

Application Number	Date of Appln	Committee Date	Ward
134160/00/2022	19 th Oct 2022	13 th Apr 2023	Baguley

Proposal Outline application with all matters reserved for the erection of one (3 bed) detached dwelling, with associated car parking and landscaping

Location Land to the North Of 27 Capenhurst Close, Manchester, M23 2SL

Applicant Shenstone Properties Ltd

Agent Mr John Coxon, John Coxon and Associates

Executive Summary

The applicant is proposing to erect a three bed detached dwelling on the site. Eleven letters of objections have been received, nine in relation to the original proposal, which was for a pair of dwellings, and two in relation to the proposal now before the Committee. The main concerns raised include impact on the existing on-street parking arrangements, residential amenity, pedestrian/highway safety and existing ecological features.

Description

This application relates to a rectangular plot of land, approximately 495m² in size, which is located to the north of nos. 27 to 33 Capenhurst Close. The site is vacant and remained undeveloped after the Capenhurst Close and Stapleford Close development (F17127, approved 28th April 1982) was completed in the late 1980s. The site is shown below:

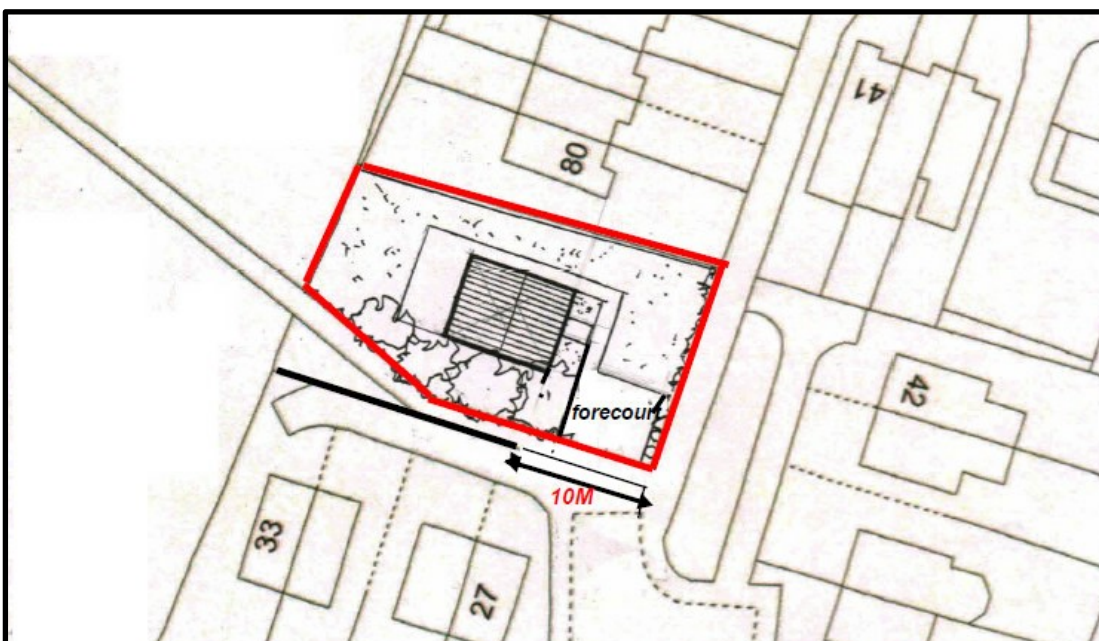


To the north of the site stands no. 80 Stapleford Close, a two storey end terraced property. To the east there is a footpath, followed by a landscaped strip and then an access road that serves nos. 38-42 Capenhurst Close. To the south there is another footpath, which runs through to Clay Lane and beyond that there is a brick wall which provides separation between the footpath and the driveway serving nos. 27 to 33 Capenhurst Close. To the west of the site there is a matured landscaped strip and beyond that is Clay Lane.

The applicant is seeking *Outline* consent (all matters reserved) for the erection of a detached two storey dwelling (three bed) on the site, with access gained from Capenhurst Close. Originally the applicant proposed a pair of semi-detached dwellings but as concerns were raised about the proposed vehicular access the proposal was amended to that now before the committee. Vehicular access to the site would be from Capenhurst Close (in direction of the yellow arrow seen below) and it would require the removal of the bollards and a portion of the wall encircled in red.



The proposed layout is shown below:



Consultations

Local Residents – Eleven letters of objection have been received, two in relation to the revised proposal for one dwelling and nine in relation to the original proposal for two dwellings. The main points are summarised as follows:

- Capenhurst Close is constantly congested with cars parked by residents and those working or visiting Wythenshawe Hospital. Refuse vehicles have problems undertaking collections given the amount of parking cars. This proposal would exacerbate the situation.
- Delivery and construction vehicles will cause parking and pedestrian safety problems.
- Delivery vehicles might block Floats Road which will have serious consequences for access to the hospital for emergency vehicles.
- Visitors to Capenhurst Close will find it difficult to park on the street.
- The plot of land, having been neglected by the applicant, now has an abundance of wildlife inhabiting it.
- The public footpath and right of way surrounding the plot does not give access for vehicles to get to and from the site. Bollards prevent access from Capenhurst Close. Building on the plot will impact upon pedestrian safety as the footpath is well used throughout the day.
- The proposal would have a negative impact upon existing levels of privacy.
- The parking of construction vehicles on the site would encourage crime and bring disruption to the area.

Highway Services – Highways Services have made the following comments:

- It is noted that the surrounding area has off-street parking in the form of driveways off Capenhurst Close. It is also noted that on-street parking does occur in this location and H-Bars have been installed to reduce inconsiderate parking for residents. Therefore, it is acknowledged that vehicles do drive over existing footways in order to access a driveway. What is different here is that there is also a relevant footpath.
- The submitted information proposes a potential access from Capenhurst Close. It is acknowledged that at this stage the designs are *Outline* and other matters such as access are to be picked up in a future application. It is important to note that any access will require some works to the existing highway and adjacent properties, which have already been suggested to the applicant.
- Therefore, at this stage Highways acknowledges that the existing properties on Capenhurst Close have off-street parking in the surrounding area. However, without detail on access for all modes Highways are unable to provide detailed comments.

Environmental Health – Suggests the imposition of conditions regarding ground contamination, refuse storage, electric vehicle charging and construction management.

MCC Flood Risk Management – Suggests the imposition of a condition designed to prevent increased risk of flooding and to preserve water quality.

Neighbourhood Team Leader (Arboriculture) – No objection to the development subject to the developer working in line with the specifications in the Arboricultural method statement and BS:5837.

United Utilities Water PLC (UU) – National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) advise that surface water from new developments should be investigated and delivered in the following order of priority:

- a) into the ground (infiltration);
- b) to a surface water body;
- c) to a surface water sewer, highway drain, or another drainage system;
- d) to a combined sewer.

UU recommend the applicant considers their drainage plans in accordance with the drainage hierarchy outlined above.

Greater Manchester Police (GMP) – GMP have made the following comments:

- The proposed development should be designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors. Developments that are built to this standard are less likely to be susceptible to crime.
- All boundary treatments adjacent to publicly accessible land, in particular the rear boundary, should be 2.1 metres in height.
- The new area is well illuminated to provide a deterrent to would be criminals; this would also improve surveillance of the area.
- Entrance gates should be installed that lead to the rear of the property and they should be set as close to the building line as possible.
- *Dusk til Dawn* lighting should be installed on all external doors

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*) and 15 (*Conserving and enhancing the natural environment*) is of relevance:

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

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

Paragraph 174 states that planning policies and decisions should contribute to and enhance the natural and local environment.

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 H7, *Wythenshawe* – The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

Policy EN1, *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban Design and have regard to the strategic character area in which the development is located. This site is in the area defined as Wider Wythenshawe, policy EN1 defines the character of this area as:

“Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920s to the 1960s, with some later infill developments and industrial zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres. The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape.”

Policy EN19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1, *Development Management* – This policy 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, 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.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

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.

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 ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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.

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.

Issues

Principle of the Proposal – Given the predominantly residential character of the neighbourhood, there is no objection in principle to the erection of a single dwelling on this site. Notwithstanding this, concerns about parking, impact on pedestrian safety and residential amenity must be assessed.

The application site has been left unfenced and has been accessible by the public. However, it is not protected in any way and could be fenced off at any time. The loss of open space is not considered to be an issue that would prevent permission being granted in this case.

