

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133331/FO/2022

Date registered valid: 6 April 2022

Proposal: Erection of a two storey rear and side extension in association with the conversion of the property to form 4 no. self-contained apartments together with associated cycle parking, bin store, car parking and landscaping

Address: 78 Clyde Road, Manchester, M20 2WN

Ward(s): Didsbury West Ward

Applicant: Mr Javaid Aslam

Agent (if any): Mr Charles Butterwick, Architecture Unknown

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

Recommendation: Approve

Date of recommendation: 16 February 2023



Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 13 April 2022

Standard consultations:

Printed: 6 December 2022 Expired: 20 December 2022

Neighbour notifications

Printed: 18 November 2022 Expired: 2 December 2022

Site notice

Posted: 13 April 2022 Expired: 4 May 2022

Press advert

Published: 19 April 2022 Expired: 10 May 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

78 Clyde Road is a three storey semi-detached Victorian property with accommodation in the roof with projecting front bay. The property benefits from a modest front garden which is enclosed by a low rise boundary wall. The side and rear of the curtilage has been covered in hardstanding to provide access to a rear parking area. The property has a part single, part three storey outrigger which is an original feature of a property of this period.

The property is currently in use as 2 self-contained flats (1 x 5-bedroom flat and 1 x 2-bedroom flat), though it does appear that planning permission for these two units is lacking. Notwithstanding this, Council tax information indicates that the flats were in-situ from at least 2001.

Listed building: No

Conservation area: Albert Park Conservation Area 1988

Tree Preservation Order: No

Description of development

The applicant is proposing to erect a 2 storey side and rear extension and carry out internal remodelling to provide a total of four self-contained flats within the premises, namely two additional units of accommodation.

The applicant is also proposing to formally provide four car parking spaces (one accessible) and an outside seating area for use by the residents.

Consultations & Notification Responses

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

- The increase in the number of units in the property from two to four, each of which will be two bed units, will inevitably lead to an increase in the number of vehicles associated with the property. A total of four parking spaces for 4 two bed properties is likely to place additional pressure on street parking.
- The scale and in particular the footprint of the proposed side extension is very significant. In conjunction with the proposed bin store, this will discourage residents from using the proposed parking spaces at the rear of the property i.e. the access will be so narrow / restricted that residents will not be inclined to use it. This will exacerbate existing issues with parking on Clyde Road.
- The authority needs to ensure there is adequate space for vehicles to practically pass along the side of the property to access the rear parking area, which may require reducing the footprint of the side extension.
- The proposed “Open Black Timber Boarding” to the proposed main / front elevation, seems entirely out of keeping with the character of the existing property and the other properties on the road. It is also likely to deteriorate over time. The front elevation of the property must be in materials that match the original i.e. matching brick.

Highway Services – Have made the following comments:

- The addition of two apartments is not anticipated to generate any significant increase in vehicle trips. It is therefore accepted that the development is unlikely to generate any highway safety, traffic or network capacity concerns.
- There are 4 car parking spaces located within the site's curtilage, thus equating to a provision of 100%. Three of the parking spaces will be in a car park arrangement at the rear of the site. One of the parking spaces will be disabled.
- Vehicular access will be via Clyde Road. It is noted that an existing vehicular crossover is present in this location in order to facilitate this access. It is requested that the crossover is upgraded to remove the redundant dropped kerb and ensure a single dropped kerb is installed across the driveway.
- It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available. All parking spaces have EV charging in place and this is acceptable to Highways.
- Eight cycle parking spaces will be provided in the form of two four-space secure and sheltered bike stores at the rear of the site. This is acceptable to Highways.

Environmental Health – Suggests the imposition of a condition regarding waste storage as the submitted information indicates that the proposed bins would be too small.

West Didsbury Residents Association – Objects to the proposal for the following reasons:

- Our principled opposition to conversion of cellars into additional habitable units,
- The proposals would represent over-development of a site which is already fully utilised,
- Damage to the amenity of existing occupants due to increased pressure upon finite shared elements,
- Likely increased disturbance to neighbours arising from an increased number of residents,
- Damage to amenity of near neighbours and also existing site occupants resulting from inadequate provision for off road parking. WDRA contend that proposals are insufficient for four flats with a collective total of 8 bedrooms and a consequent approximate population of 12 persons. It seems inevitable that increased occupancy will be the result with a related increase in on-street parking,
- WDRA note that despite a dedicated disabled parking bay being included it remains unclear where or if there is available level access into the building,

- WDRA suggest that this proposal, if permitted, would result in further obstruction to vehicular movement along Clyde Rd which is already at capacity. This has implications for the safety of both pedestrians and vehicle users.
- Notwithstanding D&A claims to the contrary we suggest that while most of the development faces to the rear neighbours, the Clyde Rd streetscene would suffer from the admittedly modest front side extension. We contend that the proposal would be to the detriment of the general visual amenity of the conservation area.

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, Sections 5 (*Delivering a sufficient supply of homes*), 9 (*Promoting sustainable transport*) and 16 (*Conserving and enhancing the historic environment*) are 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.

Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Paragraph 197 in Section 16 states that in determining planning 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 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 201 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 206 states that local planning authorities should look for opportunities for new development within Conservation Areas 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.

Paragraph 207 states that not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm under paragraph 200 or less than substantial harm under paragraph 201, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

Paragraph 208 states that local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

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 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 EN 3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those 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.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

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.

Saved UDP Policies – Policy DC18, *Conservation Areas* – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following:

- a) The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i. the relationship of new structures to neighbouring buildings and spaces;
 - ii. the effect of major changes to the appearance of existing buildings;
 - iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including
 - iv. street trees);
 - v. the effect of signs and advertisements;
 - vi. any further guidance on specific areas which has been approved by the Council.
- b) The Council will not normally grant outline planning permission for development within Conservation Areas.
- c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance or character of the area.
- d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

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.

Legislative Requirements – Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in the exercise of the power to determine planning applications for any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Issues

Principle of the Proposal – The area has a history of large residential properties being converted into self-contained flats as can be seen from the list below of properties on Clyde Road:

- 57 – 6 flats
- 59 – 5 flats
- 61 – 5 flats
- 67 – 4 flats
- 69 – 6 flats
- 71 – 6 flats
- 72 – 6 flats
- 73 – 6 flats
- 74 – 6 flats
- 76 – 6 flats
- 75/77 – 8 flats
- 79 – 9 flats
- 80/82 – 18 flats
- 84 – 6 flats
- 86 – 6 flats

Given the prevalence of self-contained flats within the vicinity of the site there is no objection in principle to converting and extending this property to provide an additional two self-contained flats, i.e. four in total.

Notwithstanding this, the potential impact of the proposal upon existing levels of residential and visual amenity, pedestrian and vehicular safety and the character of the conservation area must be assessed.

Impact on Heritage Assets (Albert Park Conservation Area) – The requirement to preserve or enhance the Conservation Area is a key requirement within policy EN3 of the Core Strategy, saved policy DC18 of the UDP, along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials.

The Albert Park Conservation Area, which was designated in March 1988, is situated approximately four miles south of Manchester city centre, in West Didsbury. Albert Park as a residential suburb was established in the second half of the 19th Century on what was previously an outlying rural area. Development began along Palatine Road after it was opened in 1862, and from then until the close of the century, the area between Palatine Road, Barlow Moor Road and Lapwing Lane was developed with housing. These consisted mainly of three-storey pairs of semi-detached properties, slightly less grand than those fronting Palatine Road. Development accelerated with the opening of the Midland Railway's Withington and Albert Park railway station in 1880, which was sited directly opposite numbers 22-24 Lapwing Lane. Further expansion took place in the early 20th century, with the post-war period characterised by infill development. Though principally an area of housing, the conservation area also includes a district shopping centre on Burton Road, a smaller group of shops on Barlow Moor Road, schools, public houses and a number of churches.

78 Clyde Road is one half of a pair of large semi-detached 1880s villas that are typical of the character of the Albert Park Conservation Area, especially along this part of Clyde Road. Like the adjoining properties at 80-82 Clyde Road, the applicant is proposing to erect a 2 storey extension to the side and rear to provide the additional accommodation. This extension would be built from a mix of matching traditional materials with an integral bin store constructed with black timber boarding. Given the design and scale of the extension, it is considered that the proposal would not detract from the overall the character of the Albert Park Conservation Area.

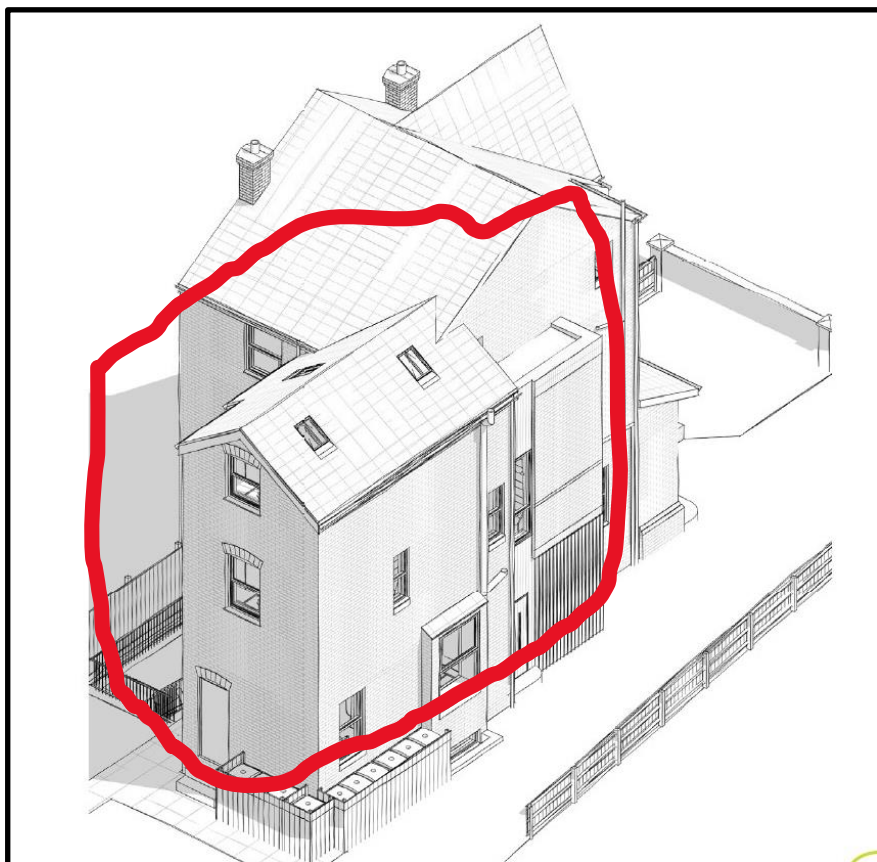
Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards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

The amount of floor space proposed for each dwellinghouse and that required under the guidance is detailed below:

- Flat 1 - 2 bed 65.8m² (Space Standard – 50m²)
- Flat 2 - 4 bed 63.5m² (Space Standard – 50m²)
- Flat 3 - 4 bed 66.7m² (Space Standard – 50m²)
- Flat 4 - 4 bed 68.5m² (Space Standard – 50m²)

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

Design – As stated above, the proposed extension is on the whole to be built from matching brick and topped by a pitched roof of matching tiles on the rear element, as well as a flat roof on the side element. It would be traditional in appearance except for an integral bin store which would be formed from black wooden cladding. It is considered that the design of the proposal is acceptable and would complement the original building.



Scale and Massing – Albert Park Conservation Area in this location is characterised by predominantly large Victorian/Edwardian two and three storey dwellings. The Guide to Development in Manchester states that “The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings” and that “New developments should respect the existing scale...” of an area.

As it is the scale and massing of the proposed extension is subservient to the main building it is considered that the proposal does respect its setting and relationship with the adjoining villas.

Siting – The proposed extension would be located at the rear and side of the property and would not project any further forward than the existing property or any further rearward than the similar extension constructed at the rear of nos. 80 and 82 Clyde Road. Overall, the siting of the proposal is considered acceptable.

Pedestrian and Highway Safety – It is not considered that the additional units 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 Clyde Road. Highway Services have confirmed that the level of proposed development is acceptable and have raised no highway safety or capacity concerns.

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 modest size of the extensions and their orientation to the adjoining properties, it is considered that they would not lead to the overshadowing of those neighbouring properties.

Impact upon Privacy – There are two new windows proposed in the side elevation of the property, windows W17 and W19. To prevent overlooking, or perceived overlooking, it is considered prudent to require these to be obscurely glazed.

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

Given the above, 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 Clyde Road.

Car Parking – It is acknowledged that the site is within an area of high levels of car ownership and Clyde Road suffers from a certain degree of on-street parking issues. However, the provision of four spaces for four flats appears to be reasonable given the relatively good transport connectivity of the neighbourhood.

Concerns have been raised that four spaces would not be adequate, however, it is believed that sufficient on-street parking is available within the wider area to accommodate any increase in on-street parking.

Electric Vehicle Charging – Each parking space would have a charging point and this is welcomed. A condition would require submission of the charger specification to ensure that the correct charging units are installed.

Cycle Storage – The applicant has indicated that two cycle stores are to be provided. This is welcomed and a condition is suggested which would require the elevational details to be submitted

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 findings 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.

Landscaping – Rather than having a tarmac car parking area at the rear of the property the applicant is proposing to use a “grasscrete” system to introduce some greenery and aid drainage. Furthermore, an additional tree is to be planted at the rear which is welcomed. To ensure that the most appropriate tree and “grasscrete” system is used a landscaping condition is suggested in this instance.



Ecology – There are no known ecological features that would be disturbed as part of this proposal. Mindful of WDRA comment's, a condition concerning the provision of bio-enhancements is suggested in this instance.

Waste Management – Whilst the applicant indicated where the bins would be stored and the number provided Environmental Health have raised concerns about the size of bins proposed. As a result, it is considered prudent to attach a condition requiring the submission of a Waste Management Strategy to ensure the correct size of bin is used.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

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

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

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

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

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

- a) 21.094.201 REV P1, stamped as received on 25 March 2022
- b) 21.094.202 REV P2, stamped as received on 22 November 2022
- c) 21.094.203 REV P2, stamped as received on 22 November 2022
- d) 21.094.303 REV P2, stamped as received on 6 April 2022
- e) 21.094.304 REV P2, stamped as received on 6 April 2022
- f) 21.094.402 REV P1, stamped as received on 25 March 2022
- g) 21.094.403 REV P1, stamped as received on 25 March 2022

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

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

4) The car parking hereby approved shall be laid out, demarcated in accordance with the details shown on drawing no. 21.094.203 P2 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.

5) Above-ground construction works shall not commence until the specifications of the electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority. The approved charging points shall then be installed prior to the occupation of the accommodation hereby approved and shall 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

6) Prior to the commencement of above ground works, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

7) Prior to the commencement of above ground works, a hard and soft landscaping treatment scheme shall be submitted to and be approved by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the residential accommodation is first occupied. 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.

8) Prior to the commencement of above ground works, elevational details of the cycle stores shall be submitted to and be approved by the City Council as local planning authority. The approved structures shall then be installed prior to the occupation of the accommodation hereby approved and shall 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.

9) 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.

10) Before first occupation, windows W17 and W19 (as shown on drawing 21.094.403 REV P1, stamped as received on 25 March 2022) in the side elevation shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

Informatives

1) Informative for condition no. 5 - New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required. The bins for each flat should be 240L capacity as 140L bins are only for 1 bedroom flats. Each flat will also need a food caddy.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

West Didsbury Residents Association

65 Clyde Road, Manchester, M20 2WW

Flat 7, 51 Northern Grove, Manchester, M20 2NN

First Floor Flat, 78 Clyde Road, Manchester, M20 2WN

Ground Floor Flat, 78 Clyde Road, Manchester, M20 2WN

Flat 5, 76 Clyde Road, Manchester, M20 2WN

Flat 2, 76 Clyde Road, Manchester, M20 2WN

Flat 8, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 6, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 3, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 4, 69 Clyde Road, Manchester, M20 2WW

Flat 1, 53 Northern Grove, Manchester, M20 2NN

Flat 1, 69 Clyde Road, Manchester, M20 2WW

Flat 4, 67 Clyde Road, Manchester, M20 2WW

Flat 1, 67 Clyde Road, Manchester, M20 2WW

Flat 2, 51 Northern Grove, Manchester, M20 2NN

57B Northern Grove, Manchester, M20 2NN

57A Northern Grove, Manchester, M20 2NN

Flat 6, 76 Clyde Road, Manchester, M20 2WN

Flat 4, 76 Clyde Road, Manchester, M20 2WN

Flat 3, 76 Clyde Road, Manchester, M20 2WN

Flat 1, 76 Clyde Road, Manchester, M20 2WN

Flat 18, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 17, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 16, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 15, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 14, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 13, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 12, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 11, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 10, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 9, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 7, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 5, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 4, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 2, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 1, 80 - 82 Clyde Road, Manchester, M20 2JN

Flat 2, 69 Clyde Road, Manchester, M20 2WW

Flat 6, 69 Clyde Road, Manchester, M20 2WW

Flat 5, 69 Clyde Road, Manchester, M20 2WW

Flat 3, 69 Clyde Road, Manchester, M20 2WW

Flat 6, 67 Clyde Road, Manchester, M20 2WW

Flat 5, 67 Clyde Road, Manchester, M20 2WW

Flat 3, 67 Clyde Road, Manchester, M20 2WW

Flat 2, 67 Clyde Road, Manchester, M20 2WW

Flat 3, 53 Northern Grove, Manchester, M20 2NN

Flat 2, 53 Northern Grove, Manchester, M20 2NN

Flat 6, 51 Northern Grove, Manchester, M20 2NN

Flat 5, 51 Northern Grove, Manchester, M20 2NN

Flat 4, 51 Northern Grove, Manchester, M20 2NN

Flat 3, 51 Northen Grove, Manchester, M20 2NN
Flat 1, 51 Northen Grove, Manchester, M20 2NN
63 Clyde Road, Manchester, M20 2WW
55B Northen Grove, Manchester, M20 2NN
55A Northen Grove, Manchester, M20 2NN

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 - Albert Park Conservation Area 1988
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH