

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132572/FO/2021

Date registered valid: 24 January 2022

Proposal: Erection of six bed detached house following demolition of existing property

Address: 18 Beechpark Avenue, Manchester, M22 4BL

Ward(s): Northenden Ward

Applicant: Mr Aqeel Karim, 18 Beechpark Avenue, Manchester, M22 4BL

Agent (if any): Dr Kanadi Jagafa, Mason and Marlowe Ltd Colony, 5 Piccadilly Place, Manchester, M1 3BR

Case officer: Janet Lawless
Tel: 0161 234 4535
Email: janet.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 24.10.2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 23 March 2022

Standard consultations:

No consultations have been printed and sent.

Neighbour notifications

Printed: 8 June 2022 Expired: 18 June 2022

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

The property that is the subject of this application is a detached 2 storey 4- bedroom brick dwellinghouse identified as 18 Beechpark Road. It sits on a roughly rectangular plot fronting onto Beechpark Avenue with Princess Parkway / M56 motorway running along the rear. It has off road parking and gardens to the front and rear of the property. The existing building is to be demolished to facilitate the proposed development. It is of a relatively modest footprint when compared to some of the other properties within the street scene.

The boundary treatment to the frontage is a low brick wall with established hedging behind, the boundary between the properties and along the rear is a combination of established planting, brick wall and post and panel timber fence.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The area is predominantly residential in nature with detached properties of a similar age, but with a mix of sizes designs and materials, ranging from brickwork to render. Some are traditional in design, and some offer a more contemporary appearance. The motorway runs along the rear of the properties on the northern side of Beechpark Avenue.

Description of development

The proposal is for the demolition of the existing property and erection of a 2 storey detached 6 bedroom house to accommodate the needs of an extended and growing family. The materials to be used would be similar in appearance to the property to be demolished with red brick and grey tile with UPVC windows and doors. The proposed dwellinghouse would comprise of a double gable front with a central projecting apron frontage with a large central glazed feature

window. There would be lightwells proposed for the basement, as this area is to become a recreational floor with a gym and 2 games rooms together with storage.

Consultations & Notification Responses

Local residents were informed - There were two rounds of consultation carried out, and 2 representations have been received, the main comments being as follows:

I have several concerns first being lack of parking space. The road is narrow new laws are to stop parking on pavements which the road can only take vehicles parked on one side as it is. Also there seems to be a couple of houses in this area that seem to be HMO and sneaked in under the radar. Alongside a couple of care homes. Why is a beautiful family homes area been wiped out?

Whilst we welcome a family occupying 18 Beechpark Avenue, we do have concerns surrounding the proposed development and its associated application and object to the proposed new build on the following specific objections;

1. Trees and Hedges

The planning application states that there are no trees or hedges on the proposed site but this is not the case and recently prior to the application trees have been felled on the site which has had an adverse effect on road noise and light pollution from Princess Parkway to our street.

2. Flood Risk

The site is within an area of Flood Risk Level 2, not Flood Risk Level 1 as stated in the planning application and we would welcome a survey of the flood risk given the proposed floor plan size of the development and its associated hard landscaping as flooding is an issue in the area that affects myself and my neighbours.

3. Loss of Privacy

A loss of privacy would be felt from the prominent nature of the glazing overlooking our property from the proposed new build development. In particular this is in relation to the central glazing unit running over the course of 3 storeys. Additionally with the unit being so large I would question the suitability of this being done in UPVC as is proposed throughout the new build.

4. Proposed Design

From a design perspective the build comes within 1m of the boundaries either side of the property and breaks the characterised appearance of the street with large plots with large spacing between each property. Additionally, the street view drawing doesn't show the extension to 20 Beechpark Avenue which is also built in close proximity to the boundary of 18 Beechpark Avenue.

Flood Risk Management- no objections subject to the attachment of a condition relating to Sustainable Drainage.

Issues

National Planning Policy Framework (January 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible

services and open spaces that reflect current and future needs and communities' health, social and cultural well-being; and

An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

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

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

There should be a presumption in favour of sustainable development and planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 124).

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.

Policy SP1 identifies the City Council's Core Development Principles and states that 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
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 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 H 6

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.

The small proportion of new development reflects the lack of land available for new residential development in South Manchester (approximately 5% of sites, SHLAA 2010). There is a need for higher densities within District Centres to meet the need for affordable housing and new or

specialist housing in other areas to provide alternative high quality housing for people wishing to downsize. It is important to increase housing choice by adding to the stock of larger housing units to complement new housing on higher value sites to retain or attract high income earners by releasing under-occupied property.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

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

Unitary Development Plan - The site is unallocated in the plan.

Guide to Development in Manchester Supplementary Planning Guidance - Recognises the importance of an area 's character in setting the context for new development; New

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

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

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Point 2.7 states that increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However density levels must be informed by the character of an area and the specific circumstances of a proposal.

Under point 2.12 'Buildings should front onto streets', the Guide states that:

It is important to achieve an adequate level of enclosure if streets and open spaces are to provide a sense of place and help people feel comfortable and safe. Buildings should present their main face and pedestrian entrance to the adjacent main street, to contribute to its vitality and interest. Windows and entrances should ensure that the street is overlooked to promote informal surveillance.

Point 2.45 States that successful neighbourhoods offer a choice of housing to enable residents to continue to live in an area as their needs and aspirations change. Social and private housing should complement each other to deliver choice and balance. Whilst it does not rule out large, thoughtfully designed single tenure housing developments in appropriate locations, these need to link effectively into neighbouring areas and contribute to a balanced neighbourhood overall.

Point 2.49 states that new developments will be expected to meet designing out crime principles. Whilst architecture and design can make a significant contribution to a sense of security, one of the most effective measures for community safety and crime prevention is the creation of lively environments, in use at different times of the day and night.

Point 8.4 states that developments should promote informal surveillance of the street. Buildings fronting streets, so that pavements are overlooked by windows and entrances, are encouraged as they increase security for street users.

Point 8.6 states that developments should have recognisable uses or internal arrangements which help to foster stewardship, minimise the risk and fear of crime, and accommodate the public without compromising amenity and the safety of users.

Point 10.9 relates to external space and states that all residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area. Simply this means the provision of gardens that perform well as multi-functional space. Gardens are valuable within any development by contributing the following:

- A safe play area for children
- Additional storage outside the house
- The provision of outside drying area for clothes which additionally assists the environmental sustainability of a development
- Space in which to relax which helps the overall sense of well-being
- An increased amount of planting which enhances the quality of the natural environment
- The space to provide home grown food which benefits the health of the local community.

Manchester Residential Quality Guidance 2016 -Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016.

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

Principle of development - The site lies in a predominantly residential area. It is currently occupied by a 4 bed detached house, and this replacement development is for a 6 bed detached house to enable growth to accommodate changing household needs. Therefore, residential development within an established residential area is considered acceptable in principle.

Layout - The property fronts onto Beechpark Avenue with both the vehicular and pedestrian access being taken off the frontage. There is parking to the front of the property as currently exists with the house that currently occupies the site. The surfacing materials will be permeable block paving and a condition relating to the provision of surface water drainage would be attached to any consent granted. There are front and rear gardens proposed. The property works within the existing building lines along this section of Beechpark Avenue. The proposed layout therefore is considered to be acceptable. There would be a gap of 2 metres to the boundary with number 20 Beech Park Avenue and 1.95 metres to the boundary with number 16 Beech Park Avenue. This would be similar to the relationship of the house that currently occupies the site to the neighbouring properties. of the existing property.

Design/massing - The proposal is for a 2 -storey property, which is similar to the heights of existing properties within the street scene. The style of the property is of a pitched roof construction connected with valleys, with materials being of brick and tiled construction, which would also be in keeping with its surroundings, but with a contemporary twist with the introduction of features such as the central glazed atrium frontage.

The properties either side of the application site have developed right up to the common boundary. Number 16 with 2 storey and number 20 single storey stepping in to 2- storey. Numbers 16 and number 10 within the immediate vicinity of the proposal sight occupy much larger footprints both across the site and projecting rearward into the site than the proposed

dwellinghouse on the plot of number 18 Beechpark Avenue. The new property is similar in footprint to the house being demolished.

The roof height is the same or slightly lower than the neighbouring properties, and whilst there is a dormer in the rear elevation, this would not be readily viewed from within the street scene, and in any event is not an alien feature when other properties within the vicinity of the site have had the benefit of these types of additions as extensions.

Residential Amenity - The proposed house is considered to be compatible with the surroundings and have been positioned/designed so as to respect the layout of adjoining properties and to avoid any issues of overlooking or loss of privacy to adjoining residents. Whilst there are windows proposed in the side elevations of the new property, any that are positioned at first floor are obscurely glazed, they have also been positioned so as not to be in line with any windows that are on the neighbouring elevations. There are no windows on the gable of number 16 Beechpark Avenue, and 2 windows on the gable elevation of number 20 Beechpark Avenue.

Whilst there is a glazed atrium feature proposed on the front of the property, this would purely serve the hall and staircase to the upper floors, and as such is not an area where someone would linger. In any event the way the properties have been laid out on the plots, number 18 would be located centrally within the gap between the properties on the opposite side of Beechpark Avenue. It is not therefore considered to be an invasion of privacy or overlooking of the neighbouring properties. The proposed dwelling is not therefore considered to be detrimental to surrounding residential properties and is considered aesthetically an attractive addition when viewed within the context of the street scene.

Visual Amenity- The properties comprise of an eclectic mix of styles, arts and craft type dwellings with 1950's properties and contemporary replacement / extended properties. As such the proposal is considered acceptable in that it is not the first contemporary approach taken to a dwellinghouse within the immediate area. The link to the other properties is the use of the construction materials, and it is not considered that the proposal would have a detrimental impact upon the neighbouring properties or the character of the street scene within which it is located.

Parking/Vehicular access - The pedestrian and vehicular access is taken off the frontage on Beechpark Avenue. There is sufficient parking for the residential property proposed. The property has ample private amenity space, within which cycles could be stored. There would also be a condition attached to any consent granted requiring the installation of an electric vehicle charging point.

Boundary treatment - There have been no details of the proposed boundary treatment, and as such a condition would be attached to any approval granted requiring the submission and approval of an appropriate proposed boundary treatment.

Waste management - The bins have previously been stored within the rear garden area, and this could also be the same post development given that there is enough space around the property to facilitate this to be moved to kerb side on collection day.

Sustainability - The property is located on good transport networks with commercial and retail facilities within easy reach by other modes of transport other than the car.

Air Quality - A condition requiring the provision of an electric vehicle charging point will be attached to any consent granted.

Trees- Whilst it is acknowledged that trees were removed from the rear boundary of the garden from along its boundary with the M56 prior to the submission of the application, the trees were

neither within a conservation area nor covered by a tree preservation order, and as such it was the applicants' prerogative to remove them. It was noted on the site visit, that new trees had been planted in their place, that would provide more of a dense hedge against the backdrop of the noise and visibility of traffic using the motorway. This is considered appropriate.

Conclusion - The proposed development is considered acceptable at this location as the proposed dwellinghouse can be adequately accommodated within the site, providing off-road car parking, front and rear garden areas. The development is not considered to detrimental to the visual or residential amenity of the area and is pursuant to planning policy.

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 agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. No significant problems have arisen during the consideration of this application and the application has been determined in accordance with national policies and the policies within the Development Plan.

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:

R4 001- Existing Floor Plans

R4 002- Existing Elevations

R4 003- Proposed Street Scene

R4 004- Proposed Floor Plans

R4 005- Proposed Elevations
R4 006- Proposed Roof Plan
R4 007- Proposed Sections
R4 008- Proposed Location Plan
R4 009- Proposed Site Setting Out Plan

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

3) Prior to above groundworks commencing, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority.

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 Core Strategy.

4) Prior to the first occupation of the development hereby approved details for a charging point for electric vehicles shall be submitted to and approved in writing by the City Council as local planning authority and shall be implemented in accordance with the approved plans and shall be in place prior to the occupation of the property.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy.

5) Prior to above ground works commencing a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing by the local planning authority. The boundary treatment shall be completed before first occupation. Development shall be carried out in accordance with the approved 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 saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

6) 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 part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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.

7) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm

- Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

8) Before first occupation the windows to the first floor gable elevations facing number 16 and number 20 Beechpark Avenue, shall be obscure 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 Core Strategy.

9) Prior to first occupation of the development hereby approved details of a hard and soft landscaping scheme shall be submitted to and approved in writing by the City Council as local planning authority. Once approved the approved scheme shall implemented not later than 12 months from the date of commencement of works.

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 Core Strategy.

10) The car parking spaces hereby approved shall be laid out and made available for use before first occupation of the dwellinghouses. The car parking spaces shall remain in-situ for the duration of the development.

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

11) Prior to demolition of the existing property commencing a construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- a) Evidence of community engagement with adjoining residential occupiers with regard to construction management arrangements. In particular, that residents have been notified in writing with respect to the timescale for the commencement and completion of development, hours of work and site access arrangements.
- b) Details of an emergency telephone number.
- c) Dust suppression measures.
- d) Compound locations where relevant.
- e) Location, removal and recycling of waste.
- f) Parking and routing of construction vehicles.
- g) Sheeting over of construction vehicles.
- h) The washing of contractor wheels and access roads.

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

Reason - To safeguard the amenities of nearby residents, highway safety and in the interest of air quality, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

12) Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority.

Where resurfacing of front driveways is proposed, this should comply with the government guidance: <https://www.gov.uk/government/publications/permeable-surfacing-of-front-gardensguidance>

The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

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 Core Strategy.

13) Prior to the erection of the above ground super structure, an environmental standards statement outlining how the development will incorporate sustainable development measures to follow principles of Code for Sustainable Homes including measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance, shall be submitted to and approved in writing by the Local Planning Authority. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

Informatives

1) The applicant is strongly advised to include an assessment of groundwater flood risk to their proposed basement and to incorporate appropriate resistance/resilience measures into the design where required. It is the property owner's responsibility to manage the risk of groundwater ingress to the property

Appendix 1 – List of consultees & neighbours notified

22 Beechpark Avenue, Manchester, M22 4BL
9 Beechpark Avenue, Manchester, M22 4BL
7 Beechpark Avenue, Manchester, M22 4BL
20 Beechpark Avenue, Manchester, M22 4BL
16 Beechpark Avenue, Manchester, M22 4BL
14 Beechpark Avenue, Manchester, M22 4BL
11 Beechpark Avenue, Manchester, M22 4BL

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 45M
Flood Zones Type 2 (low to medium risk) -
Area Team Boundary - Name: SOUTH