

Planning

Growth & Development

Delegated officer report for planning application

Application no.	136382/FO/2023
Date registered valid:	25 April 2023
Proposal:	Erection of 4 no. two storey semi-detached dwellinghouses, with associated car parking; and erection of bin store for commercial units fronting Moorcroft Road
Address:	Land At Welbury Road, Manchester, M23 0JW
Ward(s):	Brooklands Ward
Applicant:	Mr Stephen Cartwright Moorcroft Properties
Agent (if any):	Mr Jason Cartwright P4B Architecture Ltd
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	29 November 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 20 June 2023

Standard consultations:

Printed: 15 May 2023 Expired: 5 June 2023

Neighbour notifications

Printed: 15 May 2023 Expired: 5 June 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

The application site is located at the rear of a commercial parade on Moorcroft Road and fronts onto Welbury Road. It consists of an informal grassed area off Welbury Road, the parking and servicing area associated with the commercial parade, as well as an L shaped terrace of eleven lock-up garages. The application site sits within a predominantly residential area and it can be seen below:



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

Description of development

The applicant is proposing the following:

- 1) Erection of 4 no. two storey semi-detached dwellinghouses fronting Welbury Road
- 2) Erection of a bin store for the commercial units
- 3) Creation of eight car parking spaces for use by tenants of the commercial units.



Consultations & Notification Responses

Local Residents – Two letters of objection have been received, the comments are summarised as follows:

- There are already issues with parking on Welbury Road, especially as delivery lorries for Tesco (Moorcroft Road) daily have to park on Welbury Road, reducing the parking for residents. Even though each house would have a couple of parking spaces, visitors would have nowhere to park and on-street parking spaces would be reduced due to the drives.
- We also don't want to lose the green grass and trees where the local children often play.

Highway Services – Have made the following comments:

- Given that the proposed development is resultant in 4 additional residential dwellings, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
- The site is well accessed by sustainable modes.
- It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.
- 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.
- Designated refuse storage has been accommodated for each individual dwelling with kerbside collection noted from Welbury Road, which will link into the existing residential collections. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway. A commercial bin store will be relocated within the existing parking area at the rear of the properties. This is acceptable but it must be ensured that bins are returned to the bin store immediately after collection to ensure they do not impinge on pedestrian or vehicular movements.

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

Neighbourhood Team Leader (Arboriculture) - The applicant has proposed to remove a group of trees comprising of Cherry, Birch, Hawthorn, Oak, Ash, Rowan Elder and Privet. Although as individuals these trees are not of high amenity value, as a group this tree does offer a nice green screen for local residents. In order to support this application from an arboricultural perspective, a mitigation planting plan that reflects the number of trees lost on this site should be required.

MCC Flood Risk Management – Suggests the imposition of a drainage condition designed to prevent flooding and protect water quality.

United Utilities Water PLC – Suggests the imposition of a drainage condition designed to prevent flooding and protect water quality.

Greater Manchester Police – The car parking at the rear of one of the dwellings is very vulnerable to attack and should be enclosed with fencing.

Policies

The National Planning Policy Framework (September 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, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Paragraph 69 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 Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sited in sustainable locations and which takes account of
- the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;

- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

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

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

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Manchester Residential Quality Guidance 2016 – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

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

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

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

Issues

Principle of the Proposal – Given the predominantly residential character of the neighbourhood, there is no objection in principle to the erection of the dwellinghouses fronting Welbury Road. Furthermore, there is no objection to the provision of a dedicated bin store and parking facilities for the commercial units that front Moorcroft Road. Notwithstanding this, the potential impact upon existing levels of residential and visual amenity, as well as pedestrian and highway safety, 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 amount of floor space proposed for each dwellinghouse and that required under the guidance is detailed below:

- 4 x 3 bed dwellinghouses – 96m² (Space Standard – between 87 to 102m²)

As the proposed floorspace falls within the 87 to 102m² range the development complies with Manchester's space standards.

Access – Vehicular access to the dwellinghouses would be via Welbury Road and this would mirror the existing access arrangements for other residents on that road. As such, the access arrangements are considered acceptable.

The vehicular access point to the rear of the commercial units would remain the same and this is considered acceptable.

Pedestrian Safety – It is not considered that the comings and goings of residents' vehicles and those of the commercial tenants from the site would have an unduly detrimental impact upon the levels of pedestrian safety enjoyed within the vicinity of the site.

Parking – Each of the dwellinghouses would have car parking for two vehicles. Three would have driveways onto Welbury Road, while the fourth would have car parking spaces located at the end of their garden. The level of provision is considered acceptable.

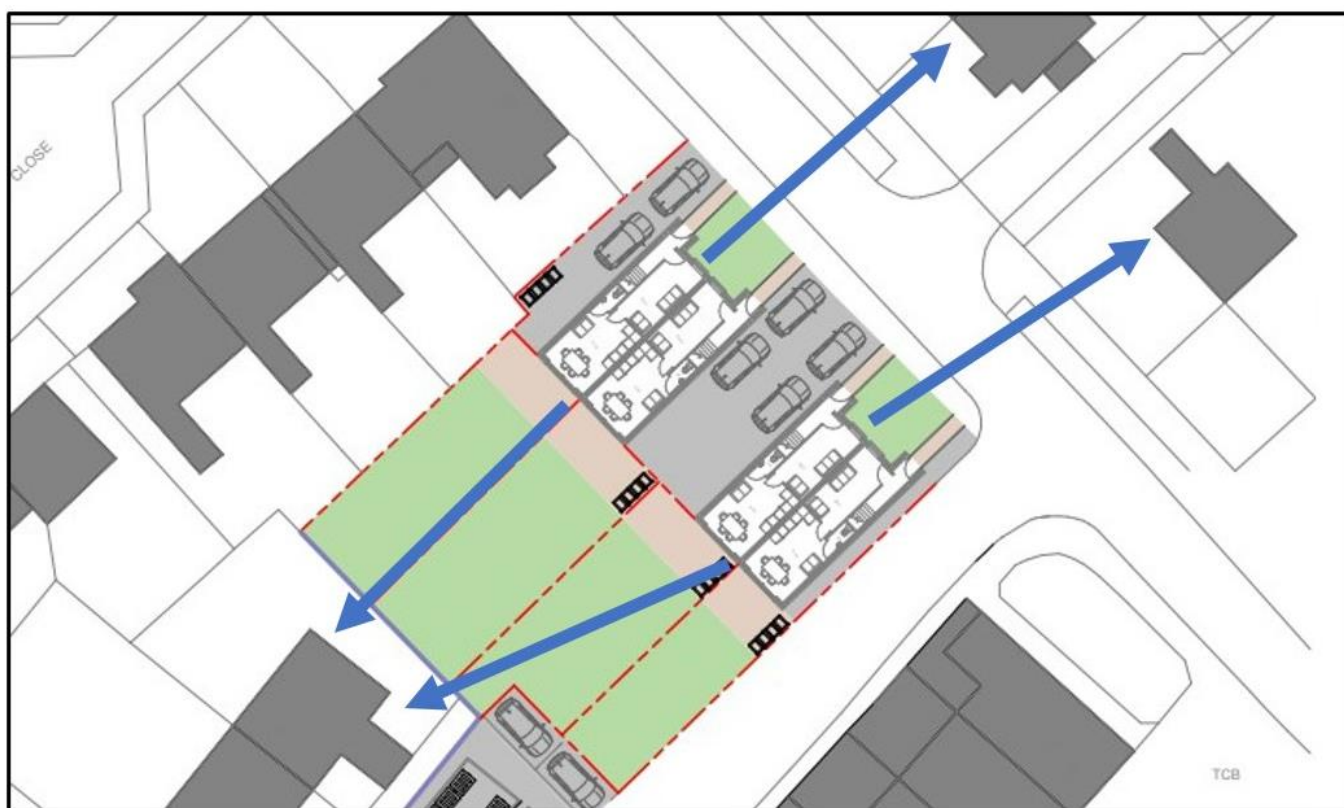
The provision of eight car parking spaces for use by the tenants of the commercial units is considered acceptable.

Electric Vehicle Charge Points – The provision of an electric vehicle charging point per dwellinghouse would be required by recommended condition no. 16.

Cycle Parking – Sufficient space would exist within the curtilage of the site to store multiple bicycles should the future occupants wish.

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

Impact upon Privacy – There would be no side windows in the proposed dwellinghouses so there would be no overlooking of the rear gardens of the adjoining dwellinghouses (1 Sedbury Close and 32 Welbury Road). Given this and the fact the windows in the front and rear elevations would be sited over 21m away from the opposite dwellinghouses, it is not considered that the development would lead to any undue loss of privacy resulting from overlooking.



Noise – Given the domestic nature of the activity that would be associated with the four dwellinghouses, it is not considered that the proposal would be an inherently noise generating development.

Daylight/Overshadowing – As the proposed dwellinghouses are only two storeys in height and sited a sufficient distance from any of the adjoining properties, it is not considered that any of the existing properties adjoining the site 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 dwellinghouses would be traditional in design. They would be constructed from red brick and be topped with black roof tiles. Windows would be of black uPVC and have stone cills and headers. Each dwellinghouse would have a front porch and single storey rear element. The design of the dwellinghouses, which can be seen below, is considered acceptable:



The design of the bin store, which would be constructed from close boarded hit and miss timber, is also considered acceptable.

Level Access – Level access into the properties would be provided.

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 four semi-detached dwellinghouses on the site would have an unduly detrimental impact upon the existing levels of visual amenity enjoyed along Welbury Road.

The erection of the bin store would not have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

Drainage – As the site is within Flood Zone 2 the condition suggested by both United Utilities and Flood Risk Management would be attached to any approval granted.

Trees – There are seven category C trees within the site and two category U trees, all of which would be removed to facilitate the development. The Neighbourhood Team Leader (Arboriculture) acknowledges that individually the trees are of a poor quality but as a group they do offer some amenity. As a result, there is no objection to their removal, though this is subject to suitable replacements being planted. As the site is quite constrained it is proposed that the replacement planting take place off-site and this would be the subject of condition no. 15.

Ecology – There are no known ecological features within the site but a condition concerning vegetation clearance, together with a condition requiring the inclusion of biodiversity enhancements, is recommended in this instance.

Loss of the Green Space – The plot of land that the dwellinghouses are to be built on is not contained within the Open Space Audit, as a result there is no objection to its redevelopment for housing.

Crime Prevention – A condition requiring the development to achieve *Secured by Design* accreditation is suggested in this instance.

The concerns raised by GMP, specifically the remote nature of the parking spaces located at the rear of one of the dwellinghouses have been addressed as they have now been enclosed with fencing and a gate.

Refuse Storage – The domestic bins would be stored either to the side or at the rear of the proposed dwellinghouses. This is considered acceptable.

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 four dwellinghouses, 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 problems arising in relation to dealing with the planning application.

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

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

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

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

- a) Drawing no. 17027 01 - location plan, received on 25 April 2023.
- b) Drawing no. 17027 05A - proposed site plan, received on 29 November 2023.
- c) Drawing no. 17027 06 - proposed floor plans, received on 25 April 2023.
- d) Drawing no. 17027 07 - proposed elevations, received on 25 April 2023.
- e) Drawing no. 17027 08 - section AA, received on 25 April 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) 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.

4) 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.

5) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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.

6) a) Prior to the commencement of above ground works, a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network 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, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

7) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

8) a) Prior to 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. 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, pursuant to Policy DM1 in the Manchester Core Strategy.

9) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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 Policy DM1 in the Manchester Core Strategy.

10) No development shall take place 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.

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 Manchester Core Strategy.

11) Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been 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) Prior to the commencement of above ground works, detailed drawings of the front boundary treatment shall be submitted to and approved in writing by the City Council as local planning authority. The approved boundary treatment scheme shall be implemented prior to the occupation of the development hereby approved and shall remain in-situ thereafter.

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

13) 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.

14) 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.

15) Prior to the occupation of the development hereby approved, details of a tree replacement scheme, including a timetable for its implementation and future maintenance, shall be submitted to and be approved by the City Council as local planning Authority.

Reason - To ensure that a satisfactory replacement tree planting scheme for the development is carried out, pursuant to policies SP1, EN9 and DM1 of the Manchester Core Strategy.

16) 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.

17) 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.

18) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Expected number and type of vehicles accessing the site: Deliveries, waste, cranes, equipment, plant, works, visitors; Size of construction vehicles; The use of a consolidation operation or scheme for the delivery of materials and goods; Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;

- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

Informatives

1) Informative for Condition 6 - There may be other actual or potential sources of noise, other than road traffic, which require consideration on or near the site, including any local commercial/industrial premises such as the external plant associated with the nearby commercial premises.

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

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

2) Informative for Condition 10 - The scheme shall also include:

- 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 is required.
- Surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- 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 runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area.
- Hydraulic calculations to support the drainage proposal.
- Details of how the scheme shall be maintained and managed after completion.
- As per the FRA, the FFL should be set no lower than (+29.97)

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
United Utilities Water PLC
18 Aldfield Road, Manchester, M23 0AL
14 Aldfield Road, Manchester, M23 0AL
12 Aldfield Road, Manchester, M23 0AL
10 Aldfield Road, Manchester, M23 0AL
6 Aldfield Road, Manchester, M23 0AL
4 Aldfield Road, Manchester, M23 0AL
20 Aldfield Road, Manchester, M23 0AL
172 Moorcroft Road, Manchester, M23 0AH
164 Moorcroft Road, Manchester, M23 0AH
168 Moorcroft Road, Manchester, M23 0AH
32 Welbury Road, Manchester, M23 0JN
28 Welbury Road, Manchester, M23 0JN
26 Welbury Road, Manchester, M23 0JN
144 - 156 Moorcroft Road, Manchester, M23 0AH
43 Welbury Road, Manchester, M23 0JP
174 Moorcroft Road, Manchester, M23 0AH
162 Moorcroft Road, Manchester, M23 0AH
146 Moorcroft Road, Manchester, M23 0AH
2 Sedbury Close, Manchester, M23 0JW
134 Moorcroft Road, Manchester, M23 0JR
51 Welbury Road, Manchester, M23 0JP
47 Welbury Road, Manchester, M23 0JP
4A Aldfield Road, Manchester, M23 0AL
41 Welbury Road, Manchester, M23 0JP
5 Aldfield Road, Manchester, M23 0AL
1 Aldfield Road, Manchester, M23 0AL
16 Aldfield Road, Manchester, M23 0AL
8 Aldfield Road, Manchester, M23 0AL
2 Aldfield Road, Manchester, M23 0AL
176 Moorcroft Road, Manchester, M23 0AH
136 Moorcroft Road, Manchester, M23 0AH
30 Welbury Road, Manchester, M23 0JN
24 Welbury Road, Manchester, M23 0JN
178 Moorcroft Road, Manchester, M23 0AH
170 Moorcroft Road, Manchester, M23 0AH
166 Moorcroft Road, Manchester, M23 0AH
158 Moorcroft Road, Manchester, M23 0AH
150 Moorcroft Road, Manchester, M23 0AH
138 Moorcroft Road, Manchester, M23 0AH
154 Moorcroft Road, Manchester, M23 0AH
9 Sedbury Close, Manchester, M23 0JW
8 Sedbury Close, Manchester, M23 0JW
7 Sedbury Close, Manchester, M23 0JW
6 Sedbury Close, Manchester, M23 0JW
5 Sedbury Close, Manchester, M23 0JW
4 Sedbury Close, Manchester, M23 0JW

3 Sedbury Close, Manchester, M23 0JW
11 Sedbury Close, Manchester, M23 0JW
1 Sedbury Close, Manchester, M23 0JW
49 Welbury Road, Manchester, M23 0JP
45 Welbury Road, Manchester, M23 0JP
39 Welbury Road, Manchester, M23 0JP
37 Welbury Road, Manchester, M23 0JP
9 Aldfield Road, Manchester, M23 0AL
7 Aldfield Road, Manchester, M23 0AL
3 Aldfield Road, Manchester, M23 0AL
11 Aldfield Road, Manchester, M23 0AL
160 Moorcroft Road, Manchester, M23 0AH
142 Moorcroft Road, Manchester, M23 0AH
2A Aldfield Road, Manchester, M23 0AL

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) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA