are certain elements of the build that contravene those regulations. Amongst these the windows in the first-floor side elevation of the 'L' shaped dormer on number 85 Beech Road should if being inserted on a side elevation have been obscurely glazed, non-opening and 1.7m above the floor level. It would appear not to have been the case. The proposal will be set in off the common boundary at first floor and whilst it is acknowledged that there may be some reduction in the light to the windows that have been installed in the side elevation of number 85 Beech Road, had they been inserted in accordance with the PD regulations there would be no view into or out of them, would be sealed units, and therefore it is considered that the reduction in the light to these would not be so significant as to merit refusal. It is therefore considered that the proposal is in accordance with saved policy DC1 and policy DM1 of the Manchester Core Strategy.

The accommodation created as a result of the extensions and the subdivision into two properties would be lounge, WC and open plan kitchen diner to the ground floor with two bedrooms and bathroom to the first floor and a third bedroom in the roof space dormer extensions. There will be bi-fold doors and full-length windows to the ground floor with the remainder of the windows overlooking the private garden space of the future occupants of the properties. The front elevation would mirror the elevation of the existing properties. Given that the existing property sits on a much larger plot than the others within the terrace, there would be sufficient useable external amenity space provided following the subdivision for the future occupants of the property. The additional dwellinghouse provided will be adding to the much-needed provision for family sized accommodation within the area.

The fenestration is proposed on the front, side and rear elevation of the two storey side extension, with windows on the rear of the part single / part two storey rear extension and the dormer roof extensions. There are no windows in any of the extensions along the common boundary with number 85 Beech Road. As such it is not considered that the proposal would result in overlooking or loss of privacy to the neighbouring properties.

Character within the Street Scene

Overall, it is considered that the addition to the side and rear of the property to create the subdivision into the two properties would not result in a detrimental impact upon the character of the property itself or the street scene within which it is located. The frontage would mirror the existing property and the materials to be used would also match those of the existing property, therefore within the street scene there would be very little change to the street scene. Given the height, projection and relationship to adjacent properties, it is considered that the proportions of the extensions are acceptable. The footprint is not considered to create a bulky or disproportionate scaled addition to the property and therefore the development accords with Core Strategy Policy DM1 and saved policy DC1 of the UDP.

Siting, scale and massing.

In context to the existing property the extension is acceptable. The scale and massing of the proposal is considered would not cause undue harm to the current levels of amenity being enjoyed by the occupiers of surrounding properties. The extension and sub-division would not present an unusual feature in the immediate area and due to the existence of other similar extensions to a variety of house types in the immediate area, the size of the extension is considered acceptable within the surrounding environmental context and is not believed to provide an overbearing impact upon the residential amenities of surrounding properties.

It is therefore considered that the design, scale and appearance of the proposed extension is satisfactory and is considered to accord with the principles for residential extensions set out in saved UDP policy DC1, DM1 and EN1 of the Core Strategy.

Design

The design of the proposal would be in keeping with the existing and surrounding properties in the area. Whilst the detailing varies to the rear to the remainder of the terrace, it differs individually in terms of appearance on the rear to the other properties as it stands. In terms of the proposed materials, it is intended to use matching materials as specified in the application form. The design of the extensions have been tailored to fit the shape of the existing property/plot and respect the relationship with the neighbouring property at the side and rear and is considered acceptable and detailed as what is normally expected of such a structure.

On balance it is considered that the design and appearance of the proposed development accords with Core Strategy Policies DM1 and EN1 and in general the design is considered acceptable.

Disabled access

Not applicable

Refuse Bins

There is suitable space retained to the rear of the property for the storage of bins and these will then be taken out from the rear on collection day, therefore the storage of refuse bins accords with policy EN19 of the Core Strategy.

Parking

There is a parking space in curtilage for one of the properties with the other being accommodated on street as is the situation with the other properties within the terrace. There are no on highway restrictions except at the junctions to safeguard visibility splays.

Conclusion

Although the proposal would be visible from the public highway and therefore would be a feature within the street scene, the character of the area is still retained. Particularly to the front elevation. Whilst the extensions are large it has to be remembered that these will be to facilitate the provision of a much-needed family home and these extensions therefore are across two properties not one. The proposal has been sited and designed to ensure that it relates to the original dwelling house and the proposal is considered acceptable in this location, in terms of design, scale and massing, allowing the creation of additional accommodation, without unduly detrimentally affecting the amenities of the occupiers of surrounding properties, or the character and appearance of the surrounding street scene, and there are no material considerations of sufficient weight to indicate otherwise.

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

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. The application has been assessed and determined in accordance with both national and local policies.

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:

Waste Management Strategy stamped as received on 28th September 2023

Bin Collection Plan stamped as received 28th September 2023

02- Location Plan stamped as received 25th September 2023

Tree Survey and Method Statement received 11th October 2023

04 Rev A Proposed Floor Plans and Elevations stamped as received 19th December 2023

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

3) Prior to above ground works commencing, samples and specifications of all materials to be used on all external elevations of the development including patching in shall be submitted to and approved in writing by the City Council as local planning authority. Once approved the construction of the dwellinghouse shall be in accordance with the approved schedule of materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 28th September 2023 and Bin Collection Plan stamped as received 28th September 2023 and shall remain in situ whilst the development is in operation.

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

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

Reason - In the interests of residential amenity pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and Policy DM1 and SP1 of Manchester's Local Development Framework: The Manchester Core Strategy policy SP1 and DM1 Core Strategy for the City of Manchester.

6) 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 part of any dwelling shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1, H7,H8 and DM1 of the Manchester Core Strategy (2012).

7) Prior to above ground works commencing, a fully detailed scheme for the boundary treatment for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the type, position, design, dimensions and materials of the boundary treatment. Thereafter the scheme shall be implemented wholly in accordance with the approved details prior to the development hereby permitted being occupied.

Reason - To ensure the satisfactory appearance of the development and in interests of the visual amenity of the area, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) a) Prior to above groundworks commencing, a scheme for electric vehicle charging shall be submitted to and approved in writing by the City Council as local planning authority and once approved shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

9) 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.

10) Prior to occupation, details of a hard and soft landscaping scheme shall be submitted to and approved in writing by the City Council as local planning authority and once approved shall be implemented not later than 6 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.

11) Before the occupation of the development, details of the permeable surface to be used for the proposed car parking space shown on 'Drawing- Proposed Plans 04 Rev A stamped as received by the City Council as Local Planning Authority on 19th December 2023, shall be surfaced and made available for use. The car parking space 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.

12) Prior to first use, details of the specifications, elevations, siting and appearance of secured cycle storage 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 - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

13) Before the occupation of the authorised dwellinghouses, a scheme to encourage biodiversity within the application site shall be submitted to and approved in writing by the City Council as local planning authority, including the provision measures to encourage habitats for native species and bird and, if appropriate, bat species. The development shall be implemented in accordance with approved scheme prior to the occupation of the authorised properties and shall be maintained in situ thereafter.

Reason - in the interests of residential development and to encourage bio-diversity pursuant to policies SP1, EN1, EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

14) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the dwelling houses hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels 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(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; 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 Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

15) Before first occupation the window to the landing on the first floor to the side (eastern) elevation shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

Informatives

1) Detail should be sought from the applicant in relation to any proposed construction or fitout arrangements, where there is an impact on the highway. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Contact Manchester (Tel: 0161 234 5004 / Email: highwaylicences@manchester.gov.uk).

2) As is common within this location, the applicant may wish to consider installing white 'H' markings across the driveway to dissuade errant parking across the driveway. This could be completed as part of a S278 Agreement which will require agreement with MCC's Highways Applications and Network Resilience teams and can be applied for online at https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_section_278_agreements/category/355/highways_and_pavements.

3) Ongoing discussions are required by the applicant with United Utilities, as the issues will have to be resolved before Building Regulations would be able to grant consent. Any variations to the scheme that are required as a result of those discussions, may require the submission of a new application or submission of a variation of the specified plans condition.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Chorlton Voice
United Utilities Water PLC
MCC Flood Risk Management

7 Copgrove Road, Manchester, M21 9FP
5 Copgrove Road, Manchester, M21 9FP
87 Beech Road, Manchester, M21 9FD
85 Beech Road, Manchester, M21 9FD
36B Beech Road, Manchester, M21 9EL
42 Ivy Court, 53 Beech Road, Manchester, M21 9FL
39 Ivy Court, 53 Beech Road, Manchester, M21 9FL
37 Ivy Court, 53 Beech Road, Manchester, M21 9FL
18 Ivy Court, 53 Beech Road, Manchester, M21 9FL
15 Ivy Court, 53 Beech Road, Manchester, M21 9FL
11 Ivy Court, 53 Beech Road, Manchester, M21 9FL
8 Ivy Court, 53 Beech Road, Manchester, M21 9FL
6 Ivy Court, 53 Beech Road, Manchester, M21 9FL
3 Ivy Court, 53 Beech Road, Manchester, M21 9FL
Basement And Ground Floor, 32 Beech Road, Manchester, M21 9EL
34 Beech Road, Manchester, M21 9EL
9 Copgrove Road, Manchester, M21 9FP
Ivy Court, Beech Road, Manchester, M21 9FL
First Floor, 32 Beech Road, Manchester, M21 9EL
43 Ivy Court, 53 Beech Road, Manchester, M21 9FL
41 Ivy Court, 53 Beech Road, Manchester, M21 9FL
40 Ivy Court, 53 Beech Road, Manchester, M21 9FL
38 Ivy Court, 53 Beech Road, Manchester, M21 9FL
36 Ivy Court, 53 Beech Road, Manchester, M21 9FL

35 Ivy Court, 53 Beech Road, Manchester, M21 9FL
2 Ivy Court, 53 Beech Road, Manchester, M21 9FL
1 Ivy Court, 53 Beech Road, Manchester, M21 9FL
34 Ivy Court, 53 Beech Road, Manchester, M21 9FL
33 Ivy Court, 53 Beech Road, Manchester, M21 9FL
32 Ivy Court, 53 Beech Road, Manchester, M21 9FL
31 Ivy Court, 53 Beech Road, Manchester, M21 9FL
30 Ivy Court, 53 Beech Road, Manchester, M21 9FL
29 Ivy Court, 53 Beech Road, Manchester, M21 9FL
28 Ivy Court, 53 Beech Road, Manchester, M21 9FL
27 Ivy Court, 53 Beech Road, Manchester, M21 9FL
26 Ivy Court, 53 Beech Road, Manchester, M21 9FL
25 Ivy Court, 53 Beech Road, Manchester, M21 9FL
24 Ivy Court, 53 Beech Road, Manchester, M21 9FL
23 Ivy Court, 53 Beech Road, Manchester, M21 9FL
22 Ivy Court, 53 Beech Road, Manchester, M21 9FL
21 Ivy Court, 53 Beech Road, Manchester, M21 9FL
20 Ivy Court, 53 Beech Road, Manchester, M21 9FL
19 Ivy Court, 53 Beech Road, Manchester, M21 9FL
17 Ivy Court, 53 Beech Road, Manchester, M21 9FL
16 Ivy Court, 53 Beech Road, Manchester, M21 9FL
14 Ivy Court, 53 Beech Road, Manchester, M21 9FL
12 Ivy Court, 53 Beech Road, Manchester, M21 9FL
10 Ivy Court, 53 Beech Road, Manchester, M21 9FL
9 Ivy Court, 53 Beech Road, Manchester, M21 9FL
7 Ivy Court, 53 Beech Road, Manchester, M21 9FL
5 Ivy Court, 53 Beech Road, Manchester, M21 9FL
4 Ivy Court, 53 Beech Road, Manchester, M21 9FL
36A Beech Road, Manchester, M21 9EL
36 Beech Road, Manchester, M21 9EL

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