

Planning

Growth & Development

Delegated officer report for planning application

Application no.	135315/FO/2022
Date registered valid:	31 October 2022
Proposal:	Erection of pair of 4 bed 3 storey semi-detached houses and ancillary single storey annexes at rear with parking and landscaping
Address:	123 Barlow Moor Road, Manchester, M20 2TS
Ward(s):	Didsbury West Ward
Applicant:	Marco Investments
Agent (if any):	Kath Ludlam, Ludlam Associates
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	24 April 2023

Application details

Type of application:	Full Application Consent
Development type:	Minor Dwellings
Date of site visit:	19 December 2022

Standard consultations:

Printed: 28 March 2023 Expired: 11 April 2023

Neighbour notifications

Printed: 29 March 2023 Expired: 12 April 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

123 Barlow Moor Road is a bungalow situated within a site 1,100m² in size. Up until 2017 the bungalow was used as a five bedroom care home by a charity specialising in physical disabilities and mental health issues. The site is located within a predominantly residential neighbourhood which is maturely landscaped throughout. The perimeter of the site is also maturely landscaped, though none of the trees are protected by Tree Preservation Orders.

To the east of the site stands Broomfield Court, a retirement housing scheme, run by Anchor Housing, while to the west there are three detached dwellinghouses which front Palatine Road, namely nos. 195 to 199 Palatine Road. To the north of the site, on the opposite side of Barlow Moor Road, stands a large detached property (no. 54 Barlow Moor Road) currently in use as a care home and no. 173 Palatine Road, currently in self-contained flats. The properties on the opposite side of Barlow Moor Road are located within the Blackburn Park Conservation Area. To the south of the site stands no. 201 Palatine Road, a large detached property in use as self-contained flats.

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

Description of development

Erection of pair of 4 bed 3 storey semi-detached houses and ancillary single storey annexes at rear with parking and landscaping.

Originally, the applicant proposed erecting 2 storey annexes in the rear garden but following concerns about their size the application was amended to the single storey annexes shown on drawings 318 SK 4107A and 4108A.

An application for the following was refused in November 2020 under reference 126591/FO/2020 and the subsequent appeal was dismissed:

Erection of a three storey building to form 12 self-contained apartments with associated landscaping, car parking, cycle and bin stores following demolition of existing building.

Consultations & Notification Responses

Local Residents – One letter of objection has been received, the comments are as follows:

- Car parking provision is totally inadequate. The frontage would become a car park.

Didsbury Civic Society – The Civic Society believes that this proposal is backland development of the site in question and should be resisted.

West Didsbury Residents Association – The residents association submitted comments in relation to the original proposal:

- The scheme is clearly backland development.
- The number of parking spaces is considered inadequate.
- Request that the mature vegetation and Yew tree on the immediate frontage be retained and not removed as proposed.

- In order to safeguard the hedgehog(s) perimeter vegetation needs to be retained, hand vegetation clearance only, deep excavation covered at night, retention of gaps or 'hedgehog highways' within perimeter fencing.
- Retained trees and the RPA should be correctly protected.
- If the back houses /annexes were removed from the plans then the WDRA wouldn't object to the two semi-detached homes being built on the site providing the environmental and parking concerns noted above were taken into account.

Highway Services – Have made the following comments:

- The number of vehicular trips associated with development proposals is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
- The applicant should ensure that Electrical Vehicle charging provision (minimum 7kW) is made available at each dwelling.
- Two car parking spaces are proposed within the curtilage of each dwelling. Highways has concerns with the level of parking provision due to the size of the dwellings and additional parking demand which may be associated with the annexes. Any additional parking demand may result in parking within the turning-head therefore requiring vehicles to reverse upon egress which is not acceptable for safety reasons.
- Submitted plans show provision of a sheltered cycle store within the curtilage of each dwelling which is welcomed by Highways. However, it is recommended that each cycle store allows the storage of multiple bicycles given the size of each dwelling and that such provision will be shared with the annexes.
- In alignment with existing operations, kerbside collection will be made from Barlow Moor Road which is considered acceptable by Highways.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and prevent issues arising from ground contamination.

