

Application Number	Date of Appln	Committee Date	Ward
113618/FO/2016	1 Nov 2016	12 Jan 2017	Levenshulme

Proposal Erection of 64 no. dwellings comprising of: 28 x two bedroom apartments with associated 28 space car park and communal bin storage area; 22 x three bedroom houses; 6 x four bedroom houses; 8 x four bedroom houses with garages, boundary treatments (including walls, railings gates and fences), formation of new access road linking Elbow Street and Stanhope Street and landscaping following demolition of existing buildings.

Location Land to the South of Chapel Street , Manchester, M19 3QB

Applicant Chapel Street Living Ltd , T&M Property Investment Ltd, C/o Agent ,

Agent Miss Emily Robinson, PWA Planning, Ribble Saw Mill, Paley Road, Preston, PR1 8LT,

Description

This planning application relates to the former Buffoline Industrial Estate and Atlas Mill. The application site is bounded by Elbow Street (west), Chapel Street (north) and Stanhope Street. The application site covers an area of 0.68 hectares. Beyond the southern boundary is the grounds of the St. Mary's RC Church, Presbytery and parish centre, which are accessed via Elbow Street. The application site is situated in close proximity to Levenshulme District Centre but is within an area dominated by residential uses interspersed with historically established industrial uses.

Elbow Street comprises a number of 2-storey dwellinghouses and a 3-storey apartment block on its western side. These residential properties are constructed in red brick with grey tiled roofs and are demarcated from the highway by front gardens and brick boundary walls. The residential uses terminate at the boundaries of an electricity sub-station situated at the north-west junction of Elbow Street and Back Chapel Street. Industrial-type uses are located at the north-west junction of Elbow Street and Chapel Street with further industrial uses located opposite the site on the northern side of Chapel Street. Beyond these uses Chapel Street is characterised by 2-storey terraced, red-brick houses. The eastern site boundary is adjacent to Stanhope Road, which is again dominated by 2-storey, red-brick terraced housing with incidences of established industrial type uses.

The former Buffoline Trading Estate has been adversely affected by dereliction and fly-tipping. Some buildings within the site have been previously demolished, including those affected by fire damage. It is considered that the remaining buildings could not be put to viable use due to their dilapidated condition and would be demolished as part of the proposed development. Storage tanks within the site would also be removed. The Atlas works is a distinctive but non-listed red-brick building incorporating curved turrets within its elevational composition and is situated at the

back of pavement to Chapel Street and Stanhope Street. Whilst the external envelope of Atlas Works remains relatively intact, its condition has deteriorated since consideration of an earlier application (088984/OO/2009/N2). It has been extensively vandalised, affected by vegetation in its elevations and has, in parts, become structural unstable. The demolition of Atlas Works has therefore been proposed.

The planning application site was formerly included within a large development site that related to a mix use development considered under the following application: 088984/OO/2009/N2 - OUTLINE APPLICATION for matters of access, layout and scale relating to a mixed use development comprising 38 dwellinghouse (3 storey) and 107 apartments, retail (Use Class A1) floor space and community facilities with associated car parking, vehicular access and highways layouts relating to land bounded by Stockport Road/ Elbow Street Chapel Street and Stanhope Street Levenshulme Manchester.

The Planning and Highways Committee on 5 April 2012 resolved to be Minded to Approve the application subject to a s.106 Agreement to ensure the full implementation and delivery of the proposed parish centre (community facility) and retail / residential blocks to the Stockport Road frontage of the site to an agreed timescale. This proposed development was not proceeded with as the applicant was unable to finalise the details of the related development. Notwithstanding the above, the planning application 088984/OO/2009/N2 established the principle of a mix of apartments and houses bisected by a service road within the area of the site bounded by Elbow Street, Chapel Street and Stanhope Street. The current proposals have been informed by these previously accepted development parameters. The proposed site layout plan and street elevations are shown at Figures 1 and 2.

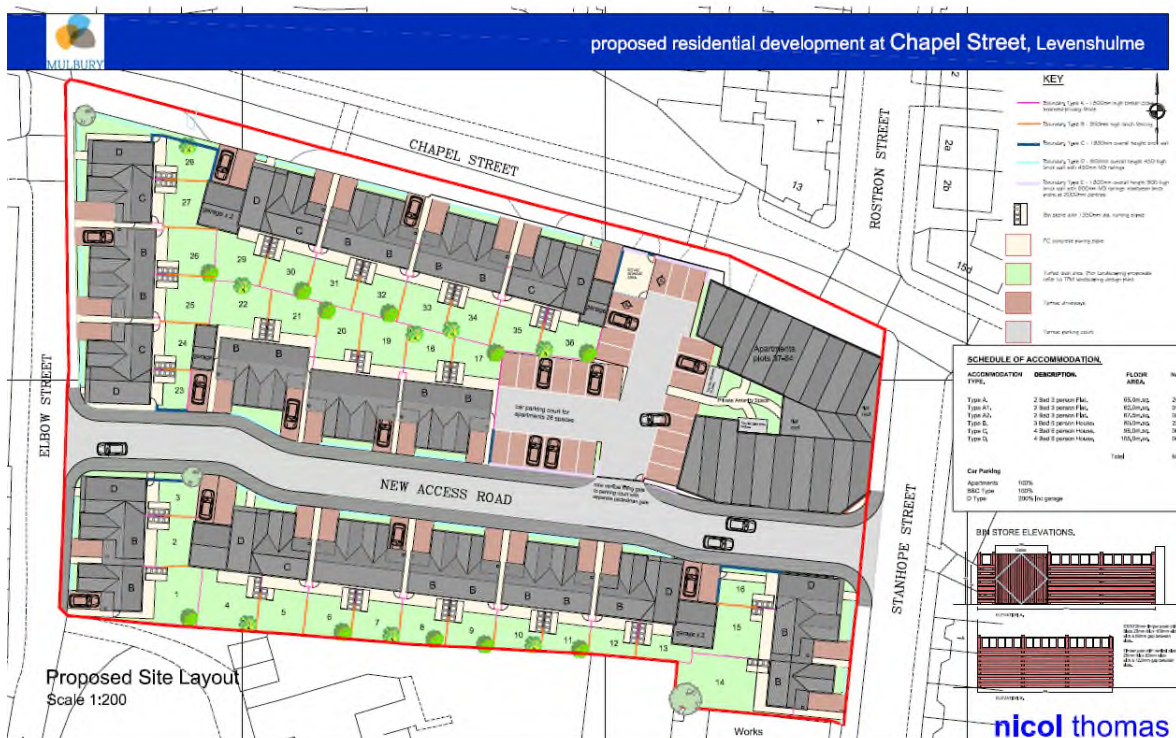


Figure 1 - Proposed site layout

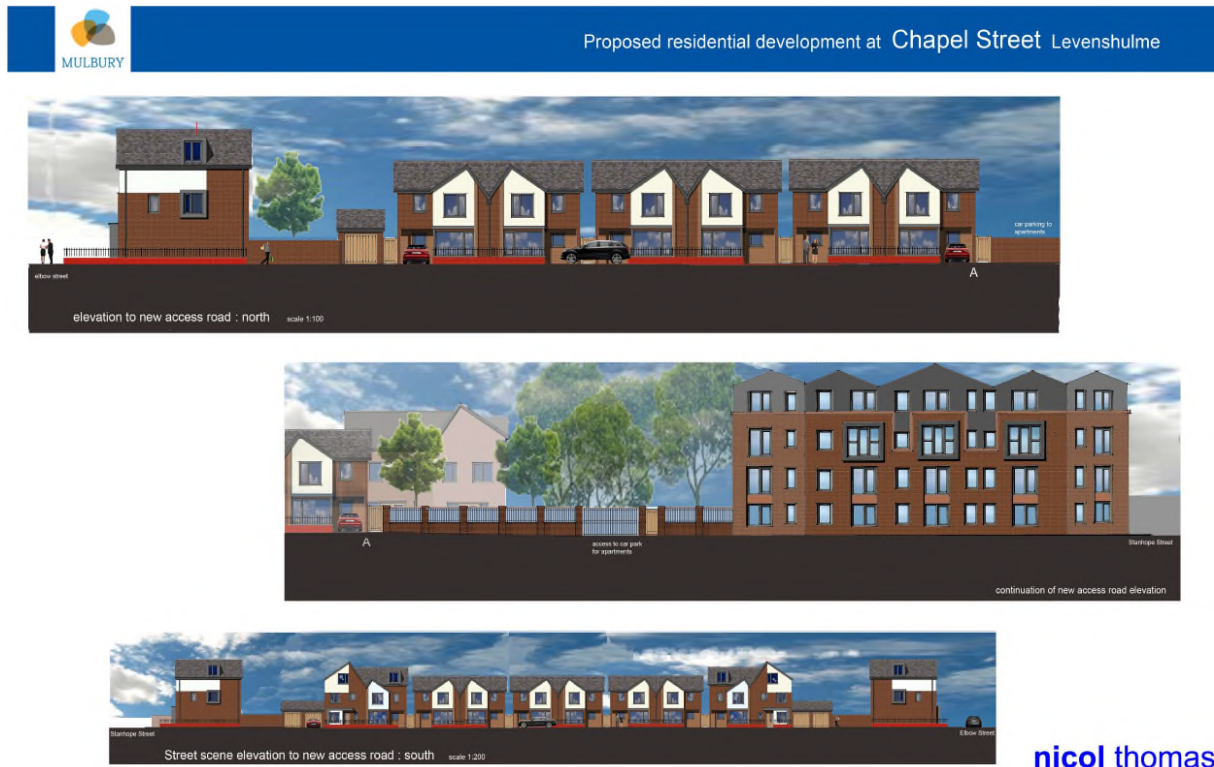


Figure 2 - Street elevations

The proposed internal arrangements comprise:

- i. 28 apartments (Type A) within a 4 storey block with each apartment consisting of: living room / kitchen / dining area, two bedrooms (one en-suite), bathroom and store room;
- ii. 22 x three bedroom houses (Type B 2-storey) with an L-shaped ground floor configuration to accommodate a partially recessed car parking space. The proposed accommodation would consist of:
 - Ground floor – Lounge linked to a centrally positioned hallway accessing the stairways and kitchen, dining room and WC;
 - First floor – 3 x bedrooms and bathroom linked by central landing.
- iii. 6 x four bedroom houses (Type C 3-storey) with an L-shaped ground floor configuration to accommodate a partially recessed car parking space. The proposed accommodation would consist of:
 - Ground floor – Lounge linked to a centrally positioned hallway accessing the stairways and kitchen, dining room and WC;
 - First floor – 3 x bedrooms and bathroom linked by central landing;
 - Second floor (roof space) – 1 x bedroom.
- iv. 8 x four bedroom houses (Type C 3-storey) with an L-shaped ground floor configuration to accommodate a partially recessed car parking space. The proposed accommodation would consist of:
 - Ground floor – Lounge linked to a centrally positioned hallway accessing the stairways and kitchen, dining room, store and WC;
 - First floor – 3 x bedrooms and bathroom linked by central landing;
 - Second floor (roof space) – 1 x bedroom with en-suite and store.

The proposed development would present the frontages of houses to Elbow Street, Chapel Street and Stanhope Street each separated from the back of pavement by garden areas with walls and railings to a maximum height of 1.2 metres. The proposed communal car parking areas to the apartments would be enclosed by walls and piers with in-fill railings to a maximum height of 1.8 metres. The proposed apartment would be positioned 1.5 metres from the back of pavement at the intersection of Chapel Street and Stanhope Street reflecting the existing relationship of Atlas Works to the streetscene. Houses with front gardens would be positioned to the north and south sides of a new access road linking Elbow Street and Stanhope Street. The access road would also provide access to the entrance to the apartment car park located on its northern side and close to the eastern site boundary with Stanhope Street.

The proposed elevational composition comprises:

i. Apartments Type A – The proposed apartment block would be constructed to 4-storeys and sited 1.5 metres from the back of pavement reflecting the relationship of Atlas Works in relation to Chapel Street and Stanhope Street. The proposed apartments would have a ‘C-shaped’ configuration. The elevations to Chapel Street and the new access road would incorporate a series of pitched roofs to a maximum height of 11.5 metres set behind a turret detail to a maximum height of 8.5 metres between second and third floor level. The main section of the street elevations would be composed of brown brick punctuated with the arrangement of rectangular windows and contrasting buff brick detailing. Larger windows set in projection grey bays would be positioned at second floor level. A pedestrian access to the apartments, with level access, would be positioned on Chapel Street. The first floor pitched roofscape would incorporate grey brick elevations. A lower pitched roof element to a height of 11 metres would front Stanhope Street. The Chapel Street, Stanhope Street and new access road frontages would have respective frontages of 25 metres, 18.5 metres and 28 metres. The previously related elevational composition would be incorporated into the Stanhope Street elevation. Contrasting grey brickwork would be incorporated into the elevations at fourth floor level. Access to the car park would be gained via the new access road would lead to a secondary entrance to the rear of the building via an enclosed courtyard.

ii. House Type B – 22 of the proposed units relate to this 2-storey house type. The Type B units would have an ‘L-shaped’ configuration and arranged as

semi-detached pairs centrally within the proposed streetscene to Chapel Street and also on the north and south side of the new access road. Type B houses are also linked to a Type D house at the respective south-side intersections of the new access road and Elbow Street and Stanhope Street.

In the proposed semi-detached arrangement Type B houses would have gable elevations and a pitched roof with a ridge line running from side to side. The ridge line would have a maximum height of 7 metres falling to 5 metres at the eaves. A distinctive dormer feature would be formed with a 2.5 metres offset from the side of the roof, rising from a mid-point along the eaves to a height of 6.6 metres before returning to form a valley with the other half of the semi-detached house.

Type B house has an individual maximum width of 6.5 metres (13 metres in its semi-detached arrangement and 18.5 metres when arranged as a 3 unit terrace). The Type D house in the terraced configuration would adjoin the gable elevation of the Type B house. As the Type D ridge lines runs from front to rear a hipped pitched roof would be formed to the adjoining house.

The Type B front elevation would be composed of brown brick and grey concrete roof tiles. The front elevation incorporates a 3 metre set back at first floor a further 2 metre recess at ground floor level to allow the formation of a car park bay. The recess would extend to a mid-point in the ground floor elevation, be supported by a brick column and incorporate the main entrance to the house within the side elevation set within contrasting brickwork. Windows would be positioned within the ground and first floor of the front elevation framed by contrasting lintel and cill details. Further contrast would be secured by setting the main bedroom window in a white render panel as part of the proposed dormer feature and the inclusion of a narrow band of vertical brick banding. With the exception of a narrow secondary lounge window to the ground floor the side elevation would comprise of brickwork. The rear ground and first floor windows would be related to a WC and bedrooms respectively. Access to the garden would be gained by the inclusion of full height windows and patio doors within the ground floor rear elevation.

iii. House Type C – This house type relates to 6 of the proposed units. It replicates the layout and elevational composition of house Type B, but differs in its inclusion of a master bedroom within the roof space and related formation of a flat roof dormer to the front roof plane. The dormer extension would have a maximum height of 7.5 metres and thereby set below the main ridge line. The Type C house is presented in a semi-detached arrangement with the Type D house type to Chapel Street and along the south-side of the new access road. This arrangement is also related to the northern junctions of chapel Street and Elbow Street and Elbow Street and the new access road. Again, the Type D house type would adjoin the gable elevation of the Type C house resulting in the formation of a hipped pitched roofscape.

iv. House Type D – This 3-storey house type would have ridge line of 9 metres with a staggered eaves height of the 6.5 metres and 5.5 metres as it terminates beyond the boundary with the adjoining house type (as set out above). The height of the Type D house would be read in conjunction with adjoining house types and provide punctuation to the composition of the streetscene. Again the elevations would consist of brown brick with whilst render cladding at ground floor level to the front elevation. At second floor level white render would be applied to the front elevation and returned along the side wall. A projecting bay frame would be positioned within the side elevation. A flat roof dormer would be incorporated into the side elevation where the Type D house would be presented to the highway. The Type D house would have a width of 5.2 metres.

Within each of the proposed house types the rear elevations would incorporate contrasting buff brick; a detail applied also the apartment block. Further continuity would be secured through the used of grey metal window frames throughout the development. Access to rear bin store to housing would be secured through a shared access arrangement adjacent to the side elevations of proposed houses. Garages

with pitched roofs and sited in double and single unit configurations would be positioned adjacent to the curtilages to house type D.

Consultations

Local Residents – A total of 24 letters and emails of objection and concern have been received in relation to the proposed development. The submitted comments are summarised below:

- i. It is considered that the proposal would result in the overdevelopment of the site and would produce an overly dense an intensive use of the application site;
- ii. Concern has been expressed regarding the potential for the development to increase traffic movement, congestion and on-street car parking, particularly along Elbow Street. These difficulties are attributed to the introduction of one-way traffic controls along Delamere Road and overspill on-street car parking from Levenshulme District Centre and St Mary's Church and cars dropping off and collecting children from Chapel Street School. It is considered by residents that there are existing on-street car parking problems in the area and there is concern that the proposals do not make sufficient provision for car parking demand generated by the development;
- iii. There is a need to manage traffic flows and prevent vehicles from using Elbow Street as a means to circumvent traffic controls along Stockport Road;
- iv. The development should include robust traffic calming measures;
- v. There is concern that the generation of additional traffic would undermine the operation of Elbow Street as a 'play street';
- vi. The development would increase localised noise and disturbance;
- vii. There is concern regarding the potential tenure of the proposed houses and home for private sale have been encouraged;
- viii. Pre-application consultation by the applicants with residents has been acknowledged and it is considered that some of residents comments regarding the provision of green space and waste management have been taken into consideration. Notwithstanding the above, there is a need to ensure that appropriate arrangements for cycling (including safe cycling routes) and pedestrian access arrangements. It is also considered that pollution form additional traffic generation should be offset by tree planting;
- ix. Concern is expressed regarding the loss of Atlas Works and the potential overlooking of neighbouring houses from habitable room windows to the proposed apartments;
- x. The developers should contribute to the clearance of waste in nearby alleyways and help to address localised fly-tipping;
- xi. Measures should be undertaken to address infestation within the application site;
- xii. The height and siting of proposed houses would unduly affect daylight to neighbouring properties;
- xiii. 6 emails and letters have been received from neighbouring landowners who refer to the application site including land outside the applicants' ownership. After review of land registry records it became apparent that the identify land was outside the applicants' ownership. In response the applicant submitted a revised site location plan with a red edge that excluded the identified land. Adjoining landowners along with all previously consulted neighbours were notified of the changes to the identified

application site. No further comments have been submitted in respect of the composition of the application site.

Councillor Dzidra Noor (Ward Member) – Has requested that consideration be given, through the design of the proposed layout, to the appropriate arrangements for traffic management and calming.

Strategic Housing – Support the principle of the proposed development and consider it to be appropriate as there is not an identified need for affordable housing in the locality.

Central Neighbourhoods Team – Confirm their support for the proposed residential development, which would support the physical regeneration of the area, bringing a derelict site back into use and increasing housing choice. The development would thereby support the objectives in both the Levenshulme District Centre Action Plan 2009-2019 and the Levenshulme Ward Plan.

Highway Services – The following initial comments were received in respect of the proposed development:

- i. The submitted transport assessment has been assessed and it is considered that potential trip generation attributable to the proposed use is likely to be similar to that generated by the permitted B2 use. However it is noted that the access to the existing industrial site is via Chapel Street and the main proposed development access points would be via Elbow and Stanhope Streets therefore there is likely to be additional vehicles using Elbow Street and Stanhope Street;
- iii. A high level of kerbside parking was observed on Stanhope Street and Chapel Street. This car parking is likely to be displaced with the reduction in kerb side space resulting from the introduction of driveways. It may be necessary to introduce 'H' Bar markings across driveways to ensure that these are kept clear for manoeuvring and access. This would be at the developer's cost;
- iv. It is recognised that there are likely to be fewer larger vehicles/HGVs generated by the proposed residential development. However, it is recommended that traffic calming/junction treatments should be introduced at suitable locations on the new access road and at the junctions of Elbow Street and Stanhope Street with Chapel Street to help reduce vehicle speeds, discourage through traffic and to ensure that drivers are aware that they are entering/in a residential area;
- v. The principal routes into the site are indicated as 5.5 metre carriageway widths and junction visibility is indicated as conforming to Manual for Streets. This is acceptable in principle. It is recommended that dropped kerbs and tactile paving to assist pedestrians are provided across the new junctions and at the junctions of Stanhope Street and Elbow Street with Chapel Street;
- vi. Traffic Regulation Orders (TROs) in the form of no waiting at any time restrictions may be required at the proposed access points to prohibit inappropriate parking in these areas;
- vii. The car parking allocation would be around a 1 space per dwelling, for the apartments, which is considered acceptable in principle. Comments have also been made regarding the demarcation of the proposed car parking area for apartments and recommendations in respect of parking bay sizes;

- viii. It is recommended that any property boundary treatments are visually permeable upwards of 600mm and any gates should open inwards so as not to impinge on the footway;
- ix. If adoption is required the highway construction will need to be carried out under a s38 Agreement (Highways Act 1980) to ensure all elements of new highway infrastructure are constructed to acceptable and adoptable standards.
- x. The applicant should note that due to the restriction on access, the gated parking area for the apartments would not be adopted;
- xi. Cycle storage is shown for the apartments, at 100% provision, which is considered to be appropriate;
- xii. The proposed bin storage to the houses and apartments is considered appropriate;
- xiii. An acceptable swept path analysis has been provided in relation to the new access road;
- xiv. A construction management plan is required prior to any demolition or construction works commencing on the site which may impact on highway operations.

As a result of subsequent discussions with the applicant's traffic consultant, measures. Highways Services indicated that the new access road is likely to be used as a route to gain access to and from the Stockport Road (A6) via Elbow Street. To discourage traffic from using this route and to reduce vehicle speeds traffic calming and TROs should be provided alongside the following traffic management measures. In response to the above the applicants' traffic consultant has submitted a traffic calming plan that details the following:

- i. 'H' bar markings to Chapel Street to protect proposed driveway to houses;
- ii. The formation of a 20 mph zone within and adjacent to the site. Including the provision of appropriate signage (on Elbow Street and Stanhope Street);
- iii. The provision of no waiting restrictions to each side of the junctions of the new access road and Elbow Street and Stanhope Street;
- iv. Two pairs of speed cushions on the new access road and three single speed cushions to Elbow Street.

Highways Services are generally satisfied with the proposed measures but require the exact locations of the cushions and provision of 'H' bar markings to be agreed as part of a detailed design as part of s278/38 (Highways) Agreements and further related to the development by planning condition.

It is also considered that 'H' bar markings be positioned across all new driveways, including those on Elbow Street and Stanhope Street. A plan should also be provided to show dropped kerbs and tactile paving across the apartment car park entrance and at the junctions of Stanhope Street and Elbow Street with the new access road. Highways have also stated that given the unsuitability of Elbow Street as a construction vehicle route, it is recommended that the new access road is closed off at Elbow Street during construction and until completion of the development or an agreed phase of the occupation of proposed residential units. For clarity, the traffic calming and TROs should be in place as soon as the new access road becomes available for use as a through route with the 'H' bars should be in place prior to occupation.

The above comments have been related to the applicants' transport consultant and it is proposed that the required measures be delivered through off-site highways and construction management conditions.

Environmental Health – Should planning permission be granted conditions are request in relation to the following:

- i. The proposed development should be undertaken in accordance in accordance with the submitted ADM demolition method statement (including ADM Method Statement MS 02 (Asbestos removal, soft strip of buildings, scaffolding erection, street protection and subsequent demolition of disused site buildings).
- ii. Construction/demolition works should be confined to the following hours: Monday - Friday: 7.30am - 6pm; Saturday: 8.30am – 2.00 pm and Sunday / Bank holidays: No work;
- ii. Construction to be undertaken in accordance with the Air Quality Impact Assessment dated August 2016;
- iii. Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the nearby church and car repair garage should be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any other local commercial/industrial premises. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The approved noise insulation scheme should be completed before any of the dwelling units are occupied;
- iv. The approved should be undertaken in accordance with the submitted scheme for the storage and disposal of refuse shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.
- v. The findings of the submitted E3P Air Quality Impact Assessment dated August 2016 are accepted; air quality issues are not considered a constraint to the development on the basis that good practice dust control measures are implemented during the construction phase. However we also recommend that proposals for good practice principles for the operational phase should be submitted in accordance with IAQM/EPUK guidance.

In addition to the above a request has been made for an informative to be related to the development, should planning permission be granted, relating to the undertaking of construction works over a prolonged period and the control of pollution from construction sites.

Contaminated Land Section – Request that the development by undertaken in accordance with the submitted Phase I Geo-Environmental Site Assessment by E3P dated May 2016 as this document is sufficient to allow the discharge section (a) of the standard contaminated land condition. Following the commencement of works the following section of the standard contaminated land condition would related to the development:

- b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City with the Revised Remediation Strategy, which shall take precedence over any

Remediation Strategy or earlier Revised Remediation Strategy.

Arboricultural Officer – No objection.

Flood Risk Management Team - A condition is requested to ensure that: no development shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority. If there is no clear adoption policy in place to take over the proposed drainage system after construction, it is recommended that a further condition be imposed to ensure that: 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 should be implemented and thereafter managed and maintained in accordance with the approved details and all implemented works related to a verification report.

United Utilities - Have no objection to the proposed development provided that the following conditions are attached to any approval relating to the following:

- i. Foul and surface water being drained on separate systems;
- ii. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions should be submitted to and approved in writing by the Local Planning Authority (LPA);
- iii. Prior to the commencement of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the Local Planning authority and agreed in writing.

A series of informative comments have also been made that have been forwarded to the applicant.

Environment Agency – Has no objection to the principle of the proposed development and it is considered that the information submitted to-date satisfies Condition 2 Part 1 (preliminary risk assessment). However, it is recommended that planning permission should be related to the following conditions to address issues that otherwise would pose unacceptable risks to the environment. These conditions would include:

- i. Prior to the commencement of the development, a scheme to dispose of surface water shall be submitted to, and approved in writing by, the LPA and subsequently implemented as approved.
- ii. Prior to the commencement of the development, a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the LPA:
 - a. A site investigation scheme, based on the preliminary risk assessment to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - b. The results of the site investigation and the detailed risk assessment referred

to in (a) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

c. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (b) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

iii. No part of the development should be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority.

iv. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

A series of informatives relating to land contamination, re-use and removal of waste within and from the site and sustainable drainage have been provided and forwarded to the applicant.

Greater Manchester Police Design for Security - The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Preliminary Crime Impact Statement dated (04/08/2016 – URN: 2008/0038/CIS/01 Version A) and a planning condition should be added to reflect the physical security specifications listed within sections 4 & 5 of the submitted Preliminary Crime Impact Statement. information). The support of Design for Security, in respect of the proposed development, is dependent upon the recommendations made within the Preliminary Crime Impact Statement being incorporated into this proposal.

Greater Manchester Ecology Unit - Acknowledge that the submitted ecology report found that the application site has little ecological value and negligible potential to support bats. However, the site does support scrub that could be used by nesting birds and the buildings themselves were being used by nesting birds. It therefore been recommended that the following condition be related to the development should planning permission be granted to ensure that: the removal of or works to any trees or shrubs works to or demolition of buildings or structures that may be used by breeding birds does not take place during the main bird breeding season 1st March and 31st July inclusive. This restriction would apply unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared or works start and provided written confirmation that:

- i. No birds will be harmed and/or
- ii. There are appropriate measures in place to protect potential nesting bird habitats within the site.

Advertising – As the proposals relates to a major development, the usual neighbouring residents and statutory consultation has been supplemented with the required advertisement in the Manchester Evening News and display of site notices around the perimeter of the application site, i.e., a 21 day notification period expiring on 27 September 2016 and 4 October 2016 respectively. In response to the amendments to the application site boundaries a further application consultation and publicity was undertaken with respective expiry dates of 6 December 2016 and 8 December 2016. In order to clarify the details of the description of the proposed development, a further neighbour consultation was undertaken. This further consultation expired on 5 December 2016 and did not result in any new issues being raised. Comments received through this further consultation are reflected in the report.

EIA Screening Opinion – Prior to the submission of the planning application the local planning authority (LPA) adopted a screening opinion in respect of the potential environmental impact of the proposed development in accordance with the following: Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (as amended in 2015) relating to screening opinions under Part 2, Regulation 5. The screening opinion was related to documentation and supporting information submitted on behalf of the prospective applicant.

It was acknowledged that the proposed development site has been previously developed and is currently disused. The development would therefore result in a marked change in the scale and nature of activities taking place within and around the site. However, the buildings and site are vacant and located in an area where redevelopment is expected to take place and on this basis the LPA maintained that:

- i. Construction activities would be short term, predictable, temporary in nature and, upon completion the development would permanently change in the visual amenity of the area which could only be achieved through demolition;
- ii. Whilst the site is currently contaminated any associated risks were considered to be manageable;
- iii. The potential impacts on the natural environment will be minimal and be of no more than local significance. The impacts from the construction phase can be carefully managed to minimise any impacts on and nearby sensitive receptors.

It is acknowledged that the proposed development would have some impact on the surrounding area. However, it was considered that these impacts would be manageable and not be sufficiently significant to warrant a formal Environmental Impact Assessment.

Issues

National Planning Policy Framework (NPPF) – The NPPF requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 14 states that 'at the heart of the NPPF is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development

proposals should accord with the development plan and should be approved without delay unless:

- i. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
- ii. Specific policies in the NPPF indicate development should be restricted.
- iii. The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).
- iv. Paragraph 8 (of the NPPF) goes on to state that these roles should not be undertaken in isolation: 'to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system'.
- v. Paragraph 9 (of the NPPF) - States that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

The NPPF has been related to the proposed development and the following specific paragraphs and policies are considered to be particularly relevant:

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 1: Building a strong, competitive economy - By securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future;
- ii. Chapter 2: Ensuring the vitality of town centres - Identifies retail, leisure and office development as uses that should be encouraged within town (or district) centres. In this case a site has come forward that presents the opportunity for the introduction of a use that would be potentially compatible with Levenshulme District Centre and would contribute to its future viability and vitality. Chapter 2 is relevant due to the proximity of the application site to Levenshulme District Centre and the provision of services and activities that would positively contribute to its future viability and vitality;
- iii. Chapter 4: Promoting sustainable transport - Outlines Government objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Chapter 4 has been related to the provision car parking arrangements and consideration of measures to reduce reliance on private car usage;
- iii. Chapter 7: Requiring good design - Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private

spaces'. Chapter 7 has been related to the quality of the proposed design of the building and its potential contribution to the built environment;

iv. Chapter 8: Promoting healthy communities - States that the planning system has an integral role in promoting healthy communities as part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces;

vi. Chapter 10: Meeting the challenge of climate change, flooding and coastal change - States that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, There is a focus upon supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Chapter 7 is relevant given the identified land conditions, which require appropriate mitigation. It has also been related to the delivery of sustainable design to reduce carbon emissions and measures to ensure satisfactory waste water and drainage management;

vi. Chapter 11: Conserving and enhancing the natural environment – Is a key consideration and highlights that efforts should be made to increase biodiversity at development sites and safeguard wildlife habitats. It also states that measures should be put in place to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate Core planning principles - Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan making and decision-taking. Chapter 11 has been related to the sites capability to support bat habitats and any mitigation measures that may be required to safe guard them. It has also been related to measures to address land contamination and other pollution management;

v. Chapter 12: Conserving and enhancing the historic environment – Sets out the requirements to assessing new development with a potential impact on the historic environment. In this case consideration has been given the impact of the loss of the remaining sections of the non-listed Atlas Works.

National Planning Policy Guidance (NPPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The NPPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the NPPG:

i. Consultation and pre-decision matters - The NPPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. Furthermore any comments should be taken into account it is important to make comments before the statutory deadline. The NPPG also affirms that the NPPF states that statutory consultees should provide advice in a timely manner throughout the development process. The NPPG also states that where an application has been amended it is up to the local planning

authority to decide whether further publicity and consultation is necessary, particularly when:

- a. Objections or reservations raised in response to the original consultation stage substantial and, in the view of the local planning authority, enough to justify further publicity;
- b. Proposed changes significant;
- c. Earlier expressed views are related to the proposed changes. Issues raised by the proposed changes likely to be of concern to parties not previously notified.

ii. Environmental Impact Assessment (EIA) - The aim of EIA is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process. The regulations set out a procedure for identifying those projects which should be subject to an Environmental Impact Assessment, and for assessing, consulting and coming to a decision on those projects which are likely to have significant environmental effects. In this case it has been established that the proposed development falls within Schedule 2 of the regulations and as such, LPA is required to consider whether it is likely to have significant effects on the environment. Given the size of the application site it has been necessary to screen the proposed development to determine whether significant effects are likely and hence whether an EIA is required.

iii. Design - Good quality design is considered to be an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use over the long as well as the short term;

iv. Flood Risk Planning and Flood Risk - The proposed development has been assessed to determine if it represents a flood risk. For the purposes of applying the National Planning Policy Framework, 'flood risk' is a combination of the probability and the potential consequences of flooding from all sources, including from rivers and the sea, directly from rainfall on the ground surface and rising groundwater, overwhelmed sewers and drainage systems, and from reservoirs, canals and lakes and other artificial source;

v. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. Public health organisations, health service organisations, commissioners and providers, and local communities should use this guidance to help them work effectively with local planning authorities in order to promote healthy communities and support appropriate health infrastructure. It recognises that development proposals can support strong, vibrant and healthy communities and

help create healthy living environments which should, where possible, include making physical activity easy to do and create places and spaces to meet to support community engagement and social capital. It also recognises that development can provide opportunities for healthy lifestyles through the promotion of and access to high quality open spaces and opportunities for play, sport and recreation;

vi. Land affected by contamination - States that the contaminated land regime under Part 2A of the Environmental Protection Act 1990 provides a risk based approach to the identification and remediation of land where contamination poses an unacceptable risk to human health or the environment. The regime does not take into account future uses which could need a specific grant of planning permission. To ensure a site is suitable for its new use and to prevent unacceptable risk from pollution, the implications of contamination for a new development would be considered by the local planning authority to the extent that it is not addressed by other regimes. It is recognised that contamination is more likely to arise in former industrial areas but cannot be ruled out in other locations including in the countryside (e.g. by inappropriate spreading of materials such as sludge, or as a result of contamination being moved from its original source). In addition, some areas may be affected by the natural or background occurrence of potentially hazardous substances, such as radon, methane or elevated concentrations of metallic elements. Only a specific investigation can establish whether there is contamination at a particular site, but the possibility should always be considered particularly when the development proposed involves a sensitive use such as, in this case, housing with gardens;

vii. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation: engineering - reducing the noise generated at source and/or containing the noise generated; layout - where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings; using planning conditions/obligations - to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and; mitigating the impact on areas likely to be affected by noise, including through the provision of noise insulation when the impact is generated from a building.

viii. Travel plans and traffic / transport assessments - The NPPG states that the primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives in connection with both proposed and existing developments. This approach and through this to thereby reduce the demand for travel by less sustainable modes. Traffic and transport assessments primarily focus on evaluating the potential transport impacts of a development proposal and may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development. The proposed development has been related to both a travel plan and a traffic/ transport assessment, which are considered within this report;

ix. Water supply, wastewater and water quality - Considerations for planning applications - It is stated that this will depend on the proposed development, its location and whether there could be concerns about water supply, water quality or both. It is advised that early engagement with the local planning authority, the Environment Agency and relevant water and sewerage companies can help to establish if water quality is likely to be a significant planning concern and, if it is, to clarify what assessment will be needed to support the application.

x. Viability – It is stated that decision-taking on individual applications does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. This should be informed by the particular circumstances of the site and proposed development in question. Assessing the viability of a particular site requires more detailed analysis than at plan level.

The core principles and policy guidance contained within the National Planning Policy Framework and National Planning Policy Guidance have been directly related to the assessment of the potential impact of the development on residential amenity. Particular consideration has been given to the benefits of remediating a site affected by land contaminated leading to its redevelopment to secure a residential use that would contribute positively to the supply and diversity of local housing supply, local regeneration and the formation of sustainable communities.

Technical housing standards – Nationally described space standard (March 2015) -

This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. The requirements of this standard for bedrooms, storage and internal areas are relevant only in determining compliance with this standard in new dwellings and have no other statutory meaning or use. The nationally described space standard has been applied to an assessment of the size and quality of the proposed houses and apartments.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles)

Policy SP1 specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EC 2 Existing Employment Space

Policy EC2 states that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- i. The existing use is un-viable in terms of business operations, building age and format;
- ii. The existing use is incompatible with adjacent uses;
- iii. The existing use is unsuitable for employment having had regard to the Manchester - Salford - Trafford SFRA; or
- iv. On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN 1 states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above 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. Design and access statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives. Policy EN1 has been related to the assessment of the quality of the elevational design and its contribution to the built environment and relationship to the character of the surrounding area, which predominantly comprises of red-brick 2-storey houses.

Policy EN3 (Heritage)

Policy EN3 is relevant to the consideration of the contribution of Atlas Works to the character of the area and the quality of the replacement apartment block to the

streetscene. This approach has been taken as policy EN3 requires that new developments is designed to enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. In this case the historic contribution has been assessed with an acknowledgement of the current condition. For the reasons set out in this report it is considered that the demolition of Atlas Works is justified and that the replacement apartment building makes a strong and positive contribution to the character of the area.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development)

Policy EN4 has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency.

Policy EN 8 (Adaptation to Climate Change)

Policy EN8 states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case of this application reference has been given to the adaptability of the development to climate change with particular reference to:

- i. Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability;
- ii. The need to control overheating of buildings through passive design;
- iii. The opportunity to provide linked and diverse green space to enhance natural habitats, which will assist species adaptation.

Policy EN8 has been related to the proposed sustainable design of the proposed houses and flats and arrangements to secure appropriate drainage management.

Policy EN 9 (Green Infrastructure)

Policy EN 9 states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management. Key features of Manchester's green infrastructure will include:

- i. The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area;
- ii. The continued maintenance and management of the Rivers Mersey and Irwell and their tributaries, for example the River Irk, River Medlock, Chorlton Platt Gore,

Gatley Brook, Moston Brook and adjoining land, with regard to their multiple functions including recreation, flood management, and biodiversity;

- iii. The provision of new, and improvements to the quality and accessibility of existing green infrastructure assets, to mitigate for any loss of green infrastructure as a result of development such as the Metrolink extension programme;
- iv. The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas;
- v. New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.

Policy EN 14 (Flood Risk)

Policy EN 14 states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

Policy EN15 (Biodiversity and Geological Conservation)

Policy EN15 states, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to:

- i. The Manchester Biodiversity Strategy;
- ii. The Open Space, Sport & Recreation Study, which identifies areas where there is a deficit of natural and semi-natural green space, opportunities for green corridors and other linkages;
- iii. Manchester's Climate Change Action Plan;
- iv. The Strategic Flood Risk Assessment (SFRA) for Manchester;
- v. The Manchester Tree Strategy.

Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation. Development should wherever possible seek to maintain, enhance or restore existing geology. Policy EN15 has been related to the assessment of the ecological evaluation of the site and the details of the submitted bat survey. It has also been related to arrangements for landscaping.

Policy EN 16 (Air Quality)

Policy EN16 states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass

plant. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Policy EN 17 (Water Quality)

Policy EN 17 states that, with reference to the Manchester-Salford-Trafford SFRA and other relevant documents development should: avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological; minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses; where close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site; where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.

Policy EN18 (Contaminated Land and Ground Stability)

Policy EN18 states that any proposal for development of contaminated land must be accompanied by a health risk assessment. This application has been assessed by the Contaminated Land Section whose recommendations are capable of being related to the development by condition.

Policy EN19 (Waste)

Policy EN19 requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements.

Policy H1 (Overall Housing Provision)

Policy H1 states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory overleaf provides an indication of the timescale over which development is likely to come forward. The proportionate distribution of new housing, and the mix within each area, will depend on:

- i. The number of available sites identified as potential housing sites in the SHLAA;
- ii. Land values and financial viability;

- iii. The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester;
- iv. Preserving and improving the quality of the existing housing stock;
- v. The management of areas where Houses in Multiple Occupation predominate.

Policy H1 states that 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Furthermore, policy H1 states that all proposals for new residential development should take account of the need to:

- i. Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people and people with specific support requirements;
- ii. Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- iii. Contribute to the design principles of Manchester's Local Development Framework, 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, including in high density development;
- iv. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate levels of sound insulation;
- v. Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- vi. Prioritise sites which are in close proximity to centres or high frequency public transport routes;
- vii. Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations);
- viii. Be designed to give privacy to both its residents and neighbours.

Policy H 6 (South Manchester)

Policy H6 states that 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 H8 (Affordable Housing)

Policy H8 sets out the following requirements for affordable housing or an equivalent financial contribution, as set out in Providing for Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance. Policy H8 states:

- i. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options;
- ii. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment;
- iii. Affordable housing units will be inclusively designed to reflect the character of development on the site;
- iv. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:
 - a. There is a very high level of affordable housing in the immediate area;
 - b. There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;
 - c. Affordable housing would be prejudicial to the diversification of the existing housing mix;
 - d. The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
 - e. It would financially undermine significant development proposals critical to economic growth within the City;
 - f. The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;
 - g. There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme;
- vi. The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products.

Policy H11 (Houses in Multiple Occupation)

Policy H11 states that change of use from a C3 dwelling house to a C4 HMO will not be permitted where there is a high concentration of residential properties within a short distance of the application site falling within one or more of the following categories:

- i. Exempt from paying Council tax because they are entirely occupied by full time students;
- ii. Recorded on Private Sector Housing's database as a licensed HMO;
- iii. Any other property which can be demonstrated to fall within the C4 or sui generis HMO use class.

In cases where the concentration of such properties is significant but less high, the Council will examine property type and resident mix in more detail when considering an application for a change of use.

Although the proposed development comprises single family houses and apartments, this policy is relevant as conversion to HMOs once completed would not be acceptable in this location. This is discussed further in the report.

Policy T1 (Sustainable transport)

Policy T1 relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. The policy states that the Council will support proposals that, amongst other things:

- i. Improve choice by developing alternatives to the car;
- ii. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- iii. Improve pedestrian routes and the pedestrian environment;
- iv. Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Furthermore, development should take account of the needs of road users according to a broad hierarchy consisting of (in the following priority):

- i. Pedestrians and disabled people;
- ii. Cyclists, public transport;
- iii. Commercial access;
- iv. General off peak traffic;
- v. General peak time traffic.

Policy T2 (Accessible areas of opportunity and need)

Policy T2 states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections; is easily accessible by walking, cycling and public

transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Policy T2 also states that applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policies T1 and T2 have been related to measures to reduce reliance of private car usage, securing managed levels of car parking, as well as, taking advantage of access to local public transportation links and facilitating walking and cycling as alternatives to private car usage.

Policy DM1 (Development Management)

Policy DM1 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. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development to ensure that development has regard to the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

Policy DM1 points a- h (inclusive) have been related to the assessment of the proposals with regard to its potential impact on residential amenity and the contextual relationship of the new building and its functions on the local built environment.

Saved Unitary Development Plan (Saved UDP) Policies -The following saved Unitary Development Plan policy is also considered to be relevant:

Policy DC26 (Development and noise)

Policy DC26.1 has been related to the proposals contribution to the local noise environment, in relation to the operation of the proposed extension and the additional activity it may generate.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily. This particularly relevant given the proximity of the site to established residential uses.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to control noise, including the provision of noise insulation.

The requirements of policy DC26 have been related to the potential for additional noise to be generated by the development and appropriate measures to secure its mitigation.

Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

The following paragraphs are of particular relevance:

i. Section 2 Design - Paragraphs 2.3 and 2.7 - Discuss the importance of new development to surrounding neighbourhoods and the character of its streets, in terms of its layout, design, scale, massing and orientation of its buildings to achieve a unified urban form to enliven the neighbourhood and its sustainability. The density of the development has also been assessed to ensure the proposed levels are informed by the characteristics of an area and the specific circumstances of the proposals.

Paragraphs 2.13, 2.14, 2.15 and 2.18 - Discuss the importance of urban design and the contribution of new buildings to the streetscape and the appearance and character of the local environment. It 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. Furthermore corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area.

Paragraphs 2.25 and 2.31 – States that proposed street layouts are accessible for people to use with designs having regard to the impact a new development on the local traffic network and on the nature and number of likely movements arising from it.

Paragraph 2.39 - Refers to the Council's intention to protect important wildlife habitats and take full account of the effects of new development on wildlife itself.

Paragraph 2.45 - Has been related the proposals in terms of its provision of a mix of housing within an established neighbourhood and is therefore relevant to the analysis of the character of the area surrounding the application site.

Paragraph 2.57 - States that: 'the size, appearance, location and means of access to waste storage areas should be integrated into the design of developments from the outset'. The provision of satisfactory arrangements for the storage of waste and recyclable material is considered to be particularly important given the intensity of the proposed use. Paragraph 2.57 has also been considered in conjunction with

ii. Section 3 Accessibility – Highlights the importance of ensuring that new development is inclusively designed and accessible to all;

iii. Section 4 Environmental Standards – Identifies the need to ensure that development is environmental sustainable and designed to reduce carbon emissions. It also identified the need to ensure the provision of appropriate waste management. The need ensure that the impact of the construction of new development on local areas and communities is suitably managed and minimised is also identified in this section of the guide;

iv. Section 6 Parking Guidelines - Paragraphs 6.2; 6.4, 6.5 and 6.6 provide guidelines for car parking, including the quality, function and appearance of car parking areas, as well as the adequacy and inclusivity of provision. Paragraph 6.4 discusses the circumstances where parking in front of the building line may be appropriate subject to mitigation through landscaping.

v. Section 7 Housing Density and Mix - Paragraph 7.4 states that the composition of the residential development has been assessed to determine if the development positively contributes to the range of housing choices and assists the sustainability of these neighbourhoods.

vi. Section 8 Community Safety and Crime Prevention – Relates the importance of creating safe environments through the incorporation of informal surveillance and crime prevention measures as an integral part of new development. Paragraphs 8.5, 8.6 and 8.7 - State that the development should promote community safety and crime prevention and has been related to the security arrangements to be incorporated into the proposed development including it shared spaces and communal areas; developments should have recognisable uses or internal arrangements which help to foster stewardship, minimise the risk and fear of crime, and accommodate the public without compromising amenity and the safety of users and the provision of safe and secure car parking arrangements.

vii. Section 10 Internal Design Principles and the Provision of Space within Housing - Requires an assessment of the residential units to ensure that the internal design principles and the provision of space within housing are appropriate.

Providing for Housing Choice Supplementary Planning Document (SPD) and Planning Guidance (adopted 2nd September 2008) - This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision, The City Council is committed to establishing a strategy for affordable housing provision in Manchester. It is important that everyone living in Manchester has the opportunity of a decent, affordable and accessible home and that the range of available housing both supports the City's economic growth and develops and sustains neighbourhoods, attracting families and workers.

It states that as the City's economic growth continues to accelerate the City needs to diversify its housing offer through a new policy framework to support economic success, inclusion, social and environmental improvements and the outcomes of the Community Strategy. In this context, the Council needs to ensure better opportunities are available for lower paid and lower skilled residents to access housing and share in the predicted growth. Achieving this requires a new, more sophisticated strategic

approach to the City's housing strategy. It further states that the Council needs to lead on improving the quality, quantity and balance of housing supply in the City. The City Council's Affordable Housing Strategy is an important tool to secure the provision of a range of new housing suitable for existing and future residents, with an emphasis on mechanisms to enable access to home ownership.

The document highlights the need to ensure the development of homes and places to attract and retain workers at all levels in the new economy through their housing life cycles. It promotes pathways into owner occupation by providing new financial products, skills and employment training to retain and attract working households in the city. It also seeks to make the best use of existing affordable housing in the social sector, by more efficient management and by promoting social mobility. Through the better and more integrated use of existing private housing, especially the private rented sector, improvements can be made to its quality and accessibility thereby delivering social mobility and meeting residents' aspirations. By utilising opportunities available through the planning system to assist in the provision of affordable housing the delivery of balanced and sustainable communities can be secured.

The Housing Choice SPD has been referred to in the assessment of applicant's submitted statement in relation to viability and provision affordable housing as part of the proposed development.

Manchester Residential Quality Guidance – 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.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case officers and the applicants (through their appointed representatives) engaged in pre-application discussions, which informed the principles of the proposed development, including the configuration of the site layout,

the scale parameters of proposed built form and the mix of housing types. These discussions also allowed the issues affecting the site and its relationship to the wider site to be discussed leading to the submission of a comprehensive package of information as part of the planning application. Notwithstanding the above, it was necessary to engage in further discussions to clarify the proposed elevational design of houses, apartments and boundary treatments, secure the inclusion of traffic calming measures and determine accurate parameters of the planning application site.

Discussions were also undertaken with regard to the viability of the development. On the basis of the original submission and the provision of supplementary documentation, it is considered that sufficient information was made available for the planning application to be assessed and for the subsequent recommendation to the Planning and Highways Committee. It is also considered that the additionally submitted information was sufficient to respond to the issues raised by the local planning authority, statutory consultees and local residents. Where necessary, appropriate planning conditions have been recommended to ensure that the proposed development is appropriately implemented.

Principle of the development – As previously stated, the principle of a residential development of the site was established through a resolution of Mind to Approve by resolution by the Planning and Highways Committee at its meeting on 5 April 2012 in relation to the previous planning application 088984/OO/2009/N2. Within the above application for mixed use development the current application site was identified for a residential development comprising dwellinghouses and apartments within a layout bisected by a road linking Elbow Street and Stanhope Street. The proposals considered under application 088984/OO/2009/N2 did not proceed as a related s.106 Agreement could not be finalised. However, it is considered the proposed mix of residential accommodation and its configuration in relation to a central service road is reflective of an arrangement that was, in principle, considered to be acceptable. As local circumstances have not significantly changed since the consideration of application 088984/OO/2009/N2, it is considered that the proposed configuration of the development site is still appropriate notwithstanding this element now being a stand alone development.

The historic use of the application site and the incidental occurrence of industrial uses in the locality are acknowledged. However, it is considered that the redevelopment of the site for housing would be more in keeping with the predominant residential character of the surrounding area. The existing site has not been used for industrial or warehousing purposes for a number of years and its composite buildings have been destroyed by fire or in a derelict condition. There does not appear to be any realistic prospect of bringing the site back into industrial use. Furthermore, the reintroduction of industrial or warehousing uses would not be compatible with the surrounding residential area or the adjacent district centre.

Given the configuration of the site and the number of proposed residential units it is considered a relatively dense form of development would be achieved. However, the density of the proposed development would be reflective of the character of the surrounding built environment and would provide private amenity spaces for proposed houses and communal areas. In addition, to contributing to the quality and

supply of housing in Levenshulme, it is considered that the development would remove a site of dereliction that is currently harmful to the amenities of the local area.

It is considered that the development would positively relate to the prevailing residential character of the area. The site also benefits from its close proximity to Levenshulme District Centre and access to public transport both in bus and rail services. The proposed development is thereby considered to be located in a highly sustainable location. It would remove significant land contamination from the site and subsequently bring it back into an active and sustainable use.

Taking the above factors into account and for the reasons set out in this report, it is considered that the proposed development would relate appropriately to Core Strategy policies SP1, EC2, EN1, EN4, EN8, EN15, EN18, EN19, H1, H6, H8, T1, T2 and DM1, saved UDP policy DC26, the principles contained in the Guide to Development in Manchester and the general principles of NPPF and the specific details of its chapters 1, 2, 4, 7, 8, 10, 11 and 12.

During the consideration of the planning application and as a result of representations from a neighbouring landowner, it became apparent that the proposed development site contained land outside the applicants' ownership. As a consequence the boundaries of the proposed development site were amended to omit the previously identified land and all necessary re-notification and publicity was undertaken.

Loss of Employment Land – As previously stated, the application site has been derelict for a numbers of years and the condition of the land and buildings would prevent any prospective of a resumption of employment activity without significant land mitigation and investment. Given the length of time that the site has been vacant, i.e. in excess of 10 years, it can be reasonably concluded that there is no demand for its use for industrial or warehousing purposes. In such circumstances it is considered that the land no longer represents an appropriate employment location and that the current proposal thereby would provide an opportunity for a sustainable development that is appropriately related to the character of the surrounding area. Given the regeneration and social benefits of the proposed development it is considered that the redevelopment of the application site and thereby the requirements of Core Strategy polices EC1 and EC2 have been appropriately responded to. Core Strategy policies H1 and H6 would also be complied with through the delivery of quality housing through the implementation of the proposed development.

Future use of the residential accommodation – It is considered that the proposed development would make a significant contribution of family type housing in Levenshulme, thereby positively contributes to the sustainability of the local community. On this basis, it is considered that future occupancy of the proposed accommodation should be managed to prevent its use or conversion into multiple occupancy residencies, ie, houses in multiple occupation (HMOs). It is therefore recommended that a condition be imposed to ensure that all of the proposed houses and apartments are only used for Class C3 purposes, pursuant to Core Strategy polices SP1, H1, H11 and DM1.

Affordable housing – In accordance with Core Strategy policy H8, the applicant has submitted an affordable housing statement. This statement is required as the application site exceeds an area of 0.3 hectares and comprises of more than 15 residential units. Policy H8 seeks to ensure that new residential development contributes to a City-wide target for 20 % of new housing being affordable. In this case the applicant states:

- i. The proposed housing would be available for purchase via the open market thereby responding to an identified need within Levenshulme. Furthermore, the site is in a locality with an adequate supply of relatively affordable housing, including housing for rent;
- ii. With the above in mind, it is argued that the proposed development would positively contribute to the local housing mix and tenure;
- iii. The submitted viability seeks to demonstrate that the proposed development is viable in its current form and that any calls for a specific housing requirement would adversely affects its delivery and thereby inhibit local regeneration.

It is acknowledged that the need for affordable housing, as part of the development has not been identified by Strategic Housing in this instance. This is very much a consequence of the existing make up of residential accommodation in the area. As noted above, any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

A further key strand to the consideration of this issue is scheme viability. A Viability assessment has been submitted, which demonstrates that in its current form the development is viable with costs associated with contamination mitigation, land assembly and traffic management measures being factors for consideration.

The recently endorsed 'Housing Affordability in Manchester' report by the Executive acknowledged the importance of delivering new homes through the planning process, providing the fundamental and underlying platform for growth and ensuring that the supply of housing increases thereby helping to counter price rises created by shortage. An assessment of scheme viability was noted as an essential part of this process.

On the basis of the above the proposed development complies with Core Strategy policy H8.

Construction and demolition management - The applicant has submitted a demolition strategy outlines the phasing of works, the identified measures to address identified hazardous materials and other associated risks based on assessment of the historic use of the site. The demolition strategy also identifies a 10 week period for demolition and a further 8 week remediation period. It is considered that these works would have a localised impact, which would include mitigation measures to ensure the provision of dust suppression measures, reclamation of hard core materials for use within the site to reduce vehicle movements and scheduled daily road sweeping. Further mitigation measures would include limiting site working hours between 8.00 am to 6.00 pm. It is acknowledged that some disturbance would continue into the construction phase but this impact could be managed through active site,

construction traffic and debris dispersal management. On this basis, it is considered that although impacts from construction traffic, noise and air quality could become apparent through the substantive demolition and construction phases, they would be manageable and contained to these phases of development.

It is considered that it is likely the development will be undertaken on a phased basis and a condition has been recommended to secure confirmation of the phasing to secure its appropriate management. It is considered that the issues relating to the demolition strategy can be applied to the construction phase. In response to a request from the applicant it is considered that an overarching demolition and construction management plan should be related to the development by condition. This single operational plan would need to fully acknowledge the potential difficulties that may be experienced through the implementation of demolition and construction within the tight constraints of the application site and the local highway configuration and detail appropriate solutions at each phase of the development. The required plan should therefore incorporate the following:

- a. The undertaking of demolition within an area enclosed by hoardings, 'Heras' style fencing and scaffolding around the building with debris netting: the position of which should be identified within an approved site management drawing;
- b. Extracted materials would to be segregated into skips within the site for removal to licensed waste sites. Any asbestos would be removed by a licensed contractor;
- c. Existing foundations would be excavated and affected land backfilled in relation to the preparation of external works;
- d. Defined access and egress routes for demolition and construction traffic, including staff, delivery and construction vehicles, including HGVs,
- e. Methodology for the undertaking of demolition and on-site processes, including crushing of materials removal of waste, delivery of materials to be used in ground works, arrangements for back filling and dust suppression and duration of noise generating activities;
- f. Identified measures to control dust and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles / streets are to be cleaned and the sheeting of vehicles entering and leaving the site during the demolition and construction period;
- g. Specified working hours for the site, including hours for the delivery of materials;
- h. Identified vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- i. Identified measures for the management of on-site construction vehicles and plant machinery in order to reduce emissions. This shall include a detailed drawings demonstrate that vehicles can access and egress the site in forward gear. Where this is not possible arrangements for stewarding vehicles to and from the site would need to be provided;
- j. Measures for securing the site, including on-site security and lighting.

It is considered that the proposed measures are necessary to reduce the potential impact of the development on the surrounding area, including neighbouring residential uses and to safeguard local amenity pursuant to Core Strