

Planning**Growth & Development****Delegated officer report for planning application**

Application no. 132886/FO/2022

Date registered valid: 29 April 2022

Proposal: Erection of a part two/part three storey dwellinghouse (C3 use) with basement together with associated landscaping and car parking following demolition of existing bungalow

Address: 550B Wilbraham Road, Manchester, M21 9LB

Ward(s): Chorlton Ward

Applicant: Mrs Frazer, 3 Sark Road, Chorlton, Manchester, M21 9NT

Agent (if any): Mr John Allen, Andrew Wallace Architects, The Old Bakery, Vicker Grove, West Didsbury, Manchester, M20 1LJ

Case officer: David Lawless
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Recommendation: Approve

Date of recommendation: 11 July 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 10 May 2022

Standard consultations:

Printed: 5 May 2022 Expired: 26 May 2022

Neighbour notifications

Printed: 5 May 2022 Expired: 26 May 2022

Site notice

Posted: 10 May 2022 Expired: 31 May 2022

Press advert

Published: 10 May 2022 Expired: 31 May 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

550b Wilbraham Road is a bungalow of an irregular shape located within the Wilbraham Road/Edge Lane Conservation Area. Constructed in red brick with part of the front elevation clad in timber, there is a central entrance flanked by windows and with a garage on the west side. The roofs are pitched with a waterproof bitumen covering and a small central chimney. The front yard is covered with a poor quality concrete and asphalt surface although there is a garden at the rear. The front boundary is defined by a historic stone wall with moulded stone copings topped by a poor quality modern timber fence and with a timber gate which together largely obscure the house from the road.

The application site is adjoined by 3 storey dwellinghouses to the east and west, while to the north there is a row of 2 storey dwellings. To the south, on the opposite side of Wilbraham Road, there are further 3 storey residential properties.

Listed building: no

Conservation area: Wilbraham Road/Edge Lane Conservation Area 2005

Tree Preservation Order: no

Description of development

The applicant is proposing to erect a part two/part three storey dwellinghouse (C3 use) with basement on the site, together with associated landscaping and car parking following demolition of the existing bungalow.

Two previous planning permissions have been granted on the site for similar proposals:

115014/FO/2017 - Erection of a part two, part three-storey dwelling with basement, and associated boundary treatment, landscaping and car parking following demolition of the existing dwelling, approved 7 March 2017.

and

125348/FO/2019 - Erection of a part two/part three storey dwelling house with basement and associated car parking and landscaping following demolition of existing building on site, approved 21 October 2020.

Consultations & Notification Responses

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

- As can be seen from the proposed property drawings, the proposed building is completely blocking our upstairs window. We would be either looking into the proposed building, or otherwise facing a wall.
- This room is important and used daily and the access to natural light, including direct sunlight, is incredibly important to us as a family.
- We have previously opposed proposals for this same property as they previously had proposed building a similar arrangement which is unacceptable.

Chorlton Voice – Objects to the proposal on the following grounds:

- As with the previous application, ref 125348/FO/2019, it is accepted that the existing building does not contribute to the character of the Conservation Area and the principle of its replacement with a larger building is not questioned.
- However, the design of the proposed building would be an incongruous feature which does not enhance the character of the Conservation Area. The proportions of windows and walls are totally out of character with those of the original buildings. The prominence of the flat roof is similarly out of character. In particular, the proposed use of grey brick in an area characterised by use of red brick is also unacceptable.
- Whilst the existing building is an incongruous feature in the Area, the proposed replacement would be far more prominent.

Highway Services – Have commented as follows:

- Given that the proposed development will replace an existing residential dwelling, the number of vehicular trips associated with site 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 site is well accessed by sustainable modes.
- It is noted that an existing vehicular crossover is present in this location in order to facilitate vehicular access. It is understood that this dropped kerb arrangement is to remain but will be widened as part of the proposals.
- Two car parking spaces are proposed within a basement garage. It should be noted that all individual garage spaces should be a minimum of 3.0m x 6.0m. Two further parking spaces will be in place on the driveway.
- An EV charging point is in place within the garage. This is acceptable to Highways.

Environmental Health – Suggests the imposition of conditions designed to protect residential amenity and to guard against ground contamination.

Neighbourhood Team Leader (Arboriculture) – No objection to the proposals from an arboricultural perspective, however, the applicant must respect the offsite tree stock and work in accordance to BS:5937.

Greater Manchester Ecology Unit – Having looked at the previous report and the photographs of the building it is our opinion that given the results of the survey (negligible potential for roosting bats), the location of the building and the surrounding habitat, that further survey effort would not be necessary for roosting bats.

Bats are mobile in their habits and can turn up in the most unlikely places. We therefore suggest that the applicant is reminded of their legal responsibilities regarding bats; and in the unlikely event that bats are found at any time during the works, work should cease immediately and advice sought from a suitably qualified bat worker.

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.

Issues

Principle of the proposal – Given the residential nature of the area and the previously approved identically designed schemes on the site (115014/FO/2017 and 125348/FO/2019) there is no objection in principle to the replacement of the existing bungalow with a part 2 and 3 storey dwelling. Notwithstanding this, the impact upon the conservation area must be assessed, along with potential impacts upon residential/visual amenity and existing levels of pedestrian/highway safety experienced along Wilbraham Road.

Design – The proposed dwellinghouse is a highly contemporary brick built building and identical to that approved in 2017 and 2020, as can be seen below. It comprises of a series of blocks linked with glazing elements and punctuated with recessed windows and doors. It is flat roofed so that it sits in between the heights of the adjoining residential properties.



The applicant proposed to use a light buff type brick the 2017 consent and then red brick under the 2020 permission. The applicant now wishes to revert back to the lighter buff type brick, examples of which exist in the locality (22/24 High Lane and 655 Wilbraham Road. Given the above, the design of the dwellinghouse is considered acceptable.

Scale and Massing – The existing bungalow is not representative of the scale and massing of the properties that front Wilbraham Road and to some degree is not visible from the public realm. As with the previously approved schemes, the proposed dwellinghouse has been designed to sit between the two adjoining properties and areas of glazing have been utilised to break up its massing. Given the above, the scale and massing of the proposal is considered in keeping with the locality and therefore acceptable.

Siting – The proposed dwelling lines up with the front of the adjoining property to the east, as it with the original 2017 scheme. To reduce its impact on the adjoining property to the west the proposal does not extend as far back as both the 2017 and 2020 schemes. This also has the added benefit of providing more private amenity space to the rear. Overall, the siting of the proposal is considered acceptable.



Impact on Wilbraham Road/Edge Lane Conservation Area – Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. In this instance, the application site is located within the Wilbraham Road/Edge Lane Conservation Area. This conservation area is located approximately 3 miles south east of the City Centre and is immediately north of the previously designated conservation area of Chorlton Green. They share a common boundary. Approximately 660 people live in the area in a combination of substantial individual houses, semi-detached villas, terraces and apartments within either converted older properties or purpose-designed contemporary buildings.

The spaces within the conservation area are based on the street pattern, so spaces are essentially linear, their width determined by the distance buildings are set back from their road boundaries. The spaces are characterised by the front gardens to individual properties, sometimes containing mature trees, by the brick or stone boundary walls and their related gateposts, by the pavements, kerbs and highway surfaces. Collectively, gardens, both front and rear, provide important spatial characteristics relevant to the conservation area. Whilst the size and shape of the spaces between buildings vary they are essentially street dominated. There are no consciously-designed contrasting spaces, although the spaces around the larger public buildings, such as the churches, tend to be bigger.

Most of the buildings in the area are constructed in Manchester red/orange brick, sometimes in conjunction with buff coloured sandstone dressings. Occasionally blue brick is used to provide detail within the mainly red/orange brick facades. The requirement to preserve or enhance the Conservation Area is a key requirement within policy EN3 of the Core Strategy, saved UDP policy DC18, 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. In terms of informing the character and form of new development in the area, it is considered that careful consideration should be given to the existing character of the area including the size, mass and appearance (including materials) of the older buildings.

It is believed that while the design of the proposed dwelling is contemporary, the scale/massing and spaces around the proposal and between it and the adjoining dwellings is representative of that seen throughout the conservation area. Given this it is considered that the proposal results in “less than substantial harm” upon the character and setting of this conservation area.

Loss of the Existing Dwelling – The building is not the work of a particular architect or designer of regional or local note and has no landmark quality. It does not reflect elements characteristic of the area or nearby designated heritage assets in terms of age, style or materials. It has no significant historic association with features in the area or with local people or past events. The building has little presence or impact in the street; it is of unsubstantial character with little prominence and has no potential group value. Overall it is considered that the existing property makes little contribution to the character and appearance of the conservation area, apart from the stone boundary wall which is a typical feature, and its demolition would not have a harmful impact on the conservation area and offers the opportunity for a high quality redevelopment.

Public Benefit of the Proposal – The National Planning Policy Framework 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. The existing single storey dwelling is at odds with the scale of the residential properties in this part of the conservation area and the accommodation it currently offers is insufficient for a growing family. The scale of this well-designed dwelling is more in keeping with the properties on Wilbraham Road and will now afford the applicant the required amount of accommodation. In addition, it should be noted that this development will be constructed to greater energy efficiency standards than the existing dwelling and will incorporate several sustainable energy technologies, all of which will assist in the preservation of air quality levels.

Given the above, it is considered that the public benefits of providing a sustainably designed family sized dwelling, of a scale that sits comfortably in this part of the conservation area, outweighs any harm that the construction of the development brings with it.

Visual Amenity – Given the design, scale and massing of the proposal it is not considered that the proposal will have an unduly detrimental impact upon the current levels of visual amenity enjoyed within the vicinity of the site.

Residential Amenity – Whilst it is acknowledged that there is bound to be a certain degree of disamenity arising from the construction process, it is not considered that the general activity associated with a domestic household on the site would have a detrimental impact upon the levels of residential amenity currently enjoyed by the adjoining residents.

It is acknowledged that the gaps between the proposed house and the properties either side are quite narrow, but this is a characteristic of plots in this part of the conservation area. The property at no. 550 Wilbraham Road is sub-divided into flats and has windows facing the application site. For this reason, the bulk of the proposed house has been reduced on that side to two storeys, stepping down to a single storey at the rear. The impact in terms of overshadowing/loss of light is therefore minimised. In terms of overlooking, the windows at high level on this elevation will use opaque glazing and are positioned facing the blank element of the existing building's elevation.

The relationship of the proposed house to the property at 548 is tighter, but only affects one window to the existing house. This is an attic window to a non-habitable room that faces west and is unlikely to receive high levels of sunlight. As a result, it is not considered that any overshadowing or perceived loss of light will be significant. Windows in the elevation facing 548 would also use opaque glazing and overlooking would not be a problem. It is acknowledged that the redevelopment of the site would have some impact on both neighbouring properties, however this is not considered so significant as to warrant refusal of the scheme.

Pedestrian and Highway Safety – The proposal will not have a detrimental impact have no impact upon current levels of pedestrian and highway safety enjoyed along Wilbraham Road.

Car Parking Spaces – The basement garage and associated driveway will ensure that four parking spaces are provided, this provision is considered acceptable.

Sustainability – In order to take advantage of the solar orientation the site has to offer, to assist with the requirements of meeting and likely exceeding the carbon emissions reductions required by building control, and to integrate sustainable energy technology into the proposed dwelling, the following technologies have been considered:

- Solar water heating, for preheating the domestic hot water.
- Photovoltaic panels, for generating electricity for use on-site or export to the grid.
- Air source heat pump.

- Electric car charging point in garage.

A condition will be attached requiring further details and evidence that they have been incorporated into the development.

Ecology – In line with the recommendations in the Bat Assessment, a bird box and a bat brick are to be incorporated into the scheme.

