

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136324/FO/2023

Date registered valid: 21 February 2023

Proposal: Demolition of existing two storey linked building to rear of Victoria Villa and replacement with new detached two storey residential building comprising 8no. apartments.

Address: The Rossett, 123 Palatine Road, Manchester, M20 3YA

Ward(s): Didsbury West Ward

Applicant: Mr Chris McManus, Great Places Housing Association

Agent (if any): Mr Julian Austin, Paul Butler Associates

Case officer: Steven McCoombe
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Recommendation: Approve

Date of recommendation: 24 April 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 29 March 2023

Standard consultations:

Printed: 9 March 2023 Expired: 30 March 2023

Neighbour notifications

Printed: 9 March 2023 Expired: 30 March 2023

Site notice

Posted: 29 March 2023 Expired: 19 April 2023

Press advert

Published: 14 March 2023 Expired: 4 April 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is located at 123 Palatine Road known as 'The Rossett' - currently in use as flats managed by Great Places housing association.

The site comprises a large detached, three storey Victorian villa fronting the site dating from around the mid 19th century, and to the rear, a two-storey flat roof annex (late 20th century). The main villa presently accommodates 8 flats, with the rear extension housing 6 x 1 bedroom flats.



View of existing villa fronting Palatine Road

The two-storey extension to the rear, subject to this application, is connected to the main Victorian building via a small single storey link and incorporates a flat roof. The building is of a t-shaped design constructed from purple brick.

The Victoria Villa to the front of the site is set back from the front boundary of the property with a unmarked parking forecourt immediately in front of the building. Access into the site is gained from the front northwest corner of the site directly from Palatine Road. The host building and rear annexe share a garden area to the east and south of the buildings.



View looking southwards of the rear extension proposed to be demolished

Listed building: Not applicable

Conservation area: Blackburn Park Conservation Area 1979

Tree Preservation Order: No

Description of area

With the exception of Northern Lawn Tennis Club which adjoins the site to the rear, the immediate area is predominantly residential in character, comprising a mixture of flats and dwellinghouses of various architectural styles.

The site is situated to the eastern side of the main north/south arterial route of Palatine Road which provides direct access to the city centre and airport.

Immediately to the south is a large late townhouse / apartment development (Trafalgar Place) constructed from buff brick, which extends deep into the site along the common boundary. To the west, on the opposite side of Palatine Road, are 3 storey residential buildings. To the north is a similar sized Victoria Villa which has been converted to create accommodation for families of child cancer patients and incorporates a car park area to the rear. To the west at rear of the site is the Northern tennis club and a number of associated buildings, some of which line the common boundary. Located to the northeast of the tennis club is West Didsbury Metrolink stop which runs adjacent to Lapwing Lane.

The site lies within the Blackburn Park Conservation Area, largely characterised by period properties, spacious gardens and tree lined roads.

Description of development

Planning permission is sought for the demolition of the existing flat roof, two storey link extension to allow the erection of a new two storey, detached building to create 8 x 2 bedroom apartments.

It is proposed that all units in the new detached building will be offered for affordable rent.

Separate to the application, it is also proposed to re-furbish the existing Victorian Villa.

No changes are proposed to the site access or parking arrangements.

Consultations & Notification Responses

Local Residents/Occupiers – 5 representations have been received, comprising 2 objections, 2 neutral comments and 1 in support. Comments are summarised below:

-Whilst the number of apartments would increase, the parking number would remain the same which may cause a problem if parking is at a premium.

-The increase in height would block light to the neighbouring property and the position of windows would increase overlooking.

-A hedge should be provided between the site and the neighbouring building at Trafalgar Place.

-Concern is raised regarding noise during construction.

-During the demolition/construction phase, consideration should be given to neighbouring occupiers.

-The plans are supported provided there is adequate fencing and green landscaping to prevent any overlooking and if that there are clear rules regarding working hours.

-It is requested that a fence is erected along the full perimeter with Trafalgar Place in order to reduce noise and provide screening.

-It is requested that as part of the works that the dead trees are removed and new trees replanted. Additionally, it requested that the trees which extend close to and over the border with Trafalgar Place be pruned.

Environmental Health – Conditions are requested in relation to construction/demolition management, external lighting, acoustic insulation, external plant equipment, waste management, air quality and ground conditions.

Greater Manchester Ecology Unit (GMEU) – An informative is advised in relation to demolition works and bat protection and a condition advised in relation to works being carried out during the main bird breeding season.

Measures to enhance biodiversity at the site and to provide a net gain for biodiversity, in line with the requirements of the National Planning Policy Framework should be incorporated. A condition is requested in this regard.

Greater Manchester Police (Design for Security) – The majority of the recommendations made in the CIS have been implemented. Should the application be approved, it is recommend that a Secured by Design condition is attached to any permission.

Highways Services – The following comments are made:

Trip Generation

As the proposals would result in an increase of an additional 2no. dwellings at the site, Highways accept that the proposals would not give rise to a significant increase in trip generation. The proposals therefore do not raise any highway safety or capacity concerns.

Site Accessibility

The site is well located for access by sustainable modes with regular bus services operating along Palatine Road. West Didsbury Metrolink stop is also located in close proximity of the site.

Parking

It is understood that existing parking within the site is provided upon an area of hardstanding to the frontage of Victoria Villa. The proposals do not include any additional on-site parking provision.

Given the sustainable location of the site and potential parking efficiencies provided by the proposed parking demarcation, the proposed parking arrangement is considered acceptable.

Cycle Parking

The submitted plans show provision of a ground-floor sheltered bike store providing 100% parking for the 16no. dwellings across the site. This level of provision is acceptable.

Refuse and Servicing

A designated ground-floor refuse store is proposed along the side of the building with kerbside collection from Palatine Road. This is in alignment with existing operations and is considered acceptable.

Construction Management

A Construction & Demolition Management Plan should be provided by the applicant prior to any construction works beginning.

Flood Risk Management

The submitted information has been reviewed. Further surface water drainage information is required. A condition is recommended.

Neighbourhoods (Arboriculture) – No objection subject there being no level changes within the root protection zones of the two off-site Beech trees listed as T4 and T5.

Both T4 and T5 are listed as Cat A trees and should be protected with adequate root protection such as fencing and ground boards if required.

Consultation & Publicity

The proposal has been advertised in the local press (Manchester Evening News) as a development affecting a conservation area. A site notice has also been displayed at the application site.

Planning History

Elevational alterations, extension and change of use from a nursing home to 8 self-contained flats. *Approved 26 March 1997.*

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

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. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

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

Policy EN1 (Design Principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes.

character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Policy EN3 (Heritage) – states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments 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 ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will encourage developers to 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. Where the benefits of a proposed development are considered to outweigh the loss of an existing

element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that 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. 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.

Policy EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC18.1 (Conservation Areas) – relates to development proposals within conservation areas and seeks to preserve and enhance the character of its Conservation Areas by considering the relationship of new structures to neighbouring buildings and spaces, the effect of changes to existing buildings and the desirability of retaining existing features. Consent to demolish a building within a Conservation Area will be granted only where it can be shown that is beyond repair, incapable of beneficial use or where its replacement would benefit the appearance or character of the area.

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development

should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

South Manchester Regeneration Framework

South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the SRF is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness.

The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods.

The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is now 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 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.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods.

The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Places for Everyone Greater Manchester Joint Development Plan (Draft August 2021)

The draft version of the Places for Everyone Joint Development Plan was published in August 2021 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. As this plan is at an advanced stage it would now be considered as a material consideration for planning applications.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines 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.

Sections 4, 5, 11, 12 and 16 are considered relevant to the consideration of this application

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

Design 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.

Other legislative requirements

-Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Issues

Principle

Section 38(6) Planning and Compulsory Purchase Act 2004 requires that decisions are to be made in accordance with the development plan, unless material considerations indicate otherwise.

In this case the principle of the proposed development is considered acceptable and would comply with relevant planning policies and guidance.

The proposal would make efficient use of a previously developed site for an established use at this site. The site is also located within a highly sustainable location with excellent access to public transport links.

The proposal would reuse previously developed land on the site of an existing annexe and would provide needed affordable residential accommodation of a modest scale without significantly affected nearby residential amenity of the operation of the local highway and in a manner that would maintain the character and appearance of the Blackburn Park Conservation area. Specific planning issues are outlined further below.