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.

Even though this application is in *Outline*, the applicant has provided a site plan and indicative floorplans that indicates the property would have approximately 114m² of floorspace over two floors. As this is in excess of the Space Standards' requirements (87m² to 102m²), it is considered that there is sufficient space for the detailed matters to comply with Manchester's space standards.

Access – Vehicular access to the site would be via the end of Capenhurst Close and would require removal of a number of bollards and a section of the brick wall that runs along the side of the driveway that serves nos. 27 to 33 Capenhurst Close. Given that this proposal is for a single dwelling and the fact that the majority of the dwellings on Capenhurst Close have a vehicular access point that crosses a public footpath, there is no objection in principle to the access point being in this location.

Highway Services have requested that the design of the vehicular crossing point is more detailed (kerb radii, tactile paving etc). However, as this is an *Outline* application these details have not been forthcoming. Notwithstanding this, as access to the site would be subject to a *Reserved Matters* application, it is considered that the detailed design of the access can be adequately dealt with under that process. Local residents would be notified of any subsequent *Reserved Matters* application which would need to include a detailed design and any necessary mitigation in order to overcome any concerns in relation to sight lines, pedestrian safety and any necessary vehicular turning space within the application site.

Pedestrian Safety – Subject to the design of the aforementioned access, it is not considered that the comings and goings of residents' vehicles from the site would have an unduly detrimental impact upon the levels of pedestrian safety enjoyed within the vicinity of the site.

Concerns have been raised about the construction of the dwelling and the impact of contractor parking and deliveries. To ensure that any impact is kept to a minimum a condition requiring the applicant to submit a construction management plan is suggested in this instance.

Parking – The indicative layout shows that two car parking spaces would be provided to the front of the property, this is considered sufficient for a property of this size.

Concerns have been raised that opening up the end of the cul-de-sac to provide vehicular access to the site (yellow arrow) would reduce the number of available on-street parking spaces. It is noted that Capenhurst Close is subject to a number of white H bars road marking (circled in green) which have been put in place to discourage anti-social parking. One such H bar is located in front of the proposed access point so there should be no car parking in this location, irrespective of the presence of the proposed dwelling. Accordingly, it is not considered that the proposal would reduce the limited amount of on-street parking that currently exists on Capenhurst Close.



Electric Vehicle Charge Points – Provision of an electric vehicle charging point within the site would be required by recommended condition no. 10.

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

Impact upon Privacy – The proposed dwelling would be orientated on the east-west axis and as such there would be no habitable room windows overlooking nos. 27 to 33 Capenhurst Close and no. 80 Stapleford Close. It is likely that there would be habitable room windows in the front elevation of the proposed dwelling but as these would be approximately 26 metres away from nos. 40 to 42 Capenhurst Close, it is not considered that they would lead to a reduction in privacy. There are no neighbouring dwellings to the rear of the site. In light of the above, it is not considered that the development would lead to any undue loss of privacy resulting from overlooking.

Noise – Given the proposal is for a single dwelling and the domestic nature of the activity that would be associated with it, it is not considered that the proposal would be an inherently noise generating development.

Daylight/Overshadowing – As the proposed dwelling is only two storeys in height and sited a sufficient distance from any of the adjoining properties, it is not considered that any of the existing dwellings on Capenhurst Close and Stapleford Close would see a reduction in daylight or be subject to overshadowing.

Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

Design – The design of the dwelling would be the subject of a *Reserved Matters* application and local residents would be duly notified of its submission. As the proposed dwelling would be two storeys in height on a plot size which is comparable and larger than those in the neighbouring area it is considered that a dwelling can be designed to be in keeping with the grain and form of development in the surrounding area.

Level Access – The applicant would be required to ensure that the dwelling has level access and this provision would be the subject of a *Reserved Matters* application.

Visual Amenity – Given the residential character of the neighbourhood and the fact it is made up predominantly of two storey semi-detached and detached dwellings, it is not considered that erecting a single two storey dwelling on this site would have an unduly detrimental impact upon the existing levels of visual amenity enjoyed within the vicinity of the site.

Trees – To facilitate the proposal the applicant is proposing to fell two trees – a category B poplar which is leaning into the site and a category C holly which is located along the boundary with no. 80 Stapleford Close. Neighbourhood Team Leader (Arboriculture) has no objection to their removal subject to any trees works and redevelopment being undertaken in accordance with the relevant British Standard.

Given the condition and location of these trees, and the comments of Neighbourhood Team Leader (Arboriculture), there is no objection to their removal. However, it is important that a condition of the planning permission requires the submission of a landscaping scheme in order to ensure that sufficient landscaping and tree replacement is provided to create a setting for the new property.

Landscaping – Provision of a suitable landscaping scheme, which includes replacement trees planting, would be subject to a *Reserved Matters* application and a condition is also included to ensure that this matter is dealt with appropriately.

Ecology – There are no known ecological features within the site but a condition concerning vegetation clearance together with a condition to require biodiversity enhancements are recommended. An informative about bat habitation would be attached to any approval granted.

Crime Prevention – The proposal does not raise any crime prevention issues. A condition requiring the development to achieve *Secured by Design* accreditation is suggested in this instance.

Air Quality – During the construction phase of the development there is the potential for air quality impacts. However, 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 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 proposal is for one dwelling, the overall significance of potential impacts is considered to be low.

As a result of the above and given the provision of a vehicle charging point, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced within the vicinity of the site.

Environmental Standards – As this is an outline application full details relating to the environmental standards for the proposed dwelling have not been provided. A relevant condition is recommended relating to the submission of details of appropriate environmental standards and associated renewable energy features.

Conclusion

The proposed dwelling would be two storeys in height on a plot size comparable with those in the neighbouring area. Furthermore, it is considered that the dwelling can be designed to be in keeping with the character of the area, this would be the subject of a future *Reserved Matters* application.

It is recognised that local residents have concerns about the impact of the proposal upon pedestrian safety, but it is considered that the submission of detailed drawings through the *Reserved Matters* process would ensure that the proposed access arrangements are correctly designed to remove any conflict with pedestrians. In addition to this, it is not considered the proposal would have a detrimental impact upon the existing on-street parking provision.

Other Legislative Requirements

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

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

1) Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Approval of the details of the appearance, means of access, landscaping, layout and scale (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

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

- a) Site Plan, stamped as received on 24 June 2022
- b) Indicative layout plan, stamped as received on 7 December 2022
- c) Tree Age/Condition Survey and Method Statement, stamped as received on 23 January 2023.

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

4) Any application for reserved matters relating to scale and layout shall follow the principles and parameters set out in the approved drawings, in particular the indicative layout plan, stamped as received on 7 December 2022, and shall include a maximum height of between 2 and 2.5 storeys

Reason - To ensure the development does not exceed the parameters disclosed in the planning application, pursuant to policies DM1 and SP1 of Manchester Core Strategy.

5) 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.

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

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

7) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

8) Prior to the commencement of above ground works a scheme for the storage (including segregated waste recycling) 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 development is in operation.

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

9) 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 City Council as Local Planning Authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

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

10) Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority. The approved charging point shall be provided prior to first occupation and retained thereafter.

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

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

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

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

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

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

12) Prior to the commencement of above ground works a hard and soft landscaping treatment scheme (including replacement tree planting) shall be 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 completion of construction works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

13) Prior to the commencement of above ground works, detailed drawings of the boundary treatment shall be submitted to and approved in writing by the City Council as local planning authority. The approved boundary treatment scheme shall be implemented prior to the occupation of the development hereby approved and shall remain in-situ thereafter.

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

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

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

15) 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.

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

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

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

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

18) Prior to the commencement of above ground works, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

19) Prior to the commencement of above ground works an Environmental Standards Statement, which addresses sustainability ratings and the provision of renewable energy within the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with those details.

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, 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, EN6 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.

20) Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Hours of working

The development shall be carried out in accordance with approved details.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 134160/OO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

United Utilities Water PLC
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Highway Services
Neighbourhood Team Leader (Arboriculture)

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

United Utilities Water PLC
environmental Health
MCC Flood Risk Management
Greater Manchester Police
Highway Services
Neighbourhood Team Leader (Arboriculture)

Relevant Contact Officer : David Lawless
Telephone number : 0161 234 4543
Email : david.lawless@manchester.gov.uk