Landscaping – The indicative landscaping scheme is acceptable. A condition will be imposed requiring details to be submitted.

Amenity Space – Sufficient amenity space will be provided for the future occupants of the dwelling.

Trees – Existing trees are located around the boundary of the site and it is intended to retain these. Care will need to be taken with construction in the vicinity of two of the trees and a root protection method and root barrier will need to be used. A condition is recommended to ensure these are protected.

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.

In terms of the running of the household, it is not considered that the comings and goings associated with the dwelling will have an unduly detrimental impact upon air quality in this location. Furthermore, sufficient space exists within the curtilage of the site to allow for the storage of cycles and the applicant has submitted details of the 7kw vehicle electrical charging point that will be incorporated into the scheme. Both of these measures reduce reliance on the traditional motor vehicle.

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.

Security and Crime Reduction – The Secured by Design condition will be attached to any approval granted.

Waste – The size and location of the bin store in the front garden is considered acceptable, its provision would be the subject of a condition.

Drainage – A drainage condition is suggested in this instant to ensure that the proposed system is based on the hierarchy of drainage options as per national guidance.

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 and documents:

- a) P.02LD.P001 - PROPOSED SITE PLAN, stamped as received 29 April 2022
- b) P.03GA E001 - SOUTH ELEVATION, stamped as received 29 April 2022
- c) P.03GA E002 - WEST ELEVATION, stamped as received 29 April 2022
- d) P.03GA E003 - NORTH ELEVATION, stamped as received 29 April 2022
- e) P.03GA E003A - NORTH ELEVATION-STREET CONTEXT, stamped as received 29 April 2022
- f) P.03GA E004 - EAST ELEVATION, stamped as received 29 April 2022
- g) P.07SD D001 - BIN STORE ELEVATION, stamped as received 29 April 2022
- h) E.02LD.P001 - LOCATION PLAN, stamped as received 29 April 2022
- i) PodPointFast Charging Solo Smart Charger - Domestic, stamped as received on 10 February 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) 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 unless and until specifications and detailed drawings of the external window, door and rooflight systems have been submitted to and approved in writing by the City Council as local planning authority. The development shall thereafter be implemented and maintained in accordance with the approved 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.

5) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the premises is occupied.

b) Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy

6) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this.

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

7) Any soils imported for use in the gardens shall be validated as suitable for use and a minimum of 300mm subsoil and topsoil over a no dig marker layer shall be placed. A post completion report shall be submitted to the City Council as local planning authority to evidence this.

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

8) The storage and disposal of waste shall be undertaken in accordance with the details shown on drawing no. P.02LD.P001, stamped as received 29 April 2022 and shall remain in situ whilst the development is in operation.

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.

9) The approved electric vehicle charging points (PodPointFast Charging Solo Smart Charger - Domestic, stamped as received on 10 February 2022) shall 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

10) Prior to the commencement of above ground works, details of the energy efficiency measures set out in the Sustainability Section of the Design and Access Statement, stamped as received on 10 February 2022, shall be submitted to and approved by the City Council as local planning authority. Thereafter the development hereby approved shall be implemented in accordance with the approved measures. 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, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

11) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. In the event of surface water draining to the combined public sewer, the pass forward flow rate to the public sewer must be restricted to 5 l/s. The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

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

12) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policies EN8 and EN14 in the Manchester Core Strategy.

13) 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 Manchester Core Strategy.

14) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work" and the approved Arboricultural Impact Assessment (Ascerta), stamped as received on 7 February 2020

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

15) Above grounds works shall not commence until details of the biodiversity enhancements (bird boxes and/or bat bricks) referred to in the Bat Assessment Report (Ascerta) stamped as received on 10 February 2022, 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.

16) Above ground works shall not commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the development 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.

17) 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 Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

18) The first and second floor windows in the east and west elevations 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.

19) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the City Council as local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

1. the designated route for construction and delivery vehicles
2. the parking of vehicles of site operatives and visitors
3. loading and unloading of plant and materials
4. storage of plant and materials used in constructing the development
5. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
6. wheel washing facilities
7. measures to control the emission of dust and dirt during construction
8. a scheme for recycling/disposing of waste resulting from demolition and construction works
9. hours of working

Reason - In the interest of pedestrian and highway safety and residential amenity, as specified in policies SP1 and DM1 of Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Chorlton Voice

4B Maidstone Avenue, Manchester, M21 9WE
548A Wilbraham Road, Manchester, M21 9LB
Flat 5, 641 Wilbraham Road, Manchester, M21 9JT
Flat 3, 639 Wilbraham Road, Manchester, M21 9JT
Flat 5, 550 Wilbraham Road, Manchester, M21 9LB
Flat 6, 550 Wilbraham Road, Manchester, M21 9LB
6 Maidstone Mews, 2 Maidstone Avenue, Manchester, M21 9WF
Flat 9, 635 Wilbraham Road, Manchester, M21 9JT
Flat 8, 635 Wilbraham Road, Manchester, M21 9JT
Flat 14, 635 Wilbraham Road, Manchester, M21 9JT
Flat 13, 635 Wilbraham Road, Manchester, M21 9JT
Flat 7, 637 Wilbraham Road, Manchester, M21 9JT
Flat 16, 637 Wilbraham Road, Manchester, M21 9JT
Flat 12, 637 Wilbraham Road, Manchester, M21 9JT
Flat 11, 637 Wilbraham Road, Manchester, M21 9JT
Flat 10, 635 Wilbraham Road, Manchester, M21 9JT
Flat 15, 635 Wilbraham Road, Manchester, M21 9JT
Flat 10, 550 Wilbraham Road, Manchester, M21 9LB
Flat 7, 550 Wilbraham Road, Manchester, M21 9LB
7 Maidstone Mews, 2 Maidstone Avenue, Manchester, M21 9WF
Flat 2, 639 Wilbraham Road, Manchester, M21 9JT
Flat 6, 637 Wilbraham Road, Manchester, M21 9JT
Flat 5, 635 Wilbraham Road, Manchester, M21 9JT
4C Maidstone Avenue, Manchester, M21 9WE
Flat 1, 550 Wilbraham Road, Manchester, M21 9LB
550 Wilbraham Road, Manchester, M21 9LB
Flat 9, 550 Wilbraham Road, Manchester, M21 9LB
Flat 8, 550 Wilbraham Road, Manchester, M21 9LB
Flat 4, 550 Wilbraham Road, Manchester, M21 9LB
10 Maidstone Mews, 2 Maidstone Avenue, Manchester, M21 9WF
9 Maidstone Mews, 2 Maidstone Avenue, Manchester, M21 9WF
8 Maidstone Mews, 2 Maidstone Avenue, Manchester, M21 9WF
5 Maidstone Mews, 2 Maidstone Avenue, Manchester, M21 9WF
Flat 4, 641 Wilbraham Road, Manchester, M21 9JT
Flat 3, 641 Wilbraham Road, Manchester, M21 9JT
Flat 2, 641 Wilbraham Road, Manchester, M21 9JT
Flat 1, 641 Wilbraham Road, Manchester, M21 9JT
Flat 5, 639 Wilbraham Road, Manchester, M21 9JT
Flat 4, 639 Wilbraham Road, Manchester, M21 9JT
Flat 1, 639 Wilbraham Road, Manchester, M21 9JT
Flat 3, 637 Wilbraham Road, Manchester, M21 9JT
Flat 2, 637 Wilbraham Road, Manchester, M21 9JT
Flat 4, 635 Wilbraham Road, Manchester, M21 9JT
Flat 1, 635 Wilbraham Road, Manchester, M21 9JT
4 Maidstone Avenue, Manchester, M21 9WE
4A Maidstone Avenue, Manchester, M21 9WE

Flat 3, 550 Wilbraham Road, Manchester, M21 9LB
Flat 2, 550 Wilbraham Road, Manchester, M21 9LB

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 - Wilbraham Road/Edge Lane Conservation Area 2005
Area Team Boundary - Name: SOUTH