Demolition of the existing extension

Given the position of the host site within a designated conservation area, it is necessary to consider the impact upon the character and appearance of the area as a consequence of the proposed demolition

On balance, it is considered that whilst the starting point for new development should be to try and retain and refurbish existing structures where possible, there needs to be an appropriate balance between the preservation, regeneration and viability.

The existing rear annex is a later, mid 20th century addition, built in the 1970s. Whilst subservient to the main Victorian villa, the design and choice of material is considered largely out of character with the Victorian period building on the site and the surrounding built form. It is not therefore believed that its loss would have harmful impact to the character and appearance of the immediate area.

The proposed development would allow for modern, affordable housing to be built, thereby representing an efficient use of land. The proposed demolition is necessary to facilitate the development and would materially uplift the appearance of the existing site, adding and enhancing the overall quality of the area, whilst contributing to residential growth objectives. As such, it is believed that demolition of existing building should not form a barrier to redevelopment of the site.

It is considered that the loss of the building to facilitate redevelopment would offer public benefits by leading to environmental improvements, meet housing growth aspirations for the area, lead to increased vibrancy in the area and create direct and indirect employment through the construction of the proposed replacement building. The impact to heritage is considered further below.

Heritage Impact

The application site is situated to the north-western edge of the Blackburn Park Conservation Area. As such, there is a need to have special regard to the desirability of preserving the character of conservation areas, as outlined within Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 which requires Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character and appearance of designated areas. This is supported by policies EN3 and DC18.1 of the Core Strategy and saved policy DC18.1 of the UDP which underline the need for due consideration to be given to the impact of new developments on heritage assets.

Further guidance is contained within Section 16 of the National Planning Policy Framework (NPPF).

Paragraph 194 of the NPPF states that:

'In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, the level of detail should be proportionate to the asset's importance'.

Paragraph 197 states: *'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 202 advises that:

'Where a development proposal will lead to less than substantial harm to the significance of designated heritage asset, this harm should be weighed against the public benefits of the proposal, including where appropriate, securing its optimum viable use'

Paragraph 203 states that proposal should consider:

'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 assets'.

Paragraph 206 further states:

'Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to

enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably’.

In this case, none of the buildings on site are listed and there are no listed buildings situated nearby that would be directly affected. The existing villa could however be described as a non-designated heritage asset, which would merit consideration in the assessment of impact.

A Heritage Assessment accompanies the application and has been reviewed by the City Council as Local Planning Authority. The assessment looks at the relationship and impact upon the character of the host conservation area and the impact upon the existing Victorian villa (The Rossett), which forms the main heritage feature at the site.

The assessment also provides analysis of the heritage significance of the existing building, with reference to the Historic England publication ‘Statements of Heritage Significance: Analysing Significance in Heritage Assets’ (2019). This requires consideration to be given to archaeological interest, architectural and artistic interest and historic interest.

In terms of the annex proposed to be demolished, it is considered that the proposed building possesses limited architectural, artistic, archaeological or historic value and its loss can be readily sustained, with no harmful impact to heritage features.

The impact of the new building is also considered acceptable. The proposal does not seek to alter the existing villa and therefore its setting would be retained. The proposed building is of an appropriate scale in relation to its surroundings and its siting mirrors that of the existing annex. The materials proposed are sympathetic to the existing villa and would satisfactorily assimilate into the immediate context. Views of the proposed building would be limited when seen from the principal frontage and street-scene along Palatine Road.

It is considered that on balance and with reference to the aforementioned policy and guidance, any perceived impact is of neutral or of less than substantial impact which can be sustained in this instance.

The proposal would not adversely affect the character of the conservation area or the significance of designated or non-designated heritage assets. The proposed development would not therefore detract from the character and appearance of the conservation area.

Site Layout

The proposed building is situated roughly in place of the existing annex proposed to be demolished and has been designed to reflect the and respect the footprint of the existing extension, albeit with a slightly greater rearward projection. Except for the enhanced landscaping and rationalisation of the parking and communal areas, the site layout will remain largely unchanged.

This section of Palatine Road is characterised by infill, backland development to the rear, notably the neighbouring apartment/townhouse development to the south (Trafalgar Place). The urban grain would not therefore be unduly affected at this part of Palatine Road, particularly given the existing extension that is proposed to be replaced.

On this basis, the site layout is considered acceptable and would not adversely compromise the character and appearance of the area, or the setting of adjoining buildings.

Design, Scale and Appearance

The surrounding environment is generally 2-3 storeys in scale. A large, double height brick wall associated with the Northern Lawn Tennis Club adjoins the rear boundary.

The proposed development would comprise a two storey, flat roof detached block featuring a low roof edge parapet to replace a structure of limited architectural value or visual appeal.

The building roughly follows the footprint of the existing annex, albeit with a greater rearward projection and slight increase in height.

The proposed building incorporates wraparound, punched-out corner windows, glazed central stair core and contrasting red brickwork to complement the colour of the existing villa to be retained.

The redbrick sits on a projecting plinth of contrasting colour brick. Windows are deeply recessed and feature contrasting panels between the glazing panes. Window heads and cills feature a soldier course of contrasting brickwork. At the eaves is a corbelled brick parapet featuring contrasting colour brick bands and coping,

The building has been informed by the design of the associated villa and it is considered that given the scale of the immediate context, the proposed building would respond effectively and sympathetically to the scale of existing and neighbouring building. The appearance of the building has sought to reflect the characteristics, colour palette and materials used on existing buildings. The overall impact would be a cohesive, high-quality design which would be visually subservient and would maintain the character the conservation area. Further given, the siting of the building to the rear of the existing villa, only partial views of the sides of the building would be visible from Palatine Road. In this regard, the impact to the appearance of the street-scene would be less than significant.

Density/Balance of Accommodation

The proposed development would result in 8 residential units, comprising 8 x 1 bedroom apartments, representing an uplift of 2 units.

All apartment sizes are 50m² which accords with Council's space standards for 1 bedroom apartments and also represents an appropriate density of accommodation in this part of the city.

Residential Amenity

Given the established residential use of the site use, neighbouring residential uses the introduction of additional occupiers associated with two further units is unlikely to have any significant, detrimental impact to the nearest residential occupiers because of noise levels, levels of activity or general disturbance.

In term of any overlooking or over-dominance issues as raised within a couple of the representations received, it is considered that due to the relationship between the proposed building and the nearest, neighbouring residential occupiers the impact would be acceptable and there is unlikely to be any significant adverse impact in terms of overlooking, overshadowing, over-dominance, as a consequence of the size, design and situation of the building - including the positioning of windows.

The rear of the proposed building faces onto a large brick wall associated with Northern Lawn tennis club and therefore the provision of new habitable windows in this elevation would have

no impact. To the south, facing Trafalgar Place. the design of the proposed elevation would maintain the existing relationship between the proposed building and neighbouring development.

As stated within the submitted Planning Statement, there is already an element of mutual overlooking between the existing annex and facing properties at Trafalgar Place due to windows facing each other. To the third floor of the Trafalgar Place property, skylights are located in the roof slope, so the outlook is skywards.

The proposed building would not be located any closer to Trafalgar Place than the existing annex and the position of habitable windows would reflect the existing relationship. Together with a separation distance of approximately 9 metres between facing windows coupled with the existing fence line, it is not believed that there would be any material or appreciable impact to existing levels of privacy.

No new habitable room windows are proposed to the west elevation and although the building is sited slightly closer to the existing villa, it is considered that the relationship between the properties is satisfactory.

To the north, a gap to the site boundary with the adjoining property is maintained. New windows within the building would face towards the hard surfaced area of the neighbouring site used for parking and therefore there would be no direct overlooking as a result. On this basis and on balance, the impact upon the living conditions of neighbouring occupiers is considered satisfactory.

Impact to the Highway

The existing row of car parking spaces will be retained at the site frontage and supplemented by increased cycle storage provision, representing 100% provision.

As part of the external works, the parking spaces will be formally demarcated. The existing space caters for 6 spaces, including one disabled space.

Given the constraints of the site, no additional parking spaces are proposed. However, as the increase in the number of apartments across the site is modest (14 to 16) and as the site is considered to be located in a highly accessible location with high frequency bus services along Palatine Road and a Metrolink stop within a short walking distance of the site, the lack of further off-road parking provision is not considered to be a constraint to development in this instance. This is particularly so given that car ownership levels are typically lower for 'affordable rent' accommodation.

In terms of vehicular movements and network capacity, the modelling commissioned by the applicant suggests that the existing development generates up to four two-way trips in the peak hours, and 39 across the 12-hour period between 07:00 and 19:00. The demand for parking never exceeds the existing provision at the start of the day on the basis that by mid-morning, the car park is empty.

For the total of 16 apartments proposed, analysis across 12-hour day suggests that the proposal would generate up to five two-way trips in the peak hours, and 44 across the 12-hour period between 07:00 and 19:00. The demand for parking, however would still not exceed the existing off road provision.

On the basis of this analysis, the proposed impact of trip generation is considered negligible.

Highways Services have considered the transport information submitted by the applicant with regard to vehicle movements, access, parking demand and highways safety and consider that proposed arrangements are acceptable and that the proposal is unlikely to generate a significant increase in the level of vehicular trips which would impact unduly on network capacity. The additional vehicle trips likely to be generated by this development can be satisfactorily accommodated on the adjacent highway and parking can be satisfactorily catered for.

Access

The proposal would accord with current access standards contained within Part M of the Building Regulations.

Landscaping and Trees

The application has been accompanied by a Tree Survey which sets out the impact to existing trees as a result of the proposed development.

The Survey identifies that there are 11 trees and 1 group of trees on site and 2 trees off site, adjacent to the rear boundary. No works are proposed to any off the trees.

The City Council's Arboriculturalist has undertaken an assessment of the submitted survey, including the submitted Tree Root Investigation Report, which identifies the sensitivity of the root zones of the two off site trees (Trees T4 and T4). No objection is raised to proposed development in terms of the impact to trees, subject to safeguarding measures being in place for the protection of the root zones for the off-site trees. A suitable condition has therefore been included. On this basis, the impact to trees is considered acceptable.

In terms of landscaping, it is believed that the proposed soft and hard landscaping scheme would provide a high-quality environment and would respond positively to the setting of existing buildings and overall appearance of the conservation area.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

The application has been accompanied by an Environmental Standards (ES) Statement which indicates that the proposal would comply with policies EN4 and EN6 of the Core Strategy and exceed the national standards set out in Part L1 of the Building Regulations.

The statement highlights that the development has been designed with a fabric first approach; with U-values, design air permeability and ventilation targets all aspiring to exceed Building Regulations Part L 2013 standards. MVHR systems are proposed for each apartment in the new building block, to further reduce the total energy demands and demonstrates a holistic low energy design.

A condition has been included which would require the submission and agreement of a Verification Report to ensure the measures detailed within the ES are incorporated within the development design are implemented.

Broadband Connectivity

Internal and external fibre connections to the property will be provided in with Government guidelines for new homes.

Ecology

The application is accompanied by an Extended Phase One Habitat Survey (Preliminary Ecological Appraisal and Bat Emergence Survey, in order to assess whether any protected species or ecological features would be adversely affected by the proposal.

Greater Manchester Ecology Unit have assessed the submitted information and raise no objection to the proposal. It is not considered that the proposed development would not result in any significant or unduly harmful impacts to local ecology given the current condition of the site.

An informative and conditions are requested in in order to protect bats (if encountered during works), bio-diversity enhancement and to protect nesting birds from construction works during the optimum breeding season. Appropriate conditions have been included.

If such provisions are adhered to, the impact to ecology would not form a barrier to redevelopment.

Flood Risk/Surface Water Drainage

The application site is located in flood zone 1 '*low probability of flooding*'.

In line with Government guidance relating to the provision of sustainable drainage systems (SuDs) it will be necessary to incorporate appropriate surface water drainage as part of the development. Whist a drainage strategy accompanies the application, further details are required by Flood Risk Management. An appropriate condition has been included.

Crime and Security

The applicant in partnership with Greater Manchester Police (Design for Security) has provided a 'Crime Impact Statement' as part of the application. This provides detail on the measures to be incorporated within the scheme in order to be able to design out crime.

In order to ensure design measures are introduced to limit the potential for crime and to enhance security for prospective occupiers, a condition has been included to ensure the proposal achieves 'Secured by Design' accreditation.

Waste Management

The application has been accompanied by a waste management strategy which contains limited information with regard to the number and capacity of bins proposed and collection frequency. The submitted drawings however indicate a dedicated, bin store to be situated to the northern boundary of the existing villa to replace an adhoc arrangement within the front car park. Refuse collection vehicles would continue to collect the bins directly from Palatine Road and will not be required to enter the site This arrangement is considered satisfactory.

Further details are requested by Environmental Health with regard to the estimated volumes of waste, internal waste store arrangements, the location of the proposed collection point, details the route the collection vehicle and details of how waste will be transferred between stores and to the collection location. A suitable condition has been included.

Ground Conditions

Whilst a Phase 1 Desktop Study was submitted as part of the application, the conclusion of which is accepted by Environmental Health, it is advised that a Phase 2 Assessment should be completed in accordance with the recommendations contained within Phase 1 assessment. An appropriate condition has been included, which will require the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Climate Change

The proposal would result in an increase of only 2 residential units within the context of a principally residential environment and would not involve any further parking provision.

Given that the site is situated adjacent to a busy, main arterial route and transport corridor, it is considered unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity

Whilst there would be some limited impact upon air quality during the demolition/construction phase, the impact during the operational phase of the development post implementation, is not considered significantly harmful. Through effective mitigation and construction management during the construction phase, the impact upon air quality can be appropriately controlled.

Construction/Demolition Management

To ensure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part of the city, a condition is included which requires the submission and approval of a construction management/demolition plan which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Other Matters

Whilst Environmental Health request that EV provision be included, the car park to the front is an existing arrangement. It is therefore considered unreasonable to request such provision.

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.

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:

12392-AEW-XX-SI-DR-A-0500/P01, 12392-AEW-XX-XX-VF-A-0505/P02, 12392-AEW-XX-SI-DR-A-0501/P03, 12392-AEW-XX-SI-DR-A-0502/P04, SSS-9776/A, 12392-AEW-NB-ZZ-DR-A-0624/P04, 12392-AEW-NB-ZZ-DR-A-0623/P04, 12392-AEW-NB-ZZ-DR-A-0621/P04, 12392-AEW-NB-RF-DR-A-0612/P05, 12392-AEW-XX-SI-DR-A-0507/P02, 7020.01/A, 12392-AEW-XX-SI-DR-A-0506/P02, 12392-AEW-NB-ZZ-DR-A-0626/P03, 12392-AEW-XX-ZZ-DR-A-0504/P04, 12392-AEW-NB-ZZ-DR-A-0625/P04, 12392-AEW-NB-ZZ-DR-A-0622/P04, 12392-AEW-NB-ZZ-DR-A-0620/P04, 12392-AEW-NB-01-DR-A-0611/P05 and 12392-AEW-NB-00-DR-A-0610/P05 received by the City Council as Local Planning Authority on 21 February 2023.

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

3) No above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be implemented in accordance with the agreed materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning authority, in the interests of the visual amenity, pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy.

4) Notwithstanding details submitted, prior to the commencement of development, a construction management/demolition 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:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

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

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

5) The development hereby approved shall be implemented in accordance with the submitted Phase I Preliminary Risk Assessment (Ref: 31842-SUT-ZZ-00-RP-G-701-0001) produced by Sutcliffe, received by the City Council as Local Planning Authority on 21 February 2023. 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 the 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.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

6) When the development commences, the development shall be carried out in accordance with a previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 is occupied, then development shall cease and/or the development shall not be occupied until, a

report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) The hard and soft landscaping scheme approved by the City Council as Local Planning Authority shown on drawing ref 7020.01/A received by the City Council as Local Planning Authority on 21 February 2023 shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN3, EN9 and DM1 of the Manchester Core Strategy.

8) Prior to first occupation of the apartments hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

9) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a 'Secured by Design' accreditation.

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

10) Notwithstanding details submitted, the development hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse, together with details of the means of enclosure, has been submitted to and approved in writing by the City Council as Local Planning Authority. 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. No bins shall be stored outside the curtilage of the site other than on the day of collection.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

11) The development hereby approved shall be carried out in accordance with details contained within the Environmental Standards Statement stated 2 September 2022 received by the City Council as Local Planning Authority on 21 February 2023. A post construction review certificate/statement shall be submitted for approval prior to first occupation of the development hereby approved.

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 and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

12) If any external lighting at the development, when illuminated, causes glare or light spillage which in the opinion of the Council as Local Planning Authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

13) a) Externally mounted ancillary plant, equipment and servicing to be installed 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 its installation, 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.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved 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, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

14) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree identified within the submitted Tree Survey and Constraints Report received by the City Council as Local Planning Authority on 21 February 2023 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.

15) Prior to the commencement of development, details of the measures to protect the root zones for the off-site trees listed as T4 and T5 within the submitted Tree Root Investigation Report and accompanying drawing referenced TR-01/V1, received by the City Council as Local Planning Authority on 21 February 2023 shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The agreed measures shall be in place 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.

16) Notwithstanding details submitted, no above ground development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the City Council as Local Planning Authority.

Additional details are required which shall include:

- A finalised layout with confirmed invert levels;

- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland

flow routes with regards to the properties on site and adjacent properties off site;

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future

development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

The development shall be carried out in accordance with the agreed details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

17) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

18) Notwithstanding the bicycle storage area indicated on drawing referenced 12392-AEW-XX-SI-DR-A-0507/P02, received by the City Council as Local Planning Authority on 21 February 2023, full details of the cycle parking provision and cycle store, including security measures and means of enclosure, shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupation of any of the residential units hereby approved. The approved scheme shall remain available for use whilst the units are occupied and retained thereafter.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

19) Notwithstanding the details shown on drawing referenced 12392-AEW-XX-SI-DR-A-0507/P02, received by the City Council as Local Planning Authority on 21 February 2023, no above ground development shall take place until there has been submitted to and approved in writing by the City Council as Local Planning authority a plan indicating the positions, design, materials and type of all boundary treatment/enclosures to be erected. The boundary treatment shall be completed prior to first occupation of the residential units hereby approved. The development shall be carried out in accordance with the approved boundary details and shall thereafter be retained.

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 in order to comply with policies SP1 and DM1 of the Manchester Core Strategy.

20) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

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

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, serviced apartments/apart hotels, do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

2) Should the presence of bats be found at any time during demolition or development, all works at the site should cease and notification should be made to the City Council as Local Planning Authority. A licensed bat consultant and/or ecologist should undertake a survey of the site and buildings and report any findings to the City Council and methods of mitigation agreed, by the City Council, as Local Planning Authority, prior to the progression of any further works.

3) No vegetation or tree works required to facilitate the development shall take place during the optimum period for bird nesting (March to August inclusive). All nesting birds their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981 (as amended).

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit
Blackburn Park Conservation Society
West Didsbury Residents Association
Highway Services

Flat 1, The Rossett, 123 Palatine Road, Manchester, M20 3YA
Flat 3, 122 Palatine Road, Manchester, M20 3ZA
Northern Lawn Tennis And Squash Club, Palatine Road, Manchester, M20 3YA
9 Trafalgar Place, Palatine Road, Manchester, M20 3TF
18 Trafalgar Place, Palatine Road, Manchester, M20 3TF
Flat 6, 122 Palatine Road, Manchester, M20 3ZA
Flat 6, 120 Palatine Road, Manchester, M20 3ZA
Flat 5, 120 Palatine Road, Manchester, M20 3ZA
Flat 3, 120 Palatine Road, Manchester, M20 3ZA
Flat 4, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
12 Trafalgar Place, Palatine Road, Manchester, M20 3TF
Flat 1, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 8, 124 - 126 Palatine Road, Manchester, M20 3ZA
Flat 12, The Rossett, 123 Palatine Road, Manchester, M20 3YA
Flat 4, Palatine Mansions, 124 - 126 Palatine Road, Manchester, M20 3ZA
Flat 6, The Rossett, 123 Palatine Road, Manchester, M20 3YA
Flat 3, The Rossett, 123 Palatine Road, Manchester, M20 3YA
Flat 13, The Rossett, 123 Palatine Road, Manchester, M20 3YA
Flat 8, The Rossett, 123 Palatine Road, Manchester, M20 3YA
114 Palatine Road, Manchester, M20 3ZA
122A Palatine Road, Manchester, M20 3ZA
122B Palatine Road, Manchester, M20 3ZA
Flat 10, The Rossett, 123 Palatine Road, Manchester, M20 3YA
Flat 2, 120 Palatine Road, Manchester, M20 3ZA
Flat 8, 120 Palatine Road, Manchester, M20 3ZA
14 Trafalgar Place, Palatine Road, Manchester, M20 3TF
4 Trafalgar Place, Palatine Road, Manchester, M20 3TF
Flat 4, 120 Palatine Road, Manchester, M20 3ZA
Flat 1, 120 Palatine Road, Manchester, M20 3ZA
Flat 4, 122 Palatine Road, Manchester, M20 3ZA
Flat 1, 122 Palatine Road, Manchester, M20 3ZA
Flat 7, 120 Palatine Road, Manchester, M20 3ZA
Flat 1, 119 Palatine Road, Manchester, M20 3YA
1 Trafalgar Place, Palatine Road, Manchester, M20 3TF
6 Trafalgar Place, Palatine Road, Manchester, M20 3TF
3 Trafalgar Place, Palatine Road, Manchester, M20 3TF
Flat 5, 122 Palatine Road, Manchester, M20 3ZA
Flat 5, Palatine Mansions, 124 - 126 Palatine Road, Manchester, M20 3ZA
Flat 2, Palatine Mansions, 124 - 126 Palatine Road, Manchester, M20 3ZA
121 Palatine Road, Manchester, M20 3YA
Flat 6, Palatine Mansions, 124 - 126 Palatine Road, Manchester, M20 3ZA
Flat 1, Palatine Mansions, 124 - 126 Palatine Road, Manchester, M20 3ZA
Flat 3, Palatine Mansions, 124 - 126 Palatine Road, Manchester, M20 3ZA

8 Trafalgar Place, Palatine Road, Manchester, M20 3TF
19 Trafalgar Place, Palatine Road, Manchester, M20 3TF
11 Trafalgar Place, Palatine Road, Manchester, M20 3TF
16 Trafalgar Place, Palatine Road, Manchester, M20 3TF
15 Trafalgar Place, Palatine Road, Manchester, M20 3TF
5 Trafalgar Place, Palatine Road, Manchester, M20 3TF
Flat 9, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 10, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 2, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 12, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 6, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 16, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 14, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 2, 122 Palatine Road, Manchester, M20 3ZA
10 Trafalgar Place, Palatine Road, Manchester, M20 3TF
7 Trafalgar Place, Palatine Road, Manchester, M20 3TF
2 Trafalgar Place, Palatine Road, Manchester, M20 3TF
17 Trafalgar Place, Palatine Road, Manchester, M20 3TF
Flat 7, 119 Palatine Road, Manchester, M20 3YA
Flat 9, 124 - 126 Palatine Road, Manchester, M20 3ZA
Flat 11, The Rossett, 123 Palatine Road, Manchester, M20 3YA
Flat 7, The Rossett, 123 Palatine Road, Manchester, M20 3YA
Flat 2, The Rossett, 123 Palatine Road, Manchester, M20 3YA
Flat 4, 119 Palatine Road, Manchester, M20 3YA
Flat 7, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 18, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 13, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 11, 124 - 126 Palatine Road, Manchester, M20 3ZA
Flat 3, 119 Palatine Road, Manchester, M20 3YA
119 Palatine Road, Manchester, M20 3YA
Flat 6, 119 Palatine Road, Manchester, M20 3YA
Flat 5, 119 Palatine Road, Manchester, M20 3YA
Flat 2, 119 Palatine Road, Manchester, M20 3YA
Palatine Mansions, 124 - 126 Palatine Road, Manchester, M20 3ZA
Flat 7, 124 - 126 Palatine Road, Manchester, M20 3ZA
Flat 8, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 5, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 3, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 11, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 17, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 15, The Residence, 116 - 118 Palatine Road, Manchester, M20 3ZA
Flat 9, The Rossett, 123 Palatine Road, Manchester, M20 3YA
Flat 5, The Rossett, 123 Palatine Road, Manchester, M20 3YA
Flat 12, 124 - 126 Palatine Road, Manchester, M20 3ZA
Flat 10, 124 - 126 Palatine Road, Manchester, M20 3ZA
Flat 14, The Rossett, 123 Palatine Road, Manchester, M20 3YA
Flat 4, The Rossett, 123 Palatine Road, Manchester, M20 3YA

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Conservation Area - Blackburn Park Conservation Area 1979

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: SOUTH AREA