Neighbourhood Team Leader (Arboriculture) – No objections to the proposed work on this site, subject to the Arboricultural recommendations being strictly adhered to. The developer and site manager should be familiar with BS:5837 and ensure that they understand the document.

Flood Risk Management – Suggests the imposition of a condition designed to reduce flood risk through the use of sustainable drainage systems.

United Utilities Water PLC – Suggests the imposition of a condition designed to reduce flood risk through the use of sustainable drainage systems

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

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

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

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

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

Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

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

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

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

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

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

- Be designed to give privacy to both its residents and neighbours.

Policy 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 DM1, *Development Management* – This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-

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

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.

Issues

Principle of the Proposal – Given the predominantly residential nature of the neighbourhood in which it stands, there is no objection in principle to the redevelopment of the site for residential purposes. Notwithstanding this, the potential impact upon residential and visual amenity must be assessed.

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

The amount of floor space proposed for each dwellinghouse (not including the annexes) and that required under the guidance is detailed below:

- Dwellinghouse 1 and 2 - 4 bed 192m² (Space Standard – 106 to 130m²)

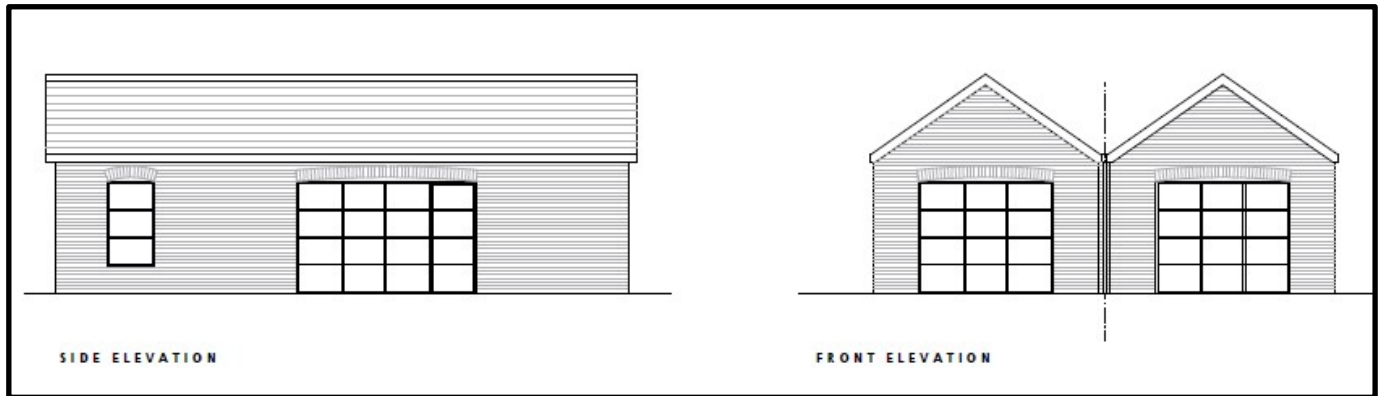
Given the above, the proposal complies with Manchester's space standards.

Disabled Access – The proposed dwellings would have level access and generous internal circulation space. However, it would only be accessible to the ambulant disabled due to the lack of lifts. Overall provision is considered acceptable in this instance.

