

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134030/FO/2022

Date registered valid: 3 August 2022

Proposal: Erection of two semi-detached houses (3 bedrooms), with associated landscaping and amenity space, following demolition of existing property

Address: 56A Orchard Road West, Manchester, M22 4ED

Ward(s): Northenden Ward

Applicant: Mr Andrew Haughney

Agent (if any): Mr Williams

Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 29 February 2024



Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 14 September 2022

Standard consultations:

Printed: 10 August 2022 Expired: 31 August 2022

Neighbour notifications

Printed: 3 January 2023 Expired: 17 January 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

56a Orchard Road West is a single storey dwellinghouse located on the north side of Orchard Road West. Originally a flat roofed building dating from the early 1970s, a timber mono-pitch roof has been installed without the benefit of planning permission. To the front of the dwelling there is a small garden. To the rear there is a small private amenity area and beyond that the rear garden area of no. 56 Orchard Road West. To the west of the application site stands no. 56 Orchard Road West, a 2 storey semi-detached dwelling, while to the east there is a row of lock up garage used by the residents of Monaco Drive.

The area is residential in nature, consisting predominantly of two storey dwellings dating from the Inter War period and the 60/70s.

Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of development

Erection of two semi-detached houses (3 bedrooms), with associated landscaping and amenity space, following demolition of existing property.

Prior to submitting this application, the applicant submitted the following three applications, two of which were refused and one was withdrawn:

128317/FO/2020 Application Withdrawn - 14.01.2021	56A Orchard Road West, Manchester, M22 4ED	Erection of a first and second floor extension to form a three storey building comprising 7 no. self contained flats with associated car parking
129627/FO/2021 Application Refused - 13.08.2021	56A Orchard Road West, Manchester, M22 4ED	Erection of a first floor and part first floor and part two storey side extension in association with the conversion of the property to form 6 self contained flats with associated car parking
129636/FO/2021 Application Refused - 25.02.2022	56A Orchard Road West, Manchester, M22 4ED	Erection of a first floor and part first floor and part two storey side extension in association with the conversion of the property to form a pair of two storey semi detached dwellinghouses with rear dormer and associated car parking

Consultations & Notification Responses

Local Residents – Seven letters of objection have been received, two of which were received after a reconsultation exercise. The comments are summarised as follows:

- The increase in green space does not make this proposed development more appealing.
- The proposal would have a detrimental impact on the adjoining garden area due to overshadowing.
- The proposal would lead to overlooking and a loss of privacy.
- The parking facilities would be inadequate.
- The property might be turned into a HMO.
- Would the proposal impact on access to the terrace of garages?

Highway Services – Have made the following comments:

- It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.
- Pedestrian access arrangements are acceptable from a highway perspective.
- Given its location close to the district centre, the site is considered to be suitably accessible by sustainable modes and is in close proximity to a number of local bus services.
- Should the planning application be approved it is required that a Construction Management Plan be attached to any consent granted.
- Driveways should be 3 by 6 metres.

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

MCC Flood Risk Management – Suggest the imposition of sustainable drainage conditions.

United Utilities Water PLC (UU) – UU advise that surface water from new developments should be investigated and delivered in the following order of priority:

1. into the ground (infiltration);

2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

UU recommend the applicant considers their drainage plans in accordance with the drainage hierarchy outlined above.

Policies

The National Planning Policy Framework (December 2023) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

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

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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

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

Paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 70 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Core Strategy – 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. Relevant policies in the Core Strategy are detailed below.

Policy SP1, *Spatial Principles* – This policy states that beyond the Regional Centre and Manchester Airport, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The policy states further that development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including:
 - a) Creating well designed places that enhance or create character;
 - b) Making a positive contribution to the health, safety and wellbeing of residents;
 - c) Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income;
 - d) Protecting and enhancing the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible; and
- 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 – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed 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 H7, *Wythenshawe* – The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

Policy EN 1, *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

This site is in the area defined as Wider Wythenshawe, policy EN1 defines the character of this area as:

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

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

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

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.

Issues

Principle of the Proposal – Given the predominantly residential character of the neighbourhood, there is no objection in principle to the erection of an additional dwellings on the site. Notwithstanding this, concerns about parking, impact on pedestrian safety and residential amenity must be assessed.

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

The proposed dwellings would have approximately 114m² of floorspace over two floors. As this is in excess of the Space Standards' requirements (87m² to 102m²), it is considered that the proposal complies with Manchester's space standards.

Pedestrian and Highway Safety – Given the number of dwellings proposed it is unlikely that the development would generate significant vehicle movements along Orchard Road West. Accordingly, it is not considered that the proposal would have an unduly detrimental impact upon the levels of pedestrian safety enjoyed within the vicinity of the site.

Parking – The level of parking proposed, as shown here, is considered acceptable for a development of this size. The driveway size is considered acceptable in this instance.

Electric Vehicle Charge Points – Provision of an electric vehicle charging point within the site would be required by recommended condition no. 13.

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



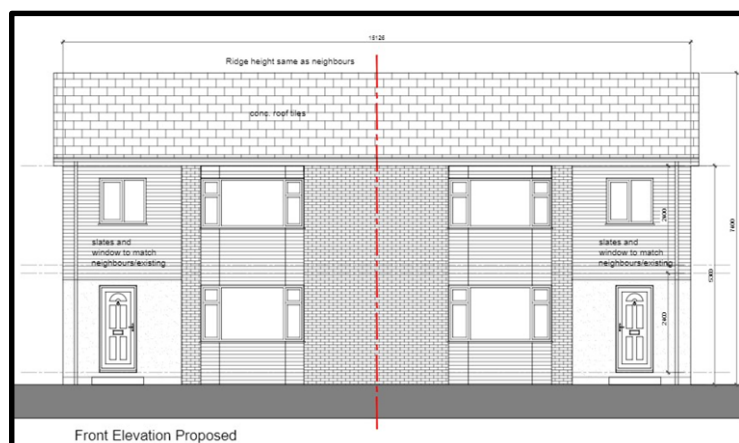
Impact upon Privacy – The proposed dwelling would be orientated on the north-south axis, as with the other dwellings on the street, so there would be no direct overlooking of the property to the side of the site. Notwithstanding this, it is recognised that the rear garden of no. 56 Orchard Road West does extend to the rear of this site and that a traditionally designed house would lead to overlooking. However, to prevent any such overlooking of the rear garden of no. 56 Orchard Road West, the applicant reduced the height of the rear elevation so that there were no 1st floor windows that could overlook the adjoining amenity space. In light of the above, it is not considered that the development would lead to any undue loss of privacy resulting from overlooking.

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

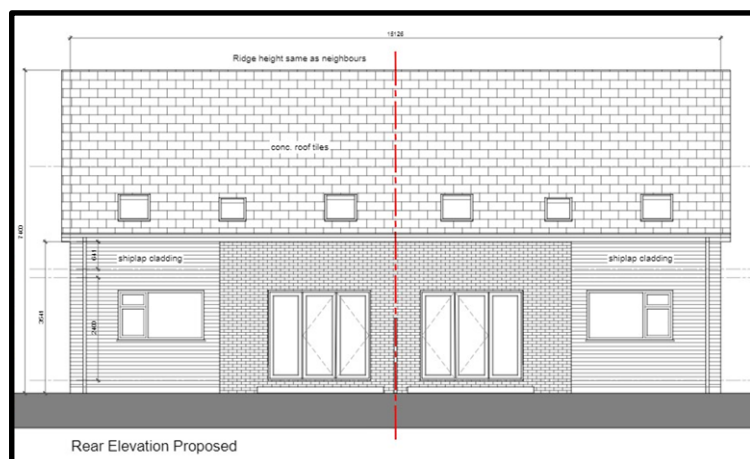
Daylight/Overshadowing – As the proposed dwellings are only two storeys in height at the front and reducing to single storey at the rear, it is not considered that any of the existing dwellings on Orchard Road West would see a reduction in daylight or be subject to overshadowing.

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

Design – The proposed dwellings are of a traditional design and reflect the dwellings to the side of the site. They would be constructed from red brick and topped with tiles. A 2-storey bay window, along with hanging tile/shiplap cladding feature panels, would be incorporated into the front elevation to mirror that seen in the adjoining dwellings.



The rear elevation would have the appearance of a bungalow to limit any overlooking and overshadowing of the adjoining rear garden. Overall, the design of the dwelling is considered acceptable.



Flood Risk – The site is located within Flood Zone 2 and for this reason, upon the advice of Flood Risk Management, the ground floor level is set at 300mm. To ensure that the development is implemented in accordance with the recommendations of FRM, condition 9 is suggested.

Disabled Access – As the ground floor has been set at 300mm for floor protection reasons, level access would not be achievable. However, sufficient spaces exist to the front of the properties to enable ramps to be provided should the need arise in the future, albeit one of the on-street parking spaces would be lost.

In terms of the accommodation itself, generous circulation spaces would be provided and WCs would be located on the ground and first floors. Overall, the provision is considered acceptable.

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

Trees – There are no trees within the site curtilage and no trees adjoining the site would be required to be felled to facilitate the proposal.

Landscaping – The proposed site plan indicates that two trees and hedging is to be planted close to the front boundary, while the remaining areas of garden would be lawned. To ensure that this is undertaken a landscaping condition, which would require the submission of further details (species, size etc), is suggested in this instance.

Boundary Treatment – The submission of boundary details and its implementation would be subject to condition no. 16.

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

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

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

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

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

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

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 matters arising in relation to dealing with the planning application.

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

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

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

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

- a) 129-002C, received on 27 March 2023
- b) 129-003A, received on 27 June 2022
- c) 129-004A, received on 19 June 2022
- d) 129-005bA, received on 22 August 2023
- e) 129-006B, received on 22 August 2023

- f) 129-007B, stamped as received on 22 August 2023
- g) Phase 1 Site Investigation (Report no. 7793, Sub Surface North West Ltd), received on 13 September 2023

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

3) No above ground work shall commence until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

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

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

6) a) Before the commencement of above ground works, a scheme for acoustically insulating the proposed residential accommodation against noise from the M60 shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

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

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

7) a) Before the commencement of above ground works, 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.

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, pursuant to Policy DM1 in the Manchester Core Strategy.

8) The measures for investigating the site identified in the Phase 1 Site Investigation (Report no. 7793, Sub Surface North West Ltd), received on 13 September 2023, 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.

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 Policy DM1 on the Manchester Core Strategy.

9) No development shall commence until the flood risk assessment has been updated to confirm the proposed works including works at finished floor level (which shall be consistent with the proposed plans and elevations), and shall demonstrate how proposed finished floor level measures are in-line with the Standing Advice. This shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt, as per the government standing advice, the assessment must include the following:

Finished floor levels should be a minimum of whichever is higher of 300mm above the:

- average ground level of the site
- adjacent road level to the building
- estimated river or sea flood level

Reason - To ensure that the development is not at an increased risk of flooding (from various sources) and that the appropriate flood resilience and resistance measures have been implemented on site where required, pursuant to Policy EN17 of the Manchester Core Strategy.

10) Prior to the commencement of above ground works, a surface water drainage layout 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 and details provided of how the scheme shall be maintained and managed after completion.

This shall include:

- Where new driveway surfacing >5m² is proposed, this shall be permeable where feasible in line with government guidance.
<https://www.gov.uk/government/publications/permeablesurfacing-of-front-gardens-guidance>
- Where surface water is connected to the public sewer, evidence of acceptance of proposed flows and connection point from United Utilities is required.

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

11) Prior to the commencement of above ground works, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Informatives

1) Informative for condition no. 4 - There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

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

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

2) Informative for condition no. 5 - New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

3) Informative for condition no. 7 - If you cannot raise FFLs 300 mm above the estimated flood level, you should demonstrate flood resilience and resistance measures in your design. Use the following guidance:

<https://www.gov.uk/guidance/flood-risk-assessment-standing-advice#extra-flood-resistance-and-resilience-measures>

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Ecology Unit
Northenden Civic Society
United Utilities Water PLC
9 Monaco Drive, Manchester, M22 4FG
5 Monaco Drive, Manchester, M22 4FG
17 Monaco Drive, Manchester, M22 4FG
13 Monaco Drive, Manchester, M22 4FG
11 Monaco Drive, Manchester, M22 4FG
45 Orchard Road West, Manchester, M22 4FD
39 Orchard Road West, Manchester, M22 4FD
33 Orchard Road West, Manchester, M22 4FD
56 Orchard Road West, Manchester, M22 4ED
3 Monaco Drive, Manchester, M22 4FG
15 Monaco Drive, Manchester, M22 4FG
1 Monaco Drive, Manchester, M22 4FG

49 Orchard Road West, Manchester, M22 4FD
47 Orchard Road West, Manchester, M22 4FD
43 Orchard Road West, Manchester, M22 4FD
41 Orchard Road West, Manchester, M22 4FD
37 Orchard Road West, Manchester, M22 4FD
35 Orchard Road West, Manchester, M22 4FD
58 Orchard Road West, Manchester, M22 4ED
7 Monaco Drive, Manchester, M22 4FG
19 Monaco Drive, Manchester, M22 4FG

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) -
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: SOUTH