

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138589/FO/2023

Date registered valid: 17 November 2023

Proposal: Erection of three storey rear extension in connection with the formation of 12 self-contained flats, ancillary staff space, and associated parking, bin store and landscaping following demolition of existing rear outrigger

Address: 63 - 65 Upper Chorlton Road, Manchester, M16 7RQ

Ward(s): Whalley Range Ward

Applicant: Mr Chris McManus, Great Places Housing Group

Agent (if any): Mr Mark Harrison, TADW Ltd

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 8th February 2024

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Standard consultations:

Printed: 30 November 2023

Expired: 21 December 2023

Neighbour notifications

Printed: 22 November 2023

Expired: 13 December 2023

Site notice

Posted: 8 December 2023 Expired: 31 December 2023

Press advert

Published: 28 November 2023

Expired: 12 December 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is situated on Upper Chorlton Road, between the junctions with Kings Road and Moss Lane East. It is situated in the Whalley Range Conservation Area. The site is rectangular in shape.

The application relates to an existing pair of large semi-detached three storey villa properties with dormers to the front elevation serving accommodation in the roof space, and unused basement area.

They form part of a short row of similar dwellings fronting Upper Chorlton Road. Most of these properties are still extant, though some have undergone considerable modification.

The property is currently divided into 9 flats, with 3 no. one bedroom flats at ground, first and second floor levels.

The existing building is of brick construction with a slate roof. The front elevation consists of a buff brick with red brick detailing. Side and rear elevations are of red brick and are much plainer in style. An extensive ramp and stepped access has been created previously at the front of the building as part of the previous refurbishment to provide access to the raised ground floor.

The existing building is sited towards the front of the site, with an area of hardstanding and soft planting bed between it and the road. This site is currently served by two vehicular entrance points, which are located either side of a light controlled pedestrian crossing on Upper Chorlton Road. The road at this point also incorporates a cycle lane with intermittent bollards.

Vehicular access is available to the rear of the site along the northern side of the building.

The large rear garden comprises a large grassed area, with areas set aside for seating, raised beds and cycle storage

There is a railed fence between the building and the day nursery to the north, which restricts access to the existing hardstanding used for parking and the rear garden.

The boundary treatment to the back of pavement comprises a stone wall with stone copings above. With a low concrete post and panel wall to the southern boundary at the front of the property, which changes to a high waneylap panel set above a concrete plinth and set between concrete posts alongside the rear garden area. There is a brick wall to the northern boundary. The site covers an area of 1,175sq.m.

Listed building: Not applicable

Conservation area: Whalley Range Conservation Area 1992

Tree Preservation Order: Not applicable

Description of area

The site is located in a predominantly residential area, consisting of primarily two storey dwellings. However, the immediate locality comprises a mix of uses including retail, commercial, religious and institutional uses present. There is a day nursery to the north east of the site, a retail unit to the north west, supported living accommodation to the south west, and residential apartments to the south east.

Planning History

059644/FO/SOUTH1/00 - Conversion of 16no. bedsit flats into 9no. self contained flats and construction of disabled access ramp at front.

63/65, Upper Chorlton Road, Whalley Range

Approved 22.09.200

Description of development

The application proposes the extension and refurbishment of an existing vacant building (which is currently subdivided into 9no. 1-bedroom flats), in order to bring it into reuse as supported living accommodation. Consent is sought for the erection of a three-storey extension (following the demolition of a single storey rear outrigger), in conjunction with the formation of 12 no. 1 bedroom self-contained flats (4 per floor), a communal meeting room at first floor level and a small office space located close to the front entrance at ground floor level (ancillary staff space). A large bin store is proposed alongside the southern gable of the property, together with a further small bin enclosure on the boundary set within an area of soft landscaping. The existing large area of hardstanding to the rear of the property and garden area would be reconfigured to provide 4no. parking spaces, a gazebo, raised planters and garden benches and areas of soft landscaping. Three existing Category C1 trees which are in scattered locations to the rear of the property would be removed.

There would be a maximum of 2 staff at overnight property, and up to 4 staff during the day, to provide support and training to residents.

Materials are to match the existing i.e. brick and slates.

The scheme has been revised that the basement would remain as unused.

Consultations & Notification Responses

Local Residents and local businesses - no comments received.

Highway Services – The site is located adjacent to the adopted highway of Upper Chorlton Street. No Waiting at Any Time and No Loading 7am-10am and 4pm-7pm are in place along Upper Chorlton Street. It is noted that cycle lanes and a signalised junction are in place along Upper Chorlton Street adjacent to the site. This is noted to be an existing arrangement.

TRIP GENERATION AND JUNCTION CAPACITY: In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

SITE ACCESSIBILITY: The site is well accessed by sustainable modes.

PARKING AND ACCESS: There are 4 car parking spaces located within the site's curtilage. Due to the nature of the development, it is unlikely that residents will be car users. A parking analysis has been undertaken based on the anticipated usage and demonstrates that the site can accommodate staff and visitors vehicles. The plan confirms that one of the spaces will be fitted with an EV Charge. All car parking spaces will be provided with ducting to allow future installation. Car parking spaces should comply with standard dimension requirements and appropriate aisle width to allow vehicles to safely manoeuvre within the car park

Vehicular access to the site is gained from Upper Chorlton Road. It is noted that two existing vehicular crossovers are present in this location in order to facilitate access and egress. It is requested that the applicant confirm whether both access points will be retained and used as a one-way in and one-way out access. If one of the vehicle access points is no longer to be in use or used as a pedestrian access, then the existing dropped kerb will need to be reinstated to footway. Any works on the highway will need to be done via a S278 agreement at the expense of the applicant.

CYCLE PARKING: A secure and sheltered bike store will be in place within the curtilage of the site and provide parking for 12 cycles. This is acceptable to Highways. It is requested that visitor and staff cycle parking is also considered at the site.

BOUNDARY TREATMENTS: It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING: A refuse storage area is noted within the site. Bins will be taken to the collection point on Upper Chorlton Road on collection day. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

CONSTRUCTION MANAGEMENT: A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality. It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

FURTHER COMMENTS 5TH DECEMBER 2023: All previous Highways comments remain applicable.

Environmental Health –13.12.2023

Recommend that the conditions relating acoustic insulation of the proposed residential accommodation against noise from Upper Chorlton Road ; acoustic insulation of external plant; contamination land ; air quality ; electric charging points and refuse storage are attached to any approval, together with the restriction of construction hours to :-

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

In regard to noise, they advise that the content of the acoustic report by: RS Acoustic Engineering, dated Oct 23 has been examined, and Environmental Health advise open windows would provide a 12-13dB reduction (to allow to a reasonable opening). Whilst the rear facing bedrooms adhere to MCC guidelines , the bedrooms facing Upper Chorlton Road, with windows open, would exceed MCC criteria and therefore they would require MVHR. Trickle vents are not considered to be suitable ventilation.

In regard to ground conditions they have reviewed the submitted Preliminary Risk Assessment RA by LK Group dated July 23, and advise this is acceptable, however a Phase II site investigation report is awaited.

Further comments 21.12.2023.

The refuse storage arrangements are acceptable.

Conditions are recommended as per those set out on 13.12.2023 above, (but the requirement for the air quality condition is no longer referenced).

Supported Needs Housing Group - the proposal for 63-65 Upper Chorlton Road was supported by the SNMG on 7/9/23.

Commissioning Team - Advise that a briefing note was circulated to local councillors to inform them about this scheme in August 2023.

Arboricultural officer – Advise they have viewed the proposals and whilst there is no AIA which is making it difficult to comment on the entire project, they confirm that they would have no objection to the proposed removal of T4, T5 and T6. Regarding the encroachment into the root protection zones of the proposed development, they advise they are unable to provide comments without seeing an AIA.

Trafford MBC- Advise they have no comments or objection to make.

Cadent – advise that they have no objection to the proposal from a planning perspective, and that the original holding objection was triggered due to the presence of a High-Pressure Major Accident Hazard Pipeline (MAHP) and/or an Intermediate Pressure Pipeline and /or an Above Ground Installation. The minimum building proximity distance (BPD) for the pipelines and associated installations is as follows:

MANCHESTER 7 BARR = 3 METERS BPD

Greater Manchester Ecology Unit -

Summary

A small bat roost was found. The only other potential ecological issue is nesting birds.

Bats

A valid bat report has been provided. This included an assessment (with no access to the interior of the building) and two dusk surveys, one outside the optimal time period for such surveys but within what would be acceptable as a supplementary survey. Note the building had been assessed initially as low risk. During the first survey during the peak survey season, 2 common pipistrelle bats were recorded emerging from the rear elevation of the building. No bats were recorded emerging during the second survey in early September. It was concluded that the building provided transitional roosting opportunities for bats. Given the location, they advise that they have no reason to disagree. The site is in a very urban, but well established with large trees present in gardens, likely to be of value to pipistrelle species.

The roost entrance is avoidable, but very close to the where the extension will tie in, therefore disturbance is likely during construction and a license therefore required from Natural England. They are, however satisfied that the conservation status of the local bat population can be safeguarded through retention of the roost. They also note that bat boxes are proposed on retained trees. They recommend a condition along the following lines is applied to any permission.

The extension works are likely to cause harm to common pipistrelle bats as identified in the Ecological Appraisal by Rachel Hacking Ecology, Ref: RHE.3856.01 and shall not in any circumstances commence unless the local planning authority has been provided with either:

- a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or*
- b) a statement in writing form the relevant licensing body or LPA to the effect that it does not consider that the specified development will require a license.*

Nesting Birds

Trees and shrubs are proposed for removal potential bird nesting habitat. No evidence of nesting birds was reported for the building. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. I recommend a condition along the following lines be applied to any permission.

No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The development will result in a reduction in garden area and loss of three trees all goat willows a native small trees species. Two trees are proposed along the frontage with additional landscaping to the rear garden and two bat boxes. In order to balance the losses they recommend an additional small tree is planted and one bird box provided.

The finalised landscape and biodiversity mitigation measures can be provided via condition.

Further comments 12.12.2023

The amended information does not materially change the ecological issues associated with this development, their previous recommendations of the 5th December 2023 therefore still apply.

Publicity

The site lies within Whalley Range Conservation Area. As such, the proposal has been advertised in the local press (Manchester Evening News), on 28th November 2023 and site notices were displayed at locations around the application site on 8th December 2023. In addition, notification letters have been sent to local residents and businesses (total of 106) in the local area on 22nd November 2023.

Policy Legislative and Policy Context

Places for Everyone

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.

The following policies are relevant:

- i.JP- S1- Sustainable development
- ii.JP- S2 – Carbon and energy
- iii.JP- S5 – Flood risk and the water environment

The National Planning Policy Framework

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 in July 2021, and subsequently in September 2023.

It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development.

The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

Section 5 'Delivering a sufficient supply of new homes' states that in order 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. With regards to affordable housing, paragraph 66 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable home

ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96) which promote social interaction, be safe and accessible and enable and support healthy lifestyles.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 108). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 115). Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 116). All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 117).

5 parking spaces (one for disabled users) and cycle storage facilities are proposed within the development which would be available for use by the staff residents. The development would incorporate sustainable transportation options and chapter 9 would be positively responded to

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 123). Decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places. (paragraph 128).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 129 (c) states that Local Planning Authorities should refuse applications which

they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 131). Planning decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 140).

In this case, the development would involve the erection of a three storey extension to an existing three storey property in the Whalley Range conservation area. The proposed built form has been designed to be traditional in nature and is considered to be acceptable in terms of its form and siting. On this basis, it is considered that chapter 12 would be appropriately responded to.

Section 14 'Meeting the challenge of climate change, flooding and coastal change'

Paragraph 157 seeks that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. Paragraph 162 expects new development to comply with any relevant development plan policies relating to decentralised energy, where viable, and take account of design-based factors including landform, layout, building orientation, massing and other criteria to minimise energy consumption. Paragraph 165 seeks to direct development away from areas which are at the highest risk of flooding. Paragraph 173 sets out that, in the determination of planning applications, local planning authorities should ensure that flood risk is not increased elsewhere and that, where appropriate, planning applications should be supported by a site-specific flood risk assessment. The proposed development has been designed with a fabric first approach, and the use of an air source heat pump and PV solar panels, and through location and design would give rise to a sustainable development. On this basis, it is considered that chapter 14 would be appropriately responded to.

Section 15 – 'Conservation and enhancement of the natural environment' Paragraph 180 sets out that planning decisions should enhance the local environment through means including: -minimising impacts on and providing net gains for biodiversity, including by

establishing coherent ecological networks that are more resilient to current and future pressures; - preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and - remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Paragraph 189 sets out that planning decisions should ensure that a site is suitable for its proposed use, taking into account of ground conditions and any risks arising from land instability and contamination. Paragraph 191 states that planning decisions should also ensure that development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. It is not expected that ground conditions present at the site would be unusual or complex. Furthermore, the proposed development would, include new tree planting and soft landscaping as part of the proposal. On this basis, it is considered that chapter 15 would be appropriately responded to.

Section 16 'Conserving and enhancing the historic environment' - Paragraph 200 states in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 201 requires that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 202 requires that where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

Paragraph 203 goes on to state that in determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 205 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 209 requires that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 213, however stated that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 207 or less than substantial harm under paragraph 208, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

With the exception of the front façade the existing building does not include design details of particular significance, and the building has been extended in the past. The existing building is to be retained and this matter is considered further elsewhere in this report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise

This section states that Local Planning Authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
 - using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design

This section states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and Well Being

This section states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in Decision Taking

This section states that applications can positively contribute to:

- encouraging sustainable travel; • lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and • reducing the need for new development to increase existing road capacity or provide new roads.

Relevant Local Policies

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

Manchester Core Strategy

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and 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 as directed by the National Planning Policy Framework (NPPF). Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement. The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. The proposal would contribute towards meeting housing growth in the City and contribute to local housing provision in an existing residential neighbourhood. Consideration has been given to minimising the impact on existing local residents along with promoting a sustainable development.

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to public transport modes, including regular bus services on Upper Chorlton Road. The scheme includes the provision of

cycle storage and an electric charging point. These aspects of the scheme would be conditioned. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 'Accessible areas of opportunity and needs'. It is considered that the proposed development is in a sustainable location and is close to forms of public transport includes bus services within walking distance on Upper Chorlton Road, and would not have a significant impact on the local highway network and encourage the use of other forms of transport.

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. Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. The redevelopment of this site would accord with policy H1.

Policy H6 'South Manchester', advises that South Manchester will accommodate around 5% of new residential development of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. Whilst the proposed development falls below the threshold for delivering affordable housing, the scheme would deliver 12 affordable dwellings for provided via a Registered Provider.

Policy EN1 'Design principles and strategic character areas'. states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located. The proposed development has addressed the principles set out in policy EN1.

Policy EN3 'Heritage' states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those in the City Centre. New development must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled monuments, listed buildings registered parks and gardens, conservation area and archaeological remains.

The closest listed buildings are located 98m to the east on Withington Road (nos. 4-14 Withington Road Grade II). The listed buildings are not readily visible from the site. Whilst the proposed development site does not contain, nor is in proximity listed buildings, it is located within the Whalley Range Conservation Area. Whilst proposed three storey rear extension, would have impacts in visual terms in the context of the conservation area, it is not, however, considered that the proposed development would lead to a significantly adverse impact to the character of the conservation area in visual terms.

Policy EN 8- Adaptation to Climate Change, states all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings

and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability.
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways.
- The need to control overheating of buildings through passive design.
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.

An Environmental Standards Statement is included as part of the submission for this application. This in conjunction with the design in the Design and Access Statement demonstrates that the proposed development would reduce carbon emissions. This is welcomed and will assist in managing matters arising from climate change in the future. The development would therefore accord with the aspirations within policy EN8.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. The application relates to a vacant with existing green infrastructure to the rear. There is, however, an opportunity to create improved areas of green infrastructure as part of the development proposals in the form of reconfigured rear garden area and parking area, with measures to improve /create habitats.

Policy EN14 'Flood Risk' advises that in line with the risk-based sequential approach, that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Furthermore that a Flood Risk Assessment will be required for development on sites greater than 0.5ha within Critical Drainage Areas. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. This site is in Flood Zone 1 and the site area is below the referenced threshold.

Policy EN15 'Biodiversity and Geological Conservation' states the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City, with particular consideration to sites of biodiversity value including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs). Policy EN15 requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Measures to respond to ecological enhancement and biodiversity are considered in detail elsewhere in this report.

Policy EN16 'Air Quality' states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the

impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the remediation and construction processes to be undertaken. The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases in the form of Electric Vehicle Charging points. Measures to manage air quality impacts during construction process would be fully addressed as part of the construction management plan for the site.

Furthermore, the site adjoins a busy arterial route. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land.

The applicant has provided details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine the levels of mitigation required. This matter is considered in detail elsewhere in this report.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Plans have been submitted which show the location of the proposed bin storage arrangements, and details of the waste streams and storage capacities have been provided for consideration. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy DM1 'Development Management' all development should have regard the following specific issues:

- 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 proposals which would be sensitive to existing environmental conditions, such as noise;
- 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;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

These matters have all been considered and assessed as part of the detailed analysis of the application. In addition to the proposal has been assessed against the Council's space standards. As set out within the issues section of this report below, the application is considered to accord with these policies.

Saved UDP Policies

Saved UDP policy DC18.1 relates to development in Conservation Areas states that the Council will give particular careful consideration to development proposals within Conservation Areas, and advises that development proposals adjacent to Conservation Areas will only be granted where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city and will consider the effect of new development proposals that are likely to be generators of noise. Conditions will be used to control the impacts of developments.

Saved UDP Policy DC 5 states that in determining planning applications to convert property to flats, the Council will have regard to: a) The standard of accommodation for the intended occupiers of the premises; b) Effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses; c) Adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problems that unacceptable additional pressures would be created; d) General effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established features of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs; e) Adequate private outdoor amenity space; f) The desirability of achieving easy access for all, including disabled people; g) Satisfactory provision of refuse storage and collection facilities. The policy goes on to state that the Council will normally refuse permission for any developments in this category which: a) Do not provide accommodation to the Council's current approved standards; b) Are in tightly packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on street congestion; c) Involve conversion schemes without adequate private external amenity space; d) Are schemes without satisfactory refuse storage and collection facilities.

Other material policy considerations

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.

These documents reflect and provide guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Manchester Residential Quality Guidance (2016)

This is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the Manchester document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a city of high-quality residential neighbourhood and a place for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

Make it Manchester;

Make it bring people together;

Make it animate street and spaces;

Make it easy to get around;

Make it work with the landscape;
Make it practical;
Make it future proof;
Make it a home; and
Make it happen.

Providing for Housing Choice – Supplementary Planning Document and Planning Guidance (2008)

This document sets out in detail the Council's Affordable Housing Strategy and sets out the rationale for the target proportion of affordable housing and tenure mix.

Manchester Climate Change Framework: 2020-2025 and Manchester Zero Carbon Framework (2020)

In November 2018 Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050. A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets Manchester City Council Item No.7 Planning and Highways Committee 27 July 2023 over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The Environmental Standards Statement suggests an approach utilising a "fabric first" and the use of an air source heat pump, and PV panels as being the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of the development.

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.

For the reasons that are set out in this report the specific statutory duties concerning planning proposals affecting Listed Buildings or their settings are not engaged.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder

Issues

Principle of development

Policies SP1 and H1 also seek to encourage development on previously developed land and the conversion and re-use of vacant buildings. The proposed development would involve the erection of a three storey extension to an existing property to enable an uplift in the amount of

accommodation within the property from 9 no. self contained flats to 12, in a sustainable location. Whilst there is a preference for the provision of family housing in the area, due to the large size of the property and the existing use, it is considered that the addition of three flats would be acceptable in principle. The proposal also complies with Saved policy DC5 of the UDP which relates to flat conversions, as it is considered that a satisfactory level of accommodation can be provided without any significant undue effects upon prospective or nearby occupiers, or the general character of the neighbourhood.

Given the above, the proposed development is considered acceptable and would lead to the reuse of a vacant building in order to provide 12 flats in a supported housing development which accords with the aspiration for residential growth in this area. Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

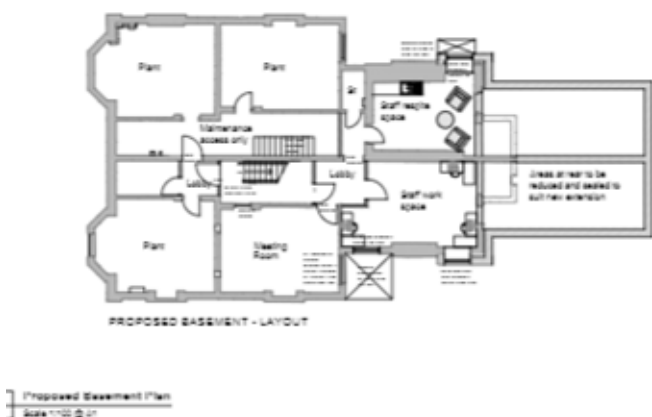
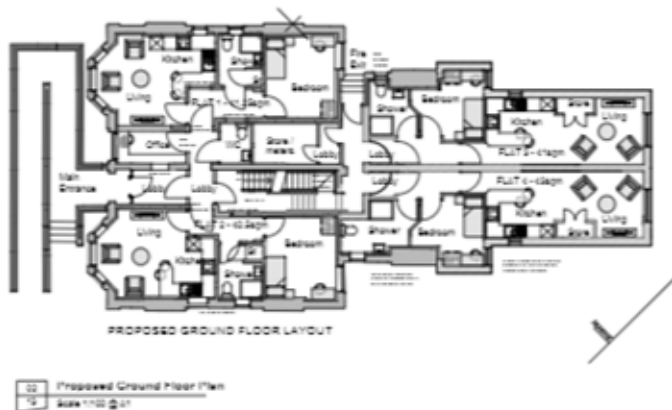
Climate Change

How climate change is addressed is a key factor in the consideration of planning applications. The proposal and key issues, including air quality, flooding and environment standards are considered in detail in the following sections.

Proposed Residential Accommodation

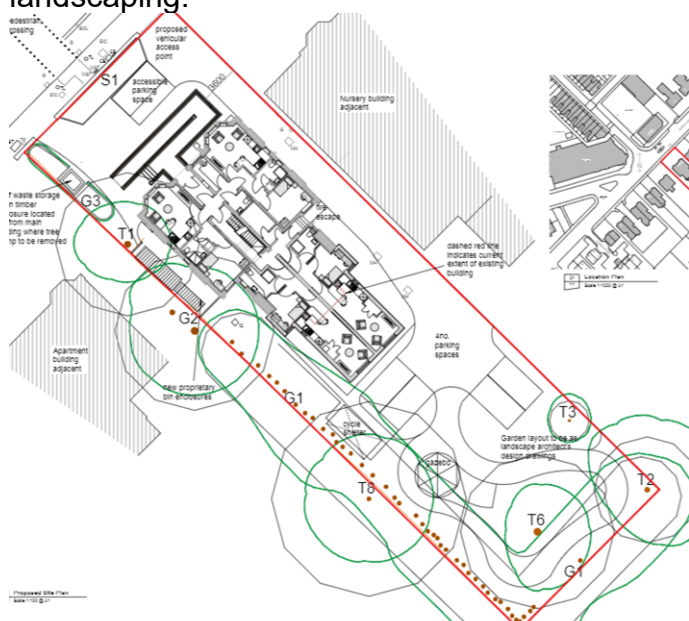
In this case, each of the apartments would exceed the guidance in Manchester Residential Quality Guidance (2016) in regard to the floorspace which is proposed, flat 1 - 41.25sq.m , flat 2 - 40.5 sq.m , flat 3 - 41 sq.m , flat 4- 43 sq.m , flat 5 – 40sq.m., flat 6 – 40sq.m, flat 7 41sq.m., flat 8 – 43 sq.m., flat 9 -47sq.m , flat 10 – 47sq.m , flat 11 41sq.m. and flat 12 – 43 sq.m .

The proposal therefore accords with the relevant standards and provides an appropriate standard of accommodation. The reconfigured private usable amenity space to the rear of the property would provide an opportunity for residents to benefit from outdoor living and to meet and socialise, helping to create a community within the development. The site is within easy walking distance of local amenities, as well as public transport links to larger district centres.



Site Layout

The proposed three storey extension at the rear of the building would be located on existing areas of existing hardstanding, with the new parking area being situated within an area of hardstanding formerly used for parking. The proposed parking area has been sited closer to the north eastern boundary to allow a greater proportion of the site to be given over to soft landscaping.



It is proposed to limit vehicular access to the wider of the two existing gateways, as this will avoid the need for vehicles to negotiate the restricted front entrance area and exit onto the highway via the narrower gate (2.7m wide) The smaller entrance would then be limited to pedestrian use, and the areas of landscaping in the front garden would be replanted in accordance with the landscape design proposals.

Affordable Housing

Whilst the proposed development of 12 self contained one bedroom flats falls below the threshold of delivering affordable housing, the owner and applicant is a Registered Social landlord organisation, and the scheme would have an affordable tenure.

Residential amenity – there are existing windows to both the northern and southern side gable at first and second floor level which currently comprise a store room at each floor on the northern gable within the two storey outrigger, and kitchen windows at each floor on the southern gable within the two storey outrigger. There are also secondary bedroom windows, at each floor to the side elevations and these would be retained.

The building to the north has a blank gable.

The proposed three storey extension would be 7m in depth and 6.9m in width, and incorporate small windows on the side elevation to serve kitchen accommodation at each floor, with living room and bedroom windows to the rear elevation.

There would be 61.5m between the properties to the rear on Whalley Road and the proposed development following the rearward extension, so there would be no significant impact to privacy to those residents. In addition the proposed rearward extension would not project beyond the building to the north of the site, which is occupied by a day nursery. In regard to the rearward extension it has been designed so that it would be narrower in width, being inset from the existing built form at the site, and sited 5.7m from the boundary to the day nursery site and 5.2m from the garden boundary with no.67 Upper Chorlton Road. This in conjunction with the pitched roof would assist in reducing potential impacts to residential amenity from massing. In order to safeguard the privacy of the occupiers of the adjacent properties it is proposed that a condition be attached to any approval to require the proposed windows in the side gables of the proposed rearward extension to be obscurely glazed to a height of 1.7m above floor level.

External alterations to the existing to property would be limited to the incorporation of three windows to the northern gable of the existing building to serve a shower room at ground floor level and a corridor /landing area at first and second floor level. Although the side gable of the day nursery is present, the submitted plans are annotated to reference the use of obscure glazing, on the floorplans, it is recommended that this aspect of the scheme is conditioned.

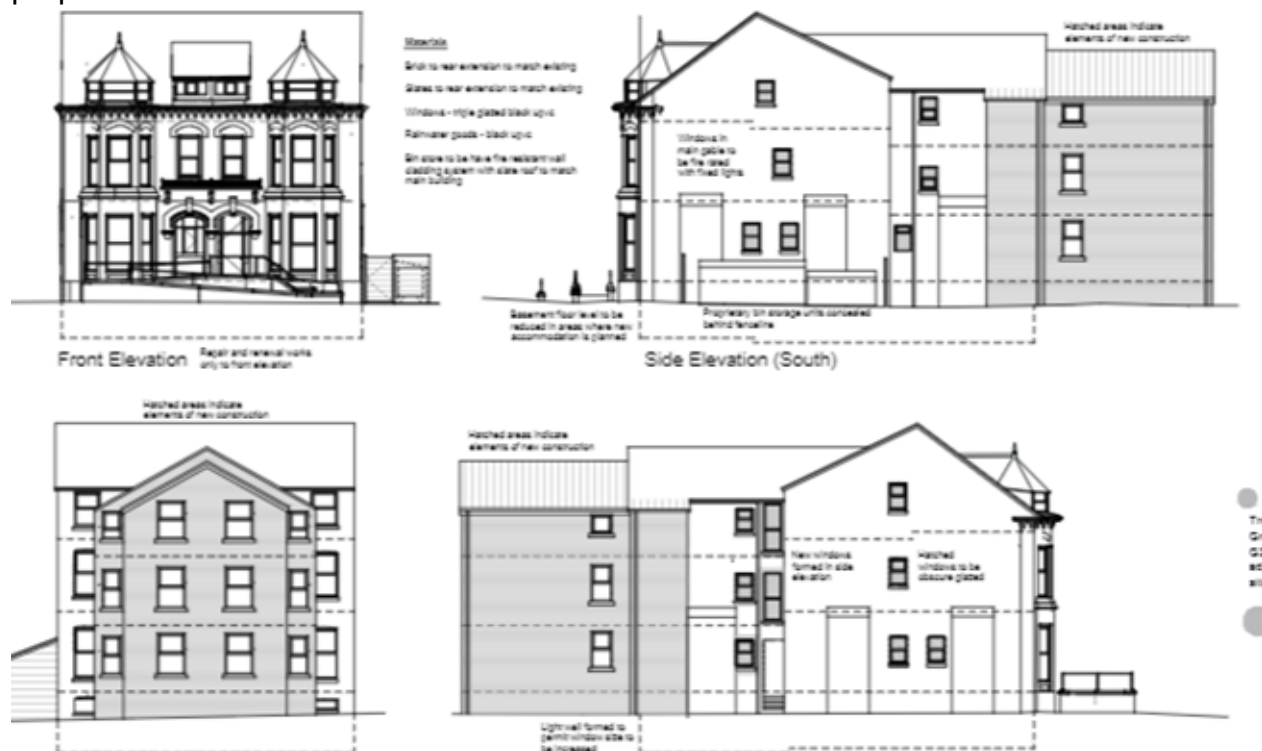
This property has been used for 9no flats. It is therefore not considered that the use of the extended property 12 no . one bedroom flats would significantly affect the current levels of activity and create any associated noise and disturbance to such a degree that the amenity of nearby occupiers will be adversely affected. The property also benefits from a private rear garden area, which would provide private usable amenity space for the future occupiers of the property.

Visual Amenity

With the exception of the proposed single storey bin store at the side of the property and the bin store set in landscaping alongside the boundary with no.67 Upper Chorlton Road, the proposed development would not be readily visible within the streetscene. Furthermore, the inclusion of additional windows to the existing northern gables would not be highly visible. It is not considered that the proposed elevational changes would lead to any significant impacts to visual amenity not detract from the character of the Conservation Area.

Appearance

Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. It is considered that the design of the proposed development has incorporated many of the key characteristics of the existing building. Traditional materials would be used, including brick and slates to the roof. It is recommended that a materials condition be attached to any approval to ensure the type and colouration of the proposed materials.



Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Phase I Preliminary Risk Assessment is submitted in support of the planning application. The scheme would lead to a three storey extension to an existing building and some reconfiguration of the parking and garden area to the rear of the property. The submitted report indicates that the risk from Made Ground posed to the site's end users is considered to be moderate to low. A scheme for the investigation of the site and the identification of remediation measures will be required before commencement of development on the site, together with the submission of a verification report following completion of below ground works. An appropriately worded condition has been recommended to ensure the submission of these reports and the submission of final verification assessments in order to comply with policy EN18 of the Manchester Core Strategy.

Gas Pipeline – a gas pipeline is present in Upper Chorlton Road. This was previously recorded as a Major Hazard Pipeline (HSE), however, the section of the pipeline referred to as Turn Moss Road to Bradford Road was de-notified in 23rd February 1987. Furthermore, the proposed building works lie to the rear of the property, and there is a distance of 11.88m from the back of pavement and the existing front faced of the property. The guidance provided by Cadent has been forwarded to the planning agent.

Highway Related Matters and Car Parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

Policy T2 in particular states that the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate. There are 5 existing car park spaces on the site to the rear of the property, which would be reconfigured. As part of the proposed development there would be a space for disabled users to the existing area of hardscaping in proximity to the front entrance to the property, and 4 spaces provided to the rear of the property. There are currently 4 cycle space at the site, and these would be increased to 12 in number , and be located under a canopy. It is recommended that these aspects of the scheme are conditioned, in particular to require the finalised details of the type of secure cycle storage, together with any canopies are submitted for consideration prior to the first occupation of the flats. The provision of secure cycles space in the rear garden area would enable access to a sustainable transport options.

A parking analysis accompanies the application based on anticipated usage, and demonstrates that in normal usage spare capacity should always be available on site. Confirmation is given in regard to spaces being provided with ducting to allow future installation of EV chargers, with one space being fitted with a charging unit. It is recommended that this aspect of the scheme is conditioned.

This site is currently served by two vehicular entrance points, which are located either side of a light controlled pedestrian crossing on Upper Chorlton Road. The scheme would involve the retention of both access points.

In view of the location of the property on Upper Chorlton Road which is served by two bus routes , and a cycle lane in both directions , and given the scheme relates to the provision of supported housing , it is not considered that the proposed development would give rise to significant parking issues in the wider area or adverse highway issues. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Due to the scale of development , the limitation for vehicles to park and deliver goods from Upper Chorlton Road and the proximity to existing properties, a Construction Management Plan (CMP) is requested to be submitted for this development. It has been agreed that this should be requested through the inclusion of an appropriately worded condition.

Heritage Impacts

In determining this application, it is necessary to consider the direct impact of the proposal on the significance of the existing buildings, and the impact of the proposal upon the character and appearance of the Whalley Range Conservation Area.

The proposed development site is located at the northernmost point of the Whalley Range Conservation Area. It is occupied by what was once a pair of large Victorian semi- detached houses, which have subsequently been converted into a single block of nine apartments, contained wholly within the fabric of the original building. The apartments have now been empty for some years, though the building has housed rough sleepers in this time, which has resulted in some damage to the internal fabric. The Victorian houses originally formed part of a row of similar dwellings which were constructed to overlook open land on the opposite side of Upper Chorlton Road. The two detached dwellings on the northern boundary of the site are also still standing, however the one immediately adjacent has undergone considerable modification and extension to allow conversion to a nursery facility. The remaining semi-detached properties to the south have also undergone extensive refurbishment, however generally this does not impact on the main front elevation.

The properties are substantial three storey structures, plus an additional storey containing basement accommodation. The upper floor is primarily located in the roof of the buildings, and is served by three front facing dormers. Construction generally is of brick, with slate roof tiles. Bricks to the front elevation are primarily buff, but contain red brick detailing, and stone headers and cills typical of the late Victorian period. Gable and rear elevations much plainer in style, and are constructed in red brick with stone cills

While some buildings in the immediate neighbourhood do have architectural merit such as the Army Reserve Centre at the end of Kings Road, there are other premises such as the Tesco Express immediately opposite the site.

There are also no listed buildings / structures within the immediate vicinity of the site which it is considered could be affected by the proposed development. The nearest listed building is located 98m to the east on Withington Road (nos. 4-14 Withington Road Grade II).

The feature of the site which makes some positive contribution to the conservation area is the front brick elevation of the buildings which reflect typical features of Victoria villas.

It is not envisaged that there will be any change to the front elevation of the building, other than general repairs and the replacement of windows. The main changes occur to the rear of the building where the existing rear outrigger is extended to provide additional floor space, and a small number of other new window openings are to be formed in the existing outrigger to improve daylight and ventilation.

Windows openings would be vertical in nature and be similar to those in the rear elevation of the existing building. It is however, recommended that a condition to require the finalised details of the design of the windows together with a cross section to show the depth of the reveals, and thickness of the frames be attached to any approval .

Paragraph 213, of the NPPF acknowledged that not all elements of a Conservation Area will necessarily contribute to its significance. In this instance the loss of the single storey outrigger is considered to lead to less than substantial harm under paragraph 208, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole. The new extension will be visually in keeping with the existing building and the wider area, furthermore it would only be visible from adjacent rear gardens.

It is not considered that the proposed development would adversely impact on the character of the Conservation Area, and would bring a vacant building back into use.

Landscaping

The landscaping plan allows for the provision of amenity shrub planting and 2 trees in the retained planting bed at the front of the site, with planning proposed around the proposed three storey extension. The reconfigured rear garden and parking area would be used to provide areas of perennial planting and a habitat area incorporating planting, logs and insect habitat features.

It is therefore recommended that a condition is attached to any approval to require the requirement for the submission of the planting densities and species to be submitted for consideration so that any new planting includes appropriate native species and trees which can provide nectar sources for insects and berries/fruits for invertebrates and birds; and that the approved finalised scheme is implemented not later than 12 months from the date the flats are first occupied. In addition, a requirement for the implementation of the proposed planting scheme, a requirement for any soft planting which dies or is removed within 5 years of planting to be replaced, together with an on-going maintenance strategy would be subject to condition.

Trees

Whilst none of the trees on the site are covered by a Tree Preservation Order and the site lies within the Whalley Range Conservation Area.

A line of trees exists along the south western site boundary. These appear to have been planted as a beech hedge to provide screening, however lack of maintenance means that they now form a continuous 17m high barrier with trunks at approximately 1m centres. A number of additional trees occur on the rear lawn area of the site, however these are heavily shaded by the adjacent hedge.

Trees on the site were surveyed as part of an Arboricultural Constraints Appraisal and it was found that 1 tree was of moderate value (Category B1), and 7 trees and three groups of trees of low value (Category C). Whilst the proposed extension would not necessitate the removal of trees, it is proposed to remove three Category C1 trees (T4, T5 and T7) as part of the reconfiguration of the parking and garden area to enable the provision of parking spaces, cycle storage and usable private amenity space for the occupiers including a gazebo and raised planters. It is understood that the tree loss proposed in the rear garden area, is in order to provide a more viable amenity space, and to increase light levels for new planting below the canopy. Beyond these, external areas would be upgraded with new finishes and planting to improve the overall appearance of the site.

A scheme of new tree planting has been incorporated into the Landscaping Plan in mitigation. This includes two trees to be planted in the retained soft landscape bed to the front of the property.

It is recommended that the measures set out in the Arboricultural Constraints Appraisal (in particular the protection of the retained trees during the construction period) are implemented, and that all tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

A further condition is required that any works to facilitate the erection of the proposed cycle shelter and gazebo are hand dug to reduce any impacts to trees. This is proposed, as these structures are proposed within identified root protection zones on the landscaping plan.

Ecology/Biodiversity

The application also includes an ecological assessment of the site. This concludes that the site has a moderate level of ecological interest, including the presence of a transitional roost used by a small number of Common Pipistrelle bats, and the presence of shrubs and trees that offer potential to support nesting birds. The report identifies mitigation measures to reduce the risk of the proposed development to bats.

Comments from Greater Manchester Ecology Unit have, however, been noted, and a condition to require the submission of a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or a statement in writing from the relevant licensing body or LPA to the effect that it does not consider that the specified development will require a license is submitted before the commencement of any works is proposed to be attached to any approval.

2 no. bat boxes to two existing trees (which are to be retained in the rear garden area (T2 and T6)) are proposed. It is recommended that this aspect of the scheme is conditioned, together with a requirement of the finalised design of bat box to be installed be submitted for approval prior to the property being occupied.

Due to the open nature of the rear garden area with scattered trees and scrub, and further trees on the southern and western boundaries there is the potential for nesting birds to be present. It is therefore recommended that a condition to require any removal of trees and vegetation outside of the bird nesting season, and if the removal of trees and vegetation needs to occur from March to August (inclusive), then any areas to be impacted should be checked for active bird nests before the works begin (by an ecologist).

The biodiversity enhancement measures recommended in the ecology assessment, including the provision of bat and bird boxes, and a hedgehog house, that would enhance the biodiversity of the development haven't all been incorporated into the Landscape Plan. It is therefore proposed that this aspect of the scheme is conditioned.

Noise/ Overheating

The application is accompanied by a noise assessment, which identifies that the main source of existing noise being from road traffic on Upper Chorlton Road and other roads in the local area. The Noise Assessment indicates that demonstrates that whilst the rear facing bedrooms adhere to MCC guidelines, the bedrooms facing Upper Chorlton Road, with windows open, would exceed MCC criteria. Advice from consultees suggests that and they would require Mechanical Ventilation with Heat Recovery system, and that trickle vents are not considered to be suitable ventilation. In order to ensure that the appropriate measures are incorporated into the proposed development in regard to bedroom facing Upper Chorlton Road, it is therefore proposed to attach a condition to any approval to require the submission of a finalised scheme for acoustically insulating the proposed residential accommodation against noise from Upper Chorlton Road.

Due to the residential nature of the development and its scale, it is not believed there would be any undue impact on existing residents.

Flood Risk / Surface Water Drainage

The site is located in Flood Zone 1 (area at low risk of flooding), i.e., land defined as having an annual probability of flooding less than 0.1% (1 in 1000 years). The development would be classed as 'More Vulnerable' under the NPPF vulnerability classification due to the residential nature of the proposed development. The NPPF does not require that the Sequential Test be applied to development proposals in Flood Zone 1. Due to the site area being below the referenced threshold, a flood risk assessment is not required.

Sustainability and Energy Efficiency

Policy EN8 of the Core Strategy relates to adaption to climate change. The application is accompanied by an Environmental Standards Statement, in which it is advised that in order to achieve a 10% reduction in carbon emissions over Part L 2022 of the Building Regulations, the development has been designed with a fabric first approach. The U-values, design air permeability and ventilation targets all aspire to Passive House design standards along with the consideration and application of low zero carbon renewable technologies. Following a feasibility assessment it is proposed that an air source heat pump hot water system be incorporated within the development, and that PV panels be incorporated on the main southerly facing roof areas. On the basis of the measures set out above the predicted site wide reduction in CO2 over Part L 2013 of the Building Regulations is calculated as 65.9%. exceeding the policy EN6 Low Carbon target of 9% over Part L 2022.

The development would be subject to Part L of the Building Regulations requirements which have exceeded Manchester City Council's Core Strategy Policy EN6 from June 2022.

Refuse Storage

Waste storage on site is currently limited to an informal area at the front of the building. The proposed development include the provision of a bin store at the side of the building. This would be sited behind the current fence line and would accommodate 3no. 1100 litre and 3no. 240 litre bins to serve the twelve one person flats on the site. An additional 1100 litre bin would be provided for staff waste. This would be located in its own dedicated enclosure. The main bin store is designed to extend back from the current fence line at the side of the building. As this is located immediately adjacent to trees on the neighbouring site, it will not be possible to use brick construction as the foundations would damage the roots.

A condition is proposed to be attached to any approval in regard to refuse storage arrangements within the scheme.

Air Quality

Whilst there is a City Council designated Air Quality Management area (AQMA) at the junction of Upper Chorlton Road and Kings Road, the area affected is quite close to the front garden area of the site. As the extension would be at the rear of the existing property, it is therefore not proposed to attach a condition relating to the incorporation of air quality mitigation measures to the property.

In relation to dust during the construction phase of the development, such measures would form part of an agreed construction management plan that would be subject to a condition of the planning approval. It is considered that the impacts on air quality during construction would be temporary and predictable and could be appropriately mitigated through the measures identified above.

Furthermore, the proposed development would include the provision of electric vehicle charging infrastructure and cycle parking at the proposed property. Finalised details of the type of charger and extent of the proposed ducting have not been provided for consideration. It is therefore recommended that this aspect of the scheme is conditioned to ensure there are no detrimental impacts to existing air quality conditions as a result of the development. A condition is proposed in relation to the implementation of the cycle storage arrangements before the occupation of the proposed dwellings. On this basis the scheme is considered to accord with the aspiration of policy EN16.

Inclusive Access

The ground floor of the existing building is raised 1m above external ground level, but the property benefits from ramped access to the front of the property which would be retained. This would ensure that the four ground floor flats are accessible to disabled users or visitors. To facilitate this the proposals, include the provision of an accessible parking space outside the main entrance, and shower provision in bathrooms. A communal accessible WC is also provided on the ground floor. However due to the nature of the existing building upper floors and basement areas are not accessible to wheelchair users.

Security

The application is accompanied by a Crime Impact Statement (CIS) by GMP Design for Security officers. This indicates that within the neighbourhood where the site is located which the volume of crime is well above the average for a neighbourhood within Manchester, it is not significantly greater than other inner city neighbourhoods.

The report suggests that the proposed scheme is acceptable from a crime prevention perspective, but recommendations are made in regard to controlling access into the site, particularly along the sides of the building, and into and through the building; the installation of doors, locks, windows and glazing that meet the Secured by Design standards, and the installation of a modest CCTV system.

There is an existing railed fence between the building and the day nursery to the north which restricts access to the rear garden, with a combination of high waneylap panels set above a concrete plinth and set between concrete posts alongside the southern and eastern boundary to the rear garden area, and a brick wall to the northern boundary.

In view of the comments received it is proposed to attach a condition to any approval to required that the proposed development reflects the physical security specification listed in section 4 of the Crime Impact Statement, with a requirement of the development to achieve secure by design accreditation.

Boundary treatment

The existing boundary treatment would be retained and repaired where necessary.

Community Consultation

A public consultation event was held at Our Lady's Primary School, Whalley Road, which is located around a quarter of a mile from the site. This was an evening event held between 6pm and 7.30pm on 11 October 2023. The applicant had leafleted around 120 homes and businesses in the local area in advance of the meeting, giving details of the proposals, and inviting interested parties to attend so that they could express their views. Representatives from the design team and client were present on the evening in question, however no members of the public attended.

Conclusion

This development would deliver supported housing to meet an identified need. All material issues have been set out and addressed and this includes where any necessary mitigation to ensure the schemes delivery.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns regarding the depth of the rearward extension and the potential for the loss of privacy to neighbouring dwellings. These matters have been satisfactorily resolved and the appropriate conditions have been attached.

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:

Location Plan

Existing Site plan ref: 231332 10 rev.P1

Precedent Images of benches , planters, garden pathway treatments

Landscape General Arrangement Plan ref: 001-ND2319-D- rev.01

Design and Access Statement ref: 231332 dated October 2023

Environmental Standards Statement rev.01 dated 01 November 2023

Crime Impact Statement Version A dated 22.11.2023

Noise Assessment Report ref: RSA440/2023 dated 04 October 2023 version 1

Aboriginal Constraints Appraisal dated July 2023 ref: BTC2757

Heritage Statement

Ecological Assessment 2023

Phase 1 Preliminary Risk Assessment and Remediation Strategy ref: LKC1395 dated July 2023

CCTV Drain Survey dated 7th July 2023

Drainage inspection data

Received 17th November 2024

Phase 1 Preliminary Risk Assessment and Remediation Strategy ref: LKC1395 dated July 2023

Waste Management Strategy

Upper Chorlton Road Parking Analysis

Crime Impact Statement Version A dated 22.11.2023

Received 27th November 2024

Proposed site plan ref: 231332 11 rev.P4

Proposed floor plans ref: 231332 13 rev.P3

Existing and Proposed Elevations plan and bin store ref: 231332 14 rev.P4

Received 24th January 2024

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

- 3) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority , which for the avoidance of doubt should include:-

- The routing of construction traffic;
- Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete;
- Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

- 4) Prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed 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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

- 5) The car parking indicated on the approved plans for the flats, shall be surfaced, demarcated and made available for use prior to the flats), hereby approved being occupied. The car parking shall then be available at all times whilst the flats are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

- 6) Prior to occupation of the development, finalised details of the secure cycle storage arrangements (including the elevational designs of the proposed cycle shelter), shall be submitted to and approved in writing by the City Council as local planning authority. The cycle stores shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation being brought into use, and be retained thereafter .

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance

- 7) a) Finalised specifications of the electric charging point and the infrastructure and ducting to all the parking spaces shown on Proposed site plan ref: 231332 11 rev.P4, shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development hereby approved.
- b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and 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 Manchester Core Strategy (2012).

- 8a) 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 policies EN18, SP1 and DM1 of the Manchester Core Strategy (2012).

- 9a) Notwithstanding the documents referenced in condition no.2, prior to any above ground

works a scheme for acoustically insulating the proposed residential accommodation against traffic noise from Upper Chorlton Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

- 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 policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

- 10a) 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 non-conformity 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, in order to protect future residents from noise disturbance, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

- 11a) The development shall be implemented in accordance with the measures within the Waste Management Proforma and Existing and Proposed Elevations and bin store plan ref: 231332 14 rev.P4 .

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 policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

- 12) Prior to commencement of development either of the following documents referenced below, shall be submitted to and approved by the City Council as local planning authority :
- a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or
 - b) a statement in writing from the relevant licensing body that it does not consider that the specified development will require a license.

The development shall be implemented in accordance with the approved 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 (2012).

- 13) No site clearance works, including works to trees or shrubs, shall commence between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to policy EN15 of the Manchester Core Strategy (2012).

- 14) Before the first occupation of the residential accommodation hereby approved, a scheme to encourage bio-diversity within the application site (including the finalised design of bat boxes shown on plan ref: Landscape General Arrangement Plan ref: 001-ND2319-D-rev.01 , together with bird box designs and locations, and the hedgehog house design and location) shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with approved scheme prior to the occupation of the residential accommodation shall be maintained in situ thereafter.

Reason - In the interests of residential development and to encourage bio-diversity pursuant to policies EN15 and DM1 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

- 15 a) Before implementation of the hard and soft landscaping treatment scheme shown on Landscape General Arrangement Plan ref: 001-ND2319-D- rev.01, finalised details of tree, and shrub species, together a management and maintenance strategy, 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 date the buildings are first occupied.

- b) 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 (2012).

16) In this condition "retained tree" means an existing tree, which is to be as shown as retained on the Landscape General Arrangement Plan ref: 001-ND2319-D- rev.01 and Arboricultural Constraints Appraisal dated July 2023 ref: BTC2757

specified in condition no.2 and particulars; and paragraphs (c) and (d) below shall have effect until the expiration of 5 years from the date of the first occupation of the development 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 Manchester Core Strategy (2012).

17) The installation of any foundations and/or measures to affix structures (including the cycle storage shelter and Gazebo) to the ground with the root protection zones shown on Landscape General Arrangement Plan ref: 001-ND2319-D- rev.01 shall be hand dug .

Reason - In order avoid damage to trees 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 Manchester Core Strategy (2012).

18)The development shall only be carried out in accordance with section 4 in the Crime Impact Statement Version A dated 22.11.2023. 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 for that the development.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

19) 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 shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings specified in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

20) The kitchen windows in the north eastern and south western gables of the three storey extension hereby approved shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, to a height of 1.7m above the internal floor level and maintained in perpetuity .

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy(2012).

21)The proposed shower room and landing windows in the north eastern gables of the existing property shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent , and maintained in perpetuity .

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy(2012).

22) a) The development shall be implemented in accordance with the measures in the Environmental Standards Statement rev.01 dated 01 November 2023 in terms of sustainability and energy efficiency.

b) A post construction review certificate/statement shall be submitted for approval for the development, within a timescale that has been previously agreed in writing for the development, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

23) Prior to the commencement of any above ground works, finalised detailed designs (including cross sections and materials) of the window frames , and reveals to the elevations of the rear extension , and in regard to any replacement windows (unless on a like for like basis) ,shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed 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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

1. The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).
2. Construction/demolition works shall be confined to the following hours: Monday - Friday: 7.30am - 6pm Saturday: 8.30am - 2pm Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Supported Housing Monitoring Group
Greater Manchester Ecology Unit
Trafford Council
Environmental Health
Highway Services
MCC Supported Housing Monitoring Group
Neighbourhood Team Leader (Arboriculture)
Trafford Council
Greater Manchester Ecology Unit

Flat 6, 12 Whalley Road, Manchester, M16 8AB
Cuddly Care Day Care, 61 Upper Chorlton Road, Manchester, M16 7RQ
Flat 1, 63 - 65 Upper Chorlton Road, Manchester, M16 7RQ
Flat 19, 12 Whalley Road, Manchester, M16 8AB
Flat 20, 12 Whalley Road, Manchester, M16 8AB
16 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
12 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
Flat 9, 12 Whalley Road, Manchester, M16 8AB
Room 13, 67 Upper Chorlton Road, Manchester, M16 7RQ
Flat 6, 10 Whalley Road, Manchester, M16 8AB
11 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
Flat C, 71 Upper Chorlton Road, Manchester, M16 7RQ
Flat B, 71 Upper Chorlton Road, Manchester, M16 7RQ
Flat A, 71 Upper Chorlton Road, Manchester, M16 7RQ
Flat 4, 63 - 65 Upper Chorlton Road, Manchester, M16 7RQ
Flat 8, 63 - 65 Upper Chorlton Road, Manchester, M16 7RQ
Flat 3, 63 - 65 Upper Chorlton Road, Manchester, M16 7RQ
Flat 7, 63 - 65 Upper Chorlton Road, Manchester, M16 7RQ
Flat 5, 63 - 65 Upper Chorlton Road, Manchester, M16 7RQ
6 Whalley Road, Manchester, M16 8AB
8 Whalley Road, Manchester, M16 8AB
Ground Floor Front, 69 Upper Chorlton Road, Manchester, M16 7RQ
Ground Floor Back, 69 Upper Chorlton Road, Manchester, M16 7RQ
Chorlton Joinery, 59 Upper Chorlton Road, Manchester, M16 7RQ
Flat 16, 12 Whalley Road, Manchester, M16 8AB
Flat 13, 12 Whalley Road, Manchester, M16 8AB
Flat 8, 12 Whalley Road, Manchester, M16 8AB
Flat 17, 12 Whalley Road, Manchester, M16 8AB
Flat 15, 12 Whalley Road, Manchester, M16 8AB
Flat 12, 12 Whalley Road, Manchester, M16 8AB
Flat 11, 12 Whalley Road, Manchester, M16 8AB
Flat 18, 12 Whalley Road, Manchester, M16 8AB
Flat 10, 12 Whalley Road, Manchester, M16 8AB
Flat 14, 12 Whalley Road, Manchester, M16 8AB
Flat 7, 12 Whalley Road, Manchester, M16 8AB
Flat 3, 12 Whalley Road, Manchester, M16 8AB
Flat 2, 12 Whalley Road, Manchester, M16 8AB
Flat 5, 12 Whalley Road, Manchester, M16 8AB

3 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
1 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
6 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
Room 3, 67 Upper Chorlton Road, Manchester, M16 7RQ
Room 2, 67 Upper Chorlton Road, Manchester, M16 7RQ
Room 4, 67 Upper Chorlton Road, Manchester, M16 7RQ
Room 5, 67 Upper Chorlton Road, Manchester, M16 7RQ
Room 6, 67 Upper Chorlton Road, Manchester, M16 7RQ
Room 1, 67 Upper Chorlton Road, Manchester, M16 7RQ
69 Upper Chorlton Road, Manchester, M16 7RQ
Room 10, 67 Upper Chorlton Road, Manchester, M16 7RQ
Flat 10, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
Flat 13, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
Flat 4, 10 Whalley Road, Manchester, M16 8AB
Flat 3, 10 Whalley Road, Manchester, M16 8AB
15 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
Room 12, 67 Upper Chorlton Road, Manchester, M16 7RQ
Room 11, 67 Upper Chorlton Road, Manchester, M16 7RQ
10 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
Flat 17, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
Room 7, 67 Upper Chorlton Road, Manchester, M16 7RQ
Flat 12, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
Flat 6, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
William Aiton House, 4 Whalley Road, Manchester, M16 8AB
Room 8, 67 Upper Chorlton Road, Manchester, M16 7RQ
First Floor Middle, 69 Upper Chorlton Road, Manchester, M16 7RQ
First Floor Front, 69 Upper Chorlton Road, Manchester, M16 7RQ
Flat 7, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
First Floor Back, 69 Upper Chorlton Road, Manchester, M16 7RQ
Top Floor Front, 69 Upper Chorlton Road, Manchester, M16 7RQ
Top Floor Middle, 69 Upper Chorlton Road, Manchester, M16 7RQ
Flat 1, 10 Whalley Road, Manchester, M16 8AB
Flat 2, 10 Whalley Road, Manchester, M16 8AB
Flat 5, 10 Whalley Road, Manchester, M16 8AB
Flat 4, 12 Whalley Road, Manchester, M16 8AB
Flat 1, 12 Whalley Road, Manchester, M16 8AB
2 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
4 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
7 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
9 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
5 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
Flat 11, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
Flat 16, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
Flat 14, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
Flat 15, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
8 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
Flat 9, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
Flat 1, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
Flat 4, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
59A Upper Chorlton Road, Manchester, M16 7RQ
14 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
17 William Aiton House, 4 Whalley Road, Manchester, M16 8AB
Flat 8, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ
Flat 5, Wellfield House, 59 Upper Chorlton Road, Manchester, M16 7RQ