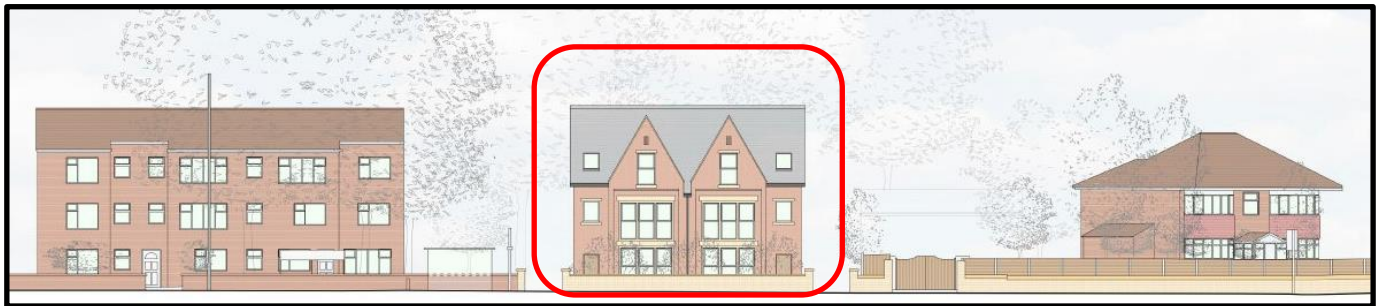
Design – The proposed semi-detached dwellings have been designed to give the impression of a large, double-fronted dwelling, similar to those found on the opposite side of Barlow Moor Road. The façade is to be broken up with projecting square bays and gabled dormers and the dwellings would be constructed from red brick with stone features and topped by a blue Welsh slate roof. It is considered that the design of the dwellings would complement the neighbourhood.



The design of the annexes is also considered acceptable. As can be seen below, they are of a simpler appearance, reminiscent of garages and coach houses seen throughout south Manchester



Scale – As can be seen below, the scale of the proposed dwellings respects the scale of the adjoining properties.



In terms of the rear annexes, they have been reduced in height to a single storey, again commensurate with similar outbuilding located throughout the neighbourhood.

Overall, the scale of the proposal is considered acceptable.

Siting – The main front elevation of the proposed dwellings would line up with the established building line on this side of Barlow Moor Road. Therefore, the siting of the proposal is considered acceptable.

Pedestrian and Highway Safety – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Barlow Moor Road.

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

Sunlight and Overshadowing – Due to the siting of the proposed dwellings and their orientation to the adjoining properties, it is considered that they would not lead to the overshadowing of the neighbouring properties or a reduction in the levels of sunlight enjoyed in the associated private amenity areas.

Impact upon Privacy – There are only WC and landing windows in the side elevations of the proposed dwellings and given the presence of mature landscaping along both common boundaries it is not considered that they would lead to a notable reduction in the level of privacy enjoyed by the occupants of the adjoining accommodation.

Noise – Given the number of units proposed, it is not considered that the proposal would be an inherently noise generating development.

In conclusion, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those properties closest to the application site.

Visual Amenity – Given the design, scale and massing of the proposal it is not considered that the proposed building would have a detrimental impact upon the levels of visual amenity currently enjoyed along Barlow Moor Road.

Car Parking – Two parking spaces are proposed per dwelling and this level of provision is considered acceptable and similar to that found within the neighbourhood.

Electric Vehicle Charging – It is expected that vehicle charging points would be provided for all the properties. The applicants have been requested to provide details of the charging infrastructure and this will be reported at the committee.

Cycle Storage – Given the size of the proposed houses and their respective garden area, sufficient space exists within the curtilage of each property to provide proposed cycle storage and still retain a generous amount of amenity space.

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

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

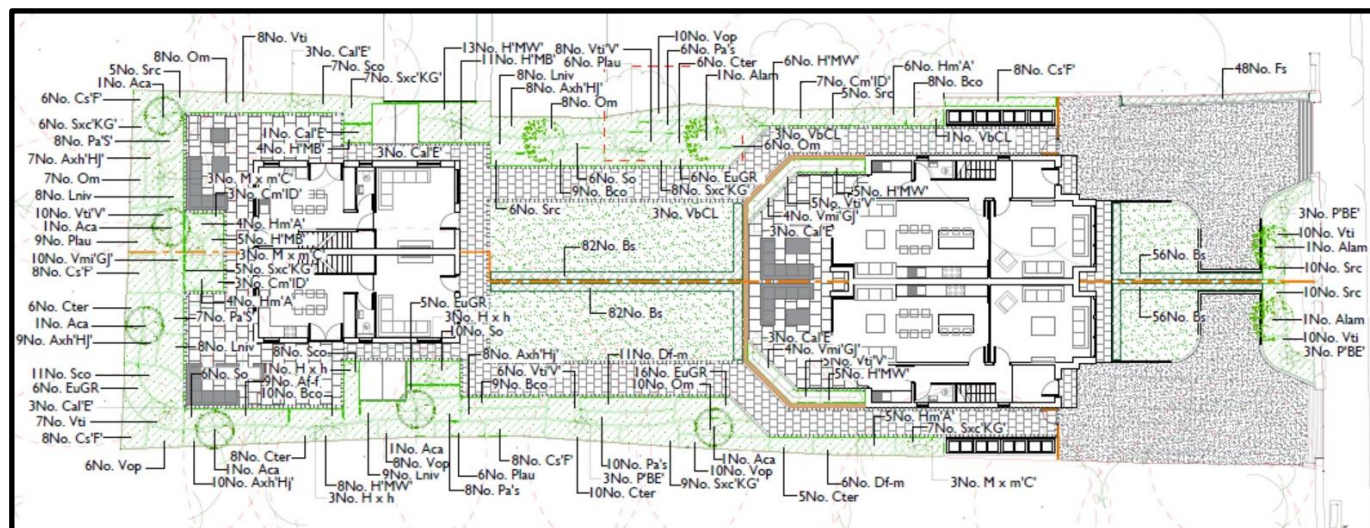
As a result of the above and the fact the applicant is proposing to provide vehicle charging points, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Trees – The following trees would be removed to facilitate the proposal:

- T1 – category B yew tree with crown suppression
- T19 – category C cypress tree, a minor ornamental specimen located within a raised planting area.
- T20 – category C cypress tree, a minor ornamental specimen located on the boundary.

Given the standard of the trees to be felled and the number of replacement trees proposed, the removal of trees T1, 19 and 20 is considered acceptable in this instance.

Landscaping – A detailed landscaping scheme has been submitted which includes the planting of 10 trees (6 x field maples, 4 x junberry) and numerous shrubs and plants. This level of planting and the lawned areas would complement the proposed dwellings and annexes.



Ecology – It is recognised that the site does not hold any ecological value. Further investigations (the original bat survey was undertaken in 2019) confirmed that no bats or roosts were present in the buildings to be demolished.

Notwithstanding the above, a condition requiring the delivery of bio-enhancements is suggested in this instance.

Sustainability – It is anticipated that the energy efficiency rating of the proposed development would comply with Building Regulations Part L which is the equivalent of Code level 4 in the Code for Sustainable Homes. To ensure that this is the case, a condition requiring the submission of an environmental standards statement is suggested in this instance.

Drainage – The conditions designed to protect against flooding, as requested by Flood Risk Management and United Utilities, would be attached to any approval granted.

Waste Management – The submitted Waste Management Plan is acceptable and would be conditioned accordingly.

Each property would have the four 240 litres bins providing general waste storage and recycling storage for food/garden waste, paper/cardboard and glass, cans and plastic. In addition, a kitchen food caddy would be provided.

The level of provision is considered acceptable.

Crime and Security – The standard *Secured by Design* condition would be attached to any approval issued to ensure the proposal offers secure accommodation.

Other Legislative Requirements

Equality Act 2010 – Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings stamped as received on 31 October 2022:

- a) Drawing no. 318 PD 0000, 0001, 1102, 1107, 1108 and 1109
- b) Drawing no. 4420 04A and 05
- c) Arboricultural Report
- d) Landscape Strategy Document

the following drawings stamped as received on 14 February 2023:

- e) Drawing no. 318 SK 4107A and 4108A

and the following drawings stamped as received on 24 April 2023:

- f) Drawing no. 318 PD 1101 (A), 1103 (A), 1104 (A), 1105 (A), 1106 (A) and 1110 (A)

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 works 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.

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

4) No above ground works shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

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

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

6) The annexe buildings hereby approved shall only be used as ancillary accommodation to the main dwellings and for no other purpose, including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order (with or without modification).

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

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

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

8) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Barlow Moor 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.

