

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
120849/FO/2018	10 <sup>th</sup> Aug 2018	30 <sup>th</sup> May 2019	Didsbury West

**Proposal** Erection of 3 storey building plus basement containing 15 no. apartments (7x1 bed, 8x2 beds), following partial demolition of vacant care home building (retention of front façade), together with the erection of a terrace of 4 no. three storey townhouses (4 bedrooms); with associated landscaping and car parking for 25 vehicles

**Location** The Limes , 816 Wilmslow Road, Manchester, M20 2RN

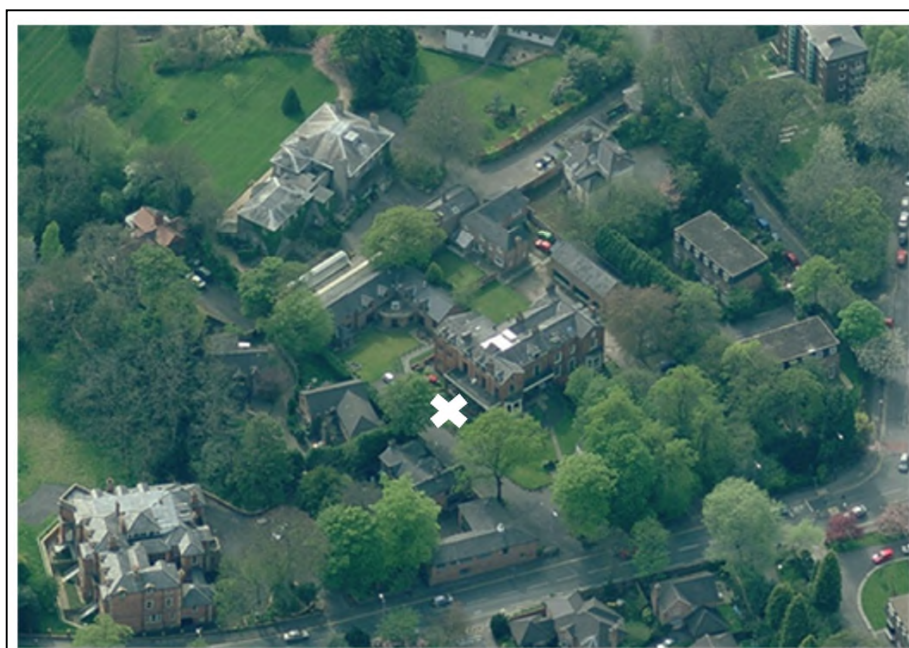
**Applicant** Property Alliance Group Ventures Ltd, C/o Agent,

**Agent** Miss Rachel May, HOW Planning, 40 Peter Street, Manchester, M2 5GP

### **Description**

The Limes (816 Wilmslow Road) is a large former nursing home situated in close proximity to the Wilmslow Road/Dene Road junction and within the Didsbury St. James Conservation Area. Originally a mid to late 19<sup>th</sup> Century semi-detached dwelling it was converted into a nursing home in the late 20th century under planning application 026744 (approved in July 1986) and subsequently extended at the rear with the erection of a 2 storey extension (ref. 035471, approved in March 1990).

To the front of the property there is a landscaped area, a number of mature trees and a hardsurfaced car park and beyond that lies Wilmslow Road, on the other side of which are a number of dwellinghouses on Heritage Gardens. To the rear of the property stands Broomcroft Hall, a large residence accessed off Ford Lane. To the side (north) of The Limes stands 814 Wilmslow Road, which is currently in flats, and 814a Wilmslow Road a detached dwellinghouse situated at the rear of the site. On the other side of the site (south) there are a number of detached dwellinghouses, namely 820, 822, 824a and 824b Wilmslow Road. The site is shown below, annotated by a X.

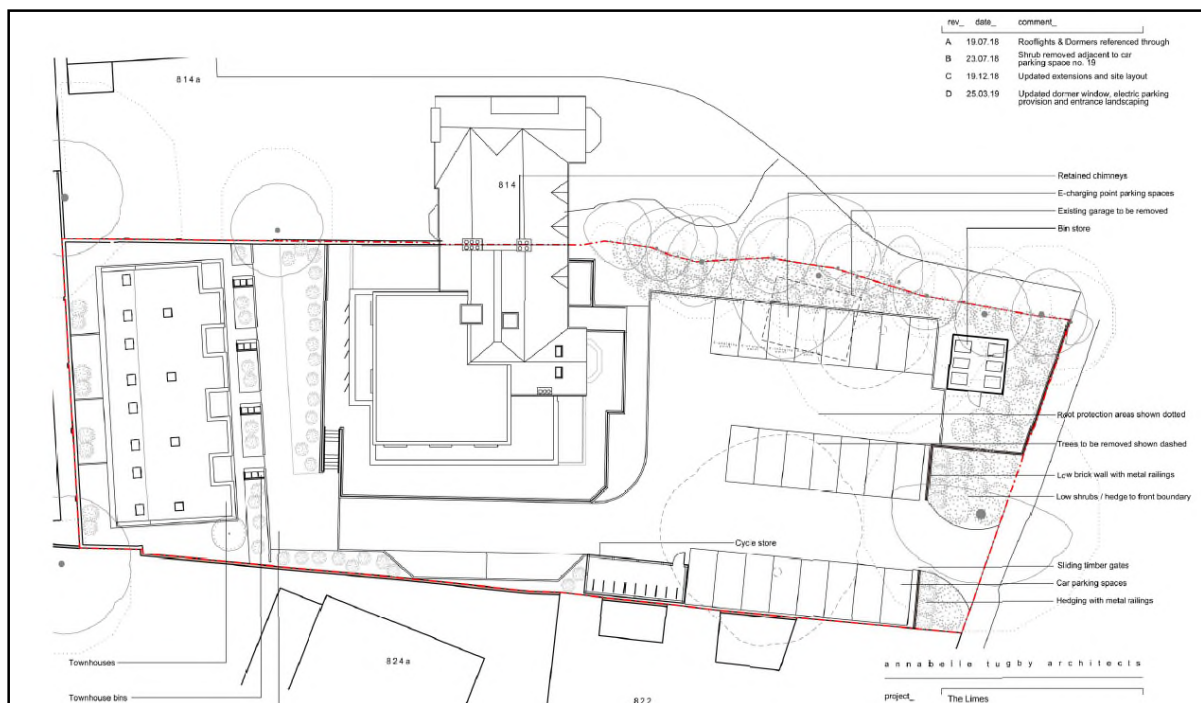


The applicants are proposing to:

- Demolish the main part of The Limes, retain the façade and erect a 3 storey building to form 15 apartments (7 x 1 bed apartments and 8 x 2 bed apartments).
- Erection of a terrace of four 3 storey townhouses at the rear.
- Creation of a 25 space car park at the front and side of the property.
- Erection of detached cycle and bin stores to the front of the premises.

**Originally the applicants proposed to convert The Limes into apartments but that proposal would not have complied with fire regulations without a complete re-working of the internal structure.**

To facilitate the proposal two trees are to be felled and an existing garage demolished. The proposed layout is shown below:



## **Consultations**

**Local Residents** – Letters of objection have been received from three households, the comments are summarised below:

- The proposed development is out of keeping with St. James Conservation Area. The proposed demolition and reconstruction of what is effectively a semi-detached building on a larger footprint would be very intrusive and would not be sympathetic to other historic buildings in the conservation area.
- The proposal will result in the overdevelopment of the site.
- The proposed townhouses (terrace of four) due to their siting will have an impact on existing residential amenity due to overlooking.

- The proposal would have a detrimental impact upon the levels of privacy and amenity enjoyed by the residents of 824a and 824b Wilmslow Road. One solution would be to construct 3 instead of 4 mews houses.
- Didsbury does not have the infrastructure to cope with the increased traffic flow. Wilmslow Road is already too busy for more traffic, the condition of the road is dire. The location of the proposed flats/houses to the traffic junction with Dene Road will be dangerous
- Traffic has already been significantly increased due the new Beaver Road school not to mention all the new properties on the former college campus.

**Highway Services** – Highway Services have made the following comments can be summarised as follows:

- Given that the development is resultant in 19 residential units, it is expected that the increase in trip levels can be satisfactorily accommodated on the network, with no highway safety or capacity concerns. In comparison to the former consented use, the development is likely to result in fewer trips, therefore lessening demands on the adjacent network.
- The existing vehicular access from Wilmslow Road is to be retained which is considered acceptable by Highways, given that it is located at an appropriate clearance from the signalised junction.
- A visibility splay has been provided, in line with Manual for Streets guidelines based on the respective 30mph speed restriction along Wilmslow Road, indicating appropriate sight lines for vehicles accessing/egressing the development.
- In-curtilage parking has been provided to accommodate 25 vehicles within the site, therefore offering a provision in excess of 100%, which is accepted by Highways.
- All servicing is noted within the site's perimeter which is welcomed given the flows along Wilmslow Road. Swept path analysis highlights tracking of an 11m vehicle within the site, whilst maintaining access and egress within a forward gear.
- The proposed low brick walling and associated metal railings are considered appropriate in order to maintain adequate sight lines across the site.
- The proposed sliding timber gates are set back from Wilmslow Road, ensuring no obstruction to footway users and offering appropriate stacking space to avoid potential conflict on the highway.

**Environmental Health** – Suggests the imposition of a number of conditions designed to protect residential amenity and health, namely refuse storage, contaminated land, acoustic insulation and air quality.

**Neighbourhood Team Leader (Arboriculture)** – No objections to the proposals from an arboricultural perspective subject to adherence of the method statement.

In addition, the protection as outlined in the method statement for the retained trees should form part of the planning permission as tree T2 is a highly visible tree and will require the necessary ground protection to ensure long term retention is maximised.

**Greater Manchester Archaeological Advisory Service (GMAAS)** – The application is supported by an archaeological desk based assessment prepared by CgMs. The report is very brief and misses the 1<sup>st</sup> edition map of 1848 which shows a Mulberry Cottage within the proposal area close to the main road. However, GMAAS concur with the report's conclusion, that there are unlikely to be any below-ground remains of archaeological interest that have survived later landscaping and that therefore no further archaeological mitigation is required.

**Greater Manchester Police (GMP)** – GMP do not object to the proposal.

**MCC Flood Risk Management** – Suggests the imposition of two drainage conditions in order to secure proper drainage and prevent flooding.

**United Utilities Water PLC** – Suggests the imposition of drainage conditions.

**Cadent Gas Ltd** – The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance. If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus.

## **Policies**

**The National Planning Policy Framework (February 2019)** – The National Planning Policy Framework (NPPF) 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 NPPF 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 this 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 59 in Section 5 (*Delivering a sufficient supply of homes*) 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 68 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 102 in Section 9 (*Promoting sustainable transport*) 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 105 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 192 in Section 16 (*Conserving and enhancing the historic environment*) 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 193 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 194 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 195 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 196 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 200 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 201 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 195 or less than substantial harm under paragraph 196, 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 202 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 EN 1, *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, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

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 H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

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

- 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.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.

- Vehicular access and car parking.
- Effects relating to biodiversity and landscape.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

**Saved UDP Policies** – Policy DC18 is considered of relevance in this instance:

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:
  - a. the relationship of new structures to neighbouring buildings and spaces;
  - b. the effect of major changes to the appearance of existing buildings;
  - c. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
  - d. the effect of signs and advertisements;
  - e. 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 of character of the area.
- d. Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e. Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

**The Manchester Green and Blue Infrastructure Strategy (G&BIS)** – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:



By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

**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 –**

Adopted in 2007, the guidance states in paragraph 2.13 that 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. Projections and setbacks from this line, such as bays, foyers and entrance halls, can help to create visual emphasis; they should not, however, reduce safety by creating hidden areas, or accessibility by making obstructions, nor detract from the visual continuity of the frontage.

Paragraph 2.14 states that it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.15 states that although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations. In established residential areas, significant variation in height may not be appropriate.

## **Issues**

**Principle of the Proposal** – Given that a number of large properties in the Didsbury St James Conservation Area have been converted into apartments the principle of such a development is considered acceptable. Furthermore, the pattern of development in the conservation does show that there are many examples of dwellings being erected within the grounds of these large properties so the principle of that element of the scheme is also considered acceptable.

Notwithstanding the above, consideration must be given to the proposal's impact upon the character of the conservation area, any nearby listed building, current levels of residential and visual amenity enjoyed within the vicinity of the site, the level of pedestrian and highway safety experienced on the surrounding highway network and the impact upon any flora and fauna present on the site.

**Impact upon the nearby Listed Buildings** – The proposal would have no physical or visual impact upon the nearby listed building, namely Broome House on the opposite side of Wilmslow Road, given that it is approximately 85 metres away.

**Design** – The design of the proposed buildings is deliberately contemporary in order not to compete with the retained 19<sup>th</sup> Century façade. The apartment building would be constructed from red brick and topped with a zinc clad flat roof with dormers to the side and rear. The windows would have a vertical emphasis and line through with those found in the retained façade.

The townhouses would be constructed from the same materials to ensure continuity throughout the site. Again, these dwellings would be flat roofed using zinc cladding and have dormer features to the front. The second floor at the rear would slope down to the eaves level to reduce the impact on the property at the rear. Vertically emphasised windows would also be used to match the retained façade and the new build apartment block.

The contemporary approach is welcomed and overall the design of both elements is considered acceptable. The front elevations of the apartment building and the townhouses are shown below.



Front elevation of the townhouses



Front elevation of the apartment building

**Siting** – The proposed apartment building sits behind the retained façade and the side element is setback by approximately 0.7 metres to give a clear break between the 19<sup>th</sup> and 21<sup>st</sup> Century elements. The townhouses do sit closer to the main building than the 2 storey wing but this is primarily to ensure that an element of amenity space is provided for the future occupants. Given the above, the siting of the new build elements is considered acceptable and would not impact upon the overall feeling of spaciousness.

As would be detailed below, it is not considered that the siting of the apartment building and townhouses compromises existing privacy levels.

**Scale and Massing** – The scale of buildings varies across the Didsbury St. James Conservation Area includes large 3 or 4 storey buildings interspersed with 2 storey 20<sup>th</sup> Century dwellings. The proposed extension to The Limes respects the existing scale and does not project any higher than the retained façade, sitting 0.5 metres below the existing ridge.

The proposed townhouses are taller than the 2 storey wing at the rear of the site but as they are topped by a flat roof and have recessed elements at the third floor, their overall scale and massing is commensurate with the surrounding properties.

The Guide to Development in Manchester states that *“The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings”* and that *“New developments should respect the existing scale...”* of an area. Given the height and design of the development, the scale and massing is considered acceptable in the context of this part of Didsbury St. James Conservation Area.

**Impact on Didsbury St. James 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. 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 design and form of new development in the area, it is considered that careful consideration should be given to the existing character of the conservation area including the size, mass and appearance (including materials) of the older buildings.

The Didsbury St. James Conservation Area, which lies nine kilometres south of the city centre, was designated in November 1970. It is centred on the historical core of Didsbury, at the junction of Wilmslow Road and Stenner Lane, and covers an extensive area. Most of the conservation area is on level ground, but there is a slope down Millgate Lane, Kingston Road and Stenner Lane where the higher land gives way to the lower level of the Mersey flood plain.

The buildings within the conservation area can broadly be categorised by the collection of large scale 19<sup>th</sup> Century villas, smaller earlier cottages and churches. Although remaining primarily residential in character, there are a number of other uses within the area that influence its character. The scale of buildings varies across the conservation area and includes large and prominent residences contrasted with lodges and cottages and there is also variety in plot sizes, building orientation and position and architectural styles. A great variety of building materials are used in the conservation area. Most common is red brick for walls and blue slate for roofs. Stone dressings, in conjunction with brickwork, are used extensively, and several buildings are built entirely of stone, notably the two churches.

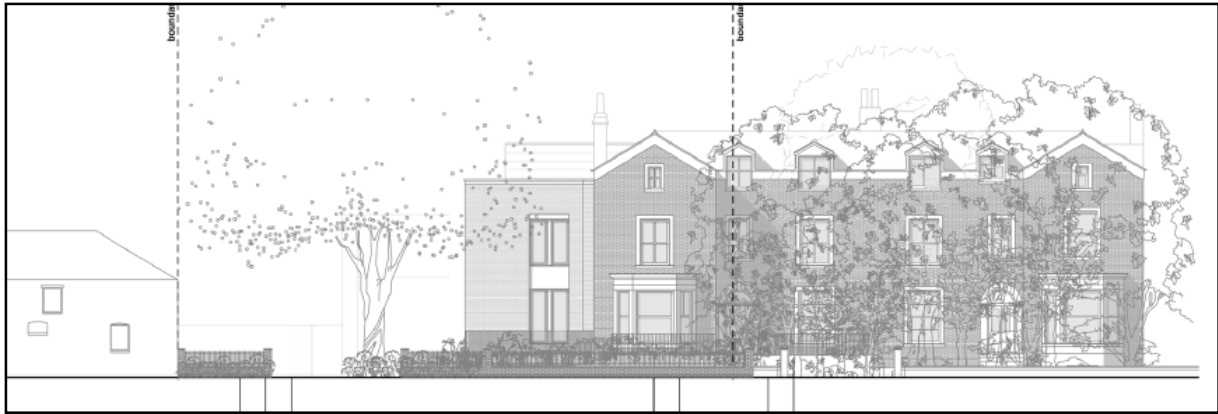
The whole of the conservation area, with the exception of playing fields, is well wooded. The trees serve not only to screen one group of buildings from another, but to provide a unifying, leafy backdrop to the whole area.

The Limes is one half of a pair of semi-detached houses originally built in the mid to late 19<sup>th</sup> Century within landscaped gardens/grounds. It is faced in red brick with a slate roof. The building is of an understated classical design with a large bay window, painted stone window surrounds and bargeboard eaves. The Limes makes a degree of contribution to the character and appearance of the Didsbury St. James Conservation Area by virtue of being a large Victorian house set back from Wilmslow Road and occupying a relatively spacious plot with a mature landscaped front boundary. The level of contribution it makes has however been compromised by a number of alterations, the last being the two storey wing along its western boundary.

The existing four storey extension at the rear of The Limes lacks quality and has resulted in the original 19<sup>th</sup> Century rear elevation being lost. The original side elevation has been impacted upon with the erection of a 2 storey side extension (basement and ground floor) which has resulted in the removal of the 19<sup>th</sup> Century outer wall, in addition a series of modern dormers punctuate the original eaves. At the front of The Limes, another basement and ground floor extension has further reduced how much of the original 19<sup>th</sup> Century property is visible.

The proposal is to demolish all but the façade of The Limes, erecting a 3 storey building to the rear and side of that façade to create an apartment block. In addition, the 2 storey wing is to be demolished and replaced by a terrace of 3 storey townhouses.

In terms of the apartment building, the new build element would sit behind the main façade and all that would be visible from Wilmslow Road would be the side element, which is only 6 metres in width. No part of it would project beyond the retained façade and the feeling of spaciousness that is evident from Wilmslow Road would not be diminished. The scale and massing is modest, in keeping with the character of the conservation area and does not exceed that of The Limes itself. The proposed streetview is below:



Within the Didsbury St. James Conservation Area there are many examples of new development having taken place within the grounds of traditional dwellings and other historic buildings, many of which are statutorily listed, e.g. Philip Godlee Lodge, Limehurst, Broome House and the former MMU site. This has created a mix of traditional and contemporary buildings within the conservation area

Analysis of historic maps has shown that ancillary buildings existed at The Limes during the 19<sup>th</sup> Century and the 1956 OS Map shows that a separate plot with a distinct address had been established in the south western part of the site at that time. More recently, during the late 20<sup>th</sup> Century additional nursing home accommodation was built at the rear of the site. It is this additional accommodation that is to be demolished and replaced with 4 three storey townhouses. They would occupy a similar location but would be set back from the rear boundary of the site to allow for the provision of garden space and to prevent overlooking.

The townhouses would reflect the architectural style of the side and rear extensions to The Limes, being contemporary in nature with a simple design of red brick and zinc cladding. Although the townhouses would be taller than the 2 storey wing they replace it is considered that they sit comfortably behind the apartment block and occupy a similar relationship, of large villa with detached accommodation in the grounds, found elsewhere in the Didsbury St James Conservation Area.

In terms of the landscape character, as will be detailed below, a number of trees are to be felled to either facilitate the development or for sound arboricultural reasons. To compensate for this loss the applicants are proposing to plant six replacement trees in order to ensure the continuity of the mature landscape frontage. The small lawned area at the front of the apartment building would be removed to facilitate car parking, though this would not be readily visible from Wilmslow Road given the existing boundary treatment and planting. The provision of hardsurfacing for car parking, within the grounds of these large villas, is a feature of the conservation area and as such it is not considered that the provision of this car parking area would impact upon the overall character of the conservation area.

Since The Limes closed down several years ago, it has not been maintained with the grounds becoming overgrown and the building at risk from water ingress and vandalism. Without future intervention it is likely that the whole of The Limes would need to be demolished. The redevelopment of the site would ensure that the 19<sup>th</sup> Century façade is retained and the site is improved, thereby enhancing the levels of visual amenity enjoyed within the vicinity of the site.

In conclusion, given the siting and design of the proposal, the fact that the feeling of spaciousness is retained and the additional tree planting would enhance the mature landscape setting, it is considered that the proposal would lead to less than substantial harm to the significance of this designated heritage asset, namely Didsbury St. James Conservation Area. In addition, it is considered that the public benefits of redeveloping the site, namely improvements to the appearance of the site which would enhance the character of the conservation area, outweighs any harms, however little, resulting from the erection of the apartment building and townhouses.

**Affordable Housing** – The viability assessment has been tested and analysed. Even applying some minor adjustments to the viability assessment, the outcome is that the scheme would not achieve a 20% profit. The proposal is also eligible for Vacant Building Credit and once applied it is concluded that an upfront contribution would amount to £85,000.

**Disabled Access** – Level access is to be provided into the apartment building and a lift would provide access to all of the 15 units. The apartments would have accessible wc's and adequate circulation space throughout. In terms of the terrace of four dwellings, level access would again be provided and all would have a ground floor wc. Overall the level of provision is considered acceptable.

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

The amount of floor space proposed for each unit type and that required under the space standards is detailed below:

- 4 x 3 storey 4 bed townhouse - 147m<sup>2</sup> of accommodation to be provided, the space standard requirements is between 106 to 130m<sup>2</sup> depending on the number of bed spaces.
- 7 x 1 bed apartments – the 1 bed apartments vary in size between 45m<sup>2</sup> and 71m<sup>2</sup> (3 x 45m<sup>2</sup> {single occupancy}, 1 x 60m<sup>2</sup>, 1 x 63m<sup>2</sup>, 1 x 64m<sup>2</sup>, 1 x 71m<sup>2</sup>). The space standards require either 39m<sup>2</sup> (1 person) or 50m<sup>2</sup> (2 person) depending on the number of occupants.
- 8 x 2 bed apartments – the 2 bed apartments vary in size between 68m<sup>2</sup> and 77m<sup>2</sup> (3 x 68m<sup>2</sup>, 3 x 69m<sup>2</sup>, 1 x 76m<sup>2</sup>, 1 x 77m<sup>2</sup>). The space standards require either 61m<sup>2</sup> or 70m<sup>2</sup> depending on the number of occupants.

All of the accommodation meets the space standards.

**Drainage and Flood Risk** – The site is located within Flood Zone 1 (less than 1 in a 1,000 year chance of flooding) though it is subject to a small degree of surface water flooding. The Flood Risk Management Team were consulted and they raised no objections to the proposal subject to the imposition of two conditions in respect of surface water drainage and sustainable drainage. Given this it is anticipated that the impact of the development upon the drainage characteristics of the site can be managed.

**Car Parking** – Twenty-five off-street car parking spaces are proposed for the 15 apartments and 4 townhouses. Given the edge of centre location and the prevalence of public transport this level of provision is considered acceptable.

**Pedestrian and Highway Safety** – It is not considered that the additional residential units would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Wilmslow Road. This has been recognised by Highway Services.

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

Given the location of a number of residential properties to the north and south of the application site, the applicant submitted a daylight and sunlight study to ascertain if the proposal would have an unduly harmful impact on these adjoining properties.

The study was undertaken in accordance with the Building Research Establishment (“BRE”) design guidance *“Site Layout Planning for Daylight & Sunlight: A Guide to Good Practice”*. The BRE Guidance seeks to promote the daylight and sunlight impact assessment of neighbouring buildings of residential use; it highlights the consideration of daylight and sunlight to living rooms and daylight to bedrooms and family kitchens. The key daylight and sunlight receptors are identified as those habitable rooms windows within the neighbouring residential buildings that face the application site.

**Daylight Amenity Impact** – The impact on 71 individual windows has been assessed. Despite a reduction in *vertical sky component (VSC)*, which is the measure of the amount of sky visible from a centre point of a window, all the windows would continue to achieve 27% VSC or experience a reduction of less than the 20% which accepted by BRE on the grounds that it would not be noticed by the room occupants. A window that achieves 27% or more is considered to provide good levels of light.

The 71 windows that were assessed serve 35 rooms, all of which would experience a reduction of less than 20% in the area of the room that receives direct access to sky visibility. The study concluded that the impact of the proposed development on the daylight amenity of the neighbouring buildings is considered to be appropriate and not significant.

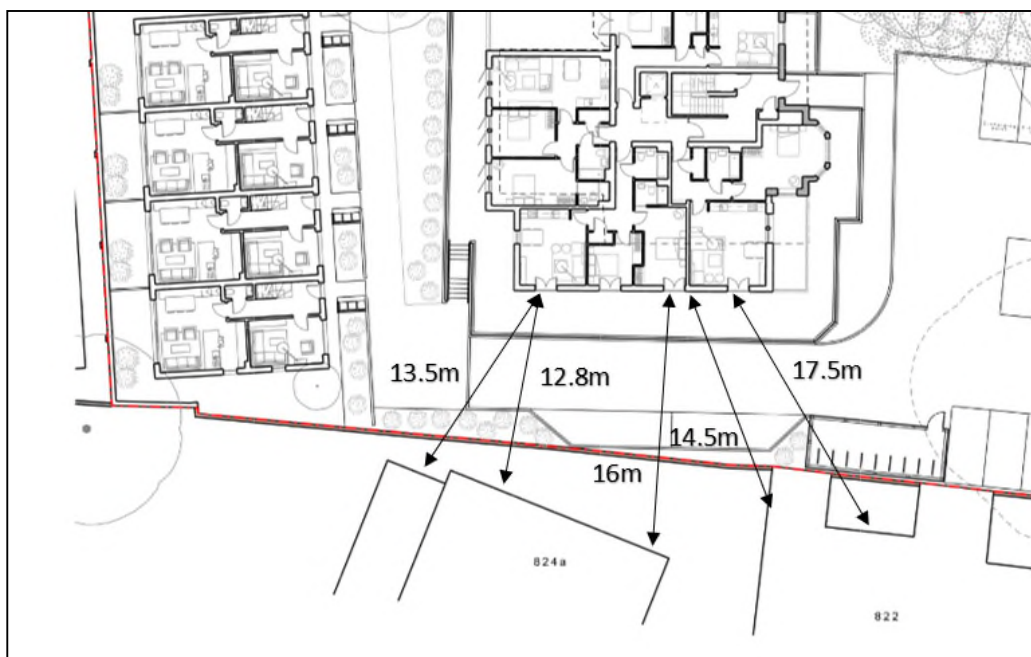


Sunlight Amenity Impact – 17 individual rooms, served by a main window within 90° of due south have been sunlight appraised. Despite measured reductions in sunlight hours, all 17 rooms would continue to achieve the 5% winter and 25% *annual probable sunlight hours* (APSH) target, or experience reductions in existing APSH values of no more than the 20%, which again is accepted by BRE on the grounds that it would not be noticed by the room occupants. The study concluded that the impact from the proposal on the sunlight amenity of the neighbouring buildings is appropriate and non-significant.

Sunlight to Open Spaces – Given the proximity of the gardens at the rear of nos. 814 and 814a Wilmslow Road a *2-hour time in sun appraisal* was also undertaken. This has confirmed that both of these external amenity spaces would continue to exceed the target of 50% contained within the BRE Guidance, e.g. on 21<sup>st</sup> March simulation, these garden areas would receive sunlight to 90% and 91% of their area.

Impact upon Privacy – The side elevation of the existing building, which contains a mix of habitable and non-habitable room windows, is located between 17.5 to 19 metres away from the rear and side elevations of the nearest dwellings, i.e. nos. 822 and 824a Wilmslow Road. This elevation is to be demolished and replaced with a structure closer to these neighbouring dwellings. The side elevation of the proposed apartment building, which contains habitable room windows, would be located between 12.8 and 17.5 metres away from the rear and side elevations of the nearest dwellings, namely nos. 822 and 824a Wilmslow Road.

The side elevation of the apartment building was originally closer to nos. 822 and 824a Wilmslow Road but this was reduced in width by 0.75 metres in order to increase the distance between the opposite windows.



The existing arrangement does result in some level of overlooking of both the application site and the neighbouring dwellings. While the proposed apartment building is closer to nos. 822 and 824a Wilmslow Road it is not considered that this would result in an undue loss of privacy given the orientation of the neighbouring dwellings in relation to the proposed apartment building in this context.

The proposed townhouses would only have two ground floor windows in the southern elevation, as a result siting the townhouses in the location proposed would not impact on the levels of privacy enjoyed by neighbouring residents, in this case those residing at nos. 824a and 824b Wilmslow Road.

At the rear of the townhouses, beyond the common boundary with Broomcroft Hall, there are a number of greenhouses and then Broomcroft Hall itself. Given that the distance between Broomcroft Hall and the proposed townhouses is 21 metres it is not considered that the level of privacy enjoyed by the occupants of Broomcroft Hall would be diminished. There are a number of glasshouses on the Broomcroft Hall site which are behind the townhouses but as they are obscurely glazed future occupants of the townhouses would not be able to look into them.

There are no windows in the northern elevations of the apartment building and townhouses, therefore the residents of no. 814 and 814a Wilmslow Road would not be subjected to overlooking.

Noise – It is not considered that the proposal would be an inherently noise generating use, as such it is not considered that the proposal would lead to a marked increase in the levels of noise experienced within the vicinity of the site.

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

**Amenity Space** – Each of the townhouses would have a small amount of private amenity space at the rear while the apartments would have limited communal space at the front. Given the proximity of Didsbury Park and Fletcher Moss Park this level of provision is considered acceptable.

**Pedestrian and Highway Safety** – It is not considered that the proposed residential accommodation would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed within the vicinity of the site.

**Trees** – To facilitate the development it is proposed to fell four trees:

- T1, an oak (category U – unsuitable for retention)
- T7, a common lime (category C – low quality)
- T11, a Norway spruce (category C)

In addition, another category U tree is proposed to be removed (a common hawthorn) as it is putting pressure on the front boundary wall. Originally the applicant also proposed to fell T2 (a common beech) but the proposal has been amended to ensure retention.

As the trees to be felled are of low quality their loss is considered acceptable. To compensate for their loss the applicant has stated that there is sufficient space within the site to plant six replacement trees. Their planting would form the basis of a planning condition.

**Ecology** – A Habitat Survey was undertaken by the applicants, the findings are outlined below:

**Badgers** – No badgers or signs of badgers were observed within the site and given that the site is isolated within the wider landscape by roads and tall walls, the site is not accessible for foraging or sheltering purposes.

**Bats** – The main building was considered to have moderate potential for roosting bats, with small features suitable for day roosting by crevice dwelling bat species such as pipistrelles but that did not appear to offer sufficient shelter for a maternity roost. Due to a lack of potential roost features the other buildings were considered to have negligible potential for use by roosting bats. Of the trees within the site, the mature beech near the site entrance had knot holes that appeared to offer some shelter, but due to their relatively low height (approx 4m) and facing outwards towards Wilmslow Road the features would only likely be suitable for day roosting. None of the other trees had any obvious potential roost features and were considered to have negligible potential for use by roosting bats.

As works to the main building are likely to result in impacts on potential roost features for bats, further surveys are required to confirm presence/likely absence of bats. This would be the subject of a condition.

**Birds** – It is acknowledged that the trees and shrubs within the site provide habitat for nesting and foraging birds, though it is small in size and unlikely to provide core or important habitat in terms of the wider area. Notwithstanding this, it is considered prudent to attach a condition limiting vegetation clearance to outside of the bird nesting season, unless it is shown that trees to be felled are absent of nesting birds. This would be conditioned.

In terms of the buildings, they provide very limited opportunities for nesting birds, with little overhang at the eaves to provide shelter for species such as house martin and no obvious access to cavities that might support species such as house sparrow or common starling. No bird nesting material was found in any of the roof voids and when looking for daylight from inside these spaces there were no obvious access points for birds to get in.

**Other Species** – The nature of habitats present mean that hedgehog could be encountered in vegetated parts of the site at any time of year although, due to the size of the site, this is likely to be limited to only a small number of animals. Hedgehog hibernate during the cold winter and early spring months and even when active a hedgehog's response to danger is to curl into a ball rather than to flee and, therefore, they are particularly vulnerable to harm from vegetation clearance works at any time of the year. An informative on best working practices is suggested in this instance.

Given the finding of the ecology survey and the comments of the GMEU, it is not considered that the proposal would have a detrimental impact on the levels of ecology found within the site.

**Environmental Standards** – The energy efficiency rating of the proposed development would comply with Building Regulations Part L 2013. The proposed scheme has been demonstrated to be aligned with the principles of the energy efficiency requirements and carbon dioxide emission reduction targets within policies EN4 and EN6 of the Core Strategy. It is anticipated that the implementation of the proposed energy efficiency measures would allow the development to exceed the target of 15% CO<sub>2</sub> emissions reduction. This is welcomed.

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

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

Sufficient space exists within the curtilage of the site to allow for the storage of cycles and ducting would be provided to the car park to allow for the retro-fitting of external charging points for the future use of electric vehicle. Both of these measures reduce reliance on the traditional motor vehicle.

**Provision of Adequate Waste Storage Facilities** – In terms of the apartment building, a communal bin storage area would be provided within an enclosed structure at the front of the building. This would comprise of 16m<sup>2</sup> of floor area, compared to the minimum requirement of 6.45m<sup>2</sup> (15 x 0.43m<sup>2</sup>), which would allow for the storage of the different recycling bins within the structure. On collection day the various bins are taken to the roadside by the management company.

Each townhouse would be provided with space for internal storage of refuse and recycled waste within the kitchen area. In addition, four separate 240 litre recycling wheelie bins for each dwelling would be provided and would provide facilities for the recycling of garden/food waste, glass, metal, plastics, paper/cardboard and general household waste. In addition, internal facilities in the form of waste food caddies would be provided to aid further recycling.

**Cycle Parking** – A total of 18 cycle storage spaces are proposed adjacent to the existing hardsurfaced area in the form of 9 *Sheffield* style cycle stands in an enclosed structure. In addition, space would exist within the townhouses for cycle storage.

**Crime and Security** – It is not considered that the proposal would lead to a rise in crime or anti-social behaviour. A condition would be attached to any approval granted which would require the developer to achieve Secured by Design accreditation.

### **Conclusion**

Residential uses are the predominant use within the conservation area and as such there is no objection in principle to the scheme before the committee. Didsbury St James Conservation Area is home to a variety of building type and styles and there are many examples of the larger Victorian villa having been extended and redeveloped in their grounds. It is considered that the siting and design of the new build elements, along with the façade retention, ensure that the character of the conservation area remains unharmed and the feeling of spaciousness that currently exists is retained.

**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 Head 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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation**      MINDED TO APPROVE (subject to the signing of a S106 agreement in respect of an affordable housing contribution)

### **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.

### **Reason for recommendation**

### **Conditions to be attached to the decision**

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:

1. Drawing no. 223\_AL(05)000 REV D, stamped as received on 4th April 2019
2. Drawing no. 223\_AL(05)001\_REV C, stamped as received on 4th April 2019
3. Drawing no. 223\_AL(05)002\_REV-B, stamped as received on 4th April 2019
4. Drawing no. 223\_AL(05)003\_REV-B, stamped as received on 4th April 2019
5. Drawing no. 223\_AL(05)004\_REV-C, stamped as received on 4th April 2019
6. Drawing no. 223\_AL(05)005\_REV-C, stamped as received on 4th April 2019
7. Drawing no. 223\_AL(05)006\_REV-B, stamped as received on 4th April 2019
8. Drawing no. 223\_AL(05)007\_REV-B, stamped as received on 4th April 2019
9. Drawing no. 223\_AL(05)008\_REV-A, stamped as received on 4th April 2019
10. Drawing no. 223\_AL(05)009\_REV-B, stamped as received on 4th April 2019
11. Drawing no. 223\_AL(05)010 REV-B, stamped as received on 4th April 2019
12. Drawing no. AS614 SK19, stamped as received on 31st January 2019
13. Drawing no. 223\_AL(05)200\_REV-B, stamped as received on 31st January 2019
14. Drawing no. 223\_AL(05)201\_REV-A, stamped as received on 31st January 2019
15. Drawing no. 223\_AL(05)202\_REV-A, stamped as received on 31st January 2019
16. Drawing no. 223\_AL(05)203\_REV-A, stamped as received on 31st January 2019
17. Drawing no. 223 AL 02 011, stamped as received on 10th August 2018
18. Drawing no. 223 AL(02) 001 TO 010, stamped as received on 31st July 2018

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

3) No above ground works shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area

within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) No above ground works shall commence until a scheme to acoustically insulate the residential accommodation hereby approved, in accordance with the recommendations given in the Fisher Acoustics report PR0602-REP01A-MPF (dated July 2018), has been submitted to and approved by the City Council as local planning authority. The approved scheme shall then be implemented prior to the occupation of the residential accommodation hereby approved.

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

5) 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 (2012).

6) 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 (2012).

7) The Waste Management Strategy (stamped as received on 16th May 2019) shall be implemented as part of the development and shall remain in situ whilst the residential accommodation is occupied.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

8) 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 (prepared by the Bowland Tree Consultancy Ltd - August 2018) , 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.

9) Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme, including details of replacement tree planting, 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 buildings are 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 Core Strategy.

10) No development 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.

11) 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.

12) No part of the development hereby granted permission shall be commenced unless and until a survey of the site, in a form and carried out by a person previously approved in writing by the local planning authority, has been carried out and demonstrates to the local planning authority's written satisfaction that no bats inhabit the site. Should the survey reveal the presence of any bats, a method statement for the demolition of the buildings and felling of trees shall be submitted to and agreed in writing by the City Council as local planning authority and implemented in full in accordance with the approved 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 Core Strategy.

13) 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 Core Strategy.

14) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order revoking and re-enacting that Order with or without modification) no part of any dwelling shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country

Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

15) 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 Core Strategy.

16) The car parking hereby shall be laid out, demarcated and made available prior to the occupation of the residential accommodation hereby approved.

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

17) 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.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

18) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and EN08 and EN14 in the Manchester Core Strategy.

19) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme

shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to national policies within the NPPF and NPPG and EN08 and EN14 in the Manchester Core Strategy.

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: 120849/FO/2018 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:**

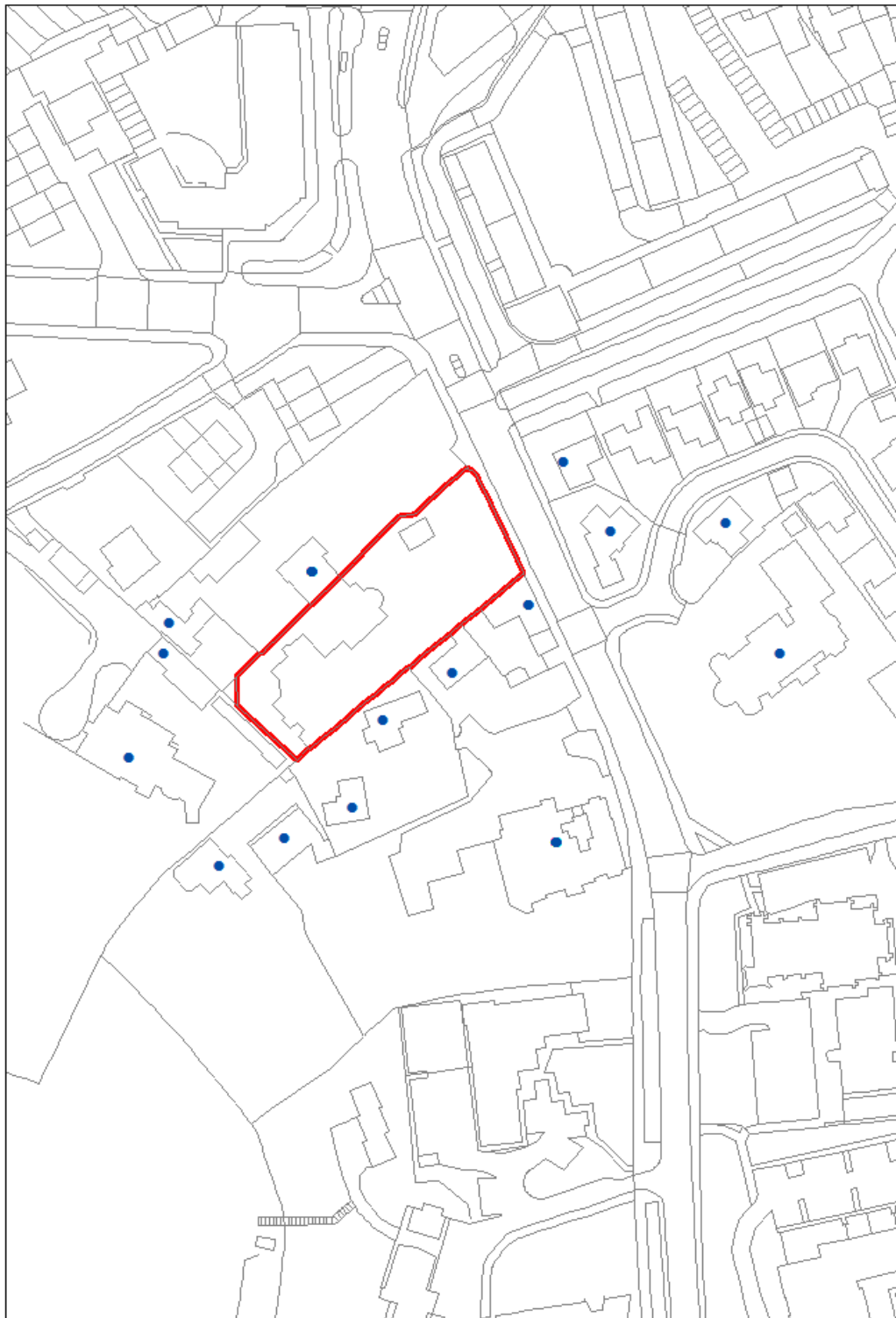
Housing Strategy Division  
Highway Services  
Environmental Health  
MCC Flood Risk Management  
Greater Manchester Police  
Greater Manchester Archaeological Advisory Service  
Didsbury Civic Society  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
United Utilities Water PLC

**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:**

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

<b>Relevant Contact Officer :</b>	David Lawless
<b>Telephone number :</b>	0161 234 4543
<b>Email :</b>	d.lawless@manchester.gov.uk



 Application site boundary  Neighbour notification  
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