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

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

9) The storage and disposal of waste shall be undertaken in accordance with the details under "Waste Management" in the Design and Access Statement stamped as received on 31 October 2022 and shall remain in situ whilst the development is in operation.

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

10) The car parking hereby approved shall be laid out and thereafter retained and made available prior to the occupation of the residential accommodation hereby approved.

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

11) Prior to the commencement of above ground works, details of the electric vehicle charging points referenced in the Design and Access Statement, stamped as received on 31 October 2022, shall be submitted to and be approved by the City Council as local planning authority. The approved charging points shall then be installed prior to the occupation of the residential accommodation and remain in-situ in perpetuity.

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

12) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall

have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

13) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing nos. 4420 04A and 05

and in the Landscape Strategy Document, all stamped as received on 31 October 2022, shall be implemented not later than 12 months from the date of completion of building works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

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

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

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

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

16) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

17) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details and retained thereafter for the lifetime of the development.

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) Prior to the commencement of above ground works an Environmental Standards Statement, which addresses sustainability ratings and the provision of renewable energy within the development, shall be submitted to and be approved by the City Council as local planning authority. The development shall be implemented and thereafter maintained in accordance with the approved Environmental Standards Statement.

Reason - To promote sustainable development, pursuant to Policies EN4 and EN6 of the Manchester Core Strategy

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

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

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

Informatives

1) Informative for condition no. 5 - Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

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

2) Informative for Condition no. 15 - The scheme shall also include:

- o Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.

- o Surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.

- o 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.

- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;

- o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area.

- o Hydraulic calculations to support the drainage proposal.

- o Details of how the scheme shall be maintained and managed after completion.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Neighbourhood Team Leader (Arboriculture)

MCC Flood Risk Management

Greater Manchester Police

Greater Manchester Ecology Unit

West Didsbury Residents Association

United Utilities Water PLC

West Didsbury Residents Association

Environmental Health

MCC Flood Risk Management

Neighbourhood Team Leader (Arboriculture)

Greater Manchester Ecology Unit
Greater Manchester Police

197 Palatine Road, Manchester, M20 2UN
199 Palatine Road, Manchester, M20 2UN
Flat 16, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 17, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 15, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 14, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 2, 173 Palatine Road, Manchester, M20 2GH
173 Palatine Road, Manchester, M20 2GH
Flat 6, 173 Palatine Road, Manchester, M20 2GH
Flat 4, 173 Palatine Road, Manchester, M20 2GH
Flat 5, 171 Palatine Road, Manchester, M20 2GH
Flat 11, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 8, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 6, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 3, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 27, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 25, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 23, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 20, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 18, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 16, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 12, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 10, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 8, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 4, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 2, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
54 Barlow Moor Road, Manchester, M20 2TR
171 Palatine Road, Manchester, M20 2GH
Flat 5, 173 Palatine Road, Manchester, M20 2GH
Flat 3, 173 Palatine Road, Manchester, M20 2GH
Flat 1, 173 Palatine Road, Manchester, M20 2GH
Flat 13, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 7, 171 Palatine Road, Manchester, M20 2GH
Flat 6, 171 Palatine Road, Manchester, M20 2GH
Flat 4, 171 Palatine Road, Manchester, M20 2GH
Flat 3, 171 Palatine Road, Manchester, M20 2GH
Flat 2, 171 Palatine Road, Manchester, M20 2GH
Flat 12, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 10, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 9, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 7, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 5, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 4, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 2, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
2 Hawthornden Cottages, Palatine Road, Manchester, M20 2TT
1 Hawthornden Cottages, Palatine Road, Manchester, M20 2TT
Flat 1, 171 Palatine Road, Manchester, M20 2GH
Flat 28, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 26, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 24, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 22, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS

Flat 21, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
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Flat 11, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 9, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 7, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 6, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 3, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
Flat 1, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS
195 Palatine Road, Manchester, M20 2UN
Flat 1, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 5, Broomfield Court, 121 Barlow Moor Road, Manchester, M20 2TS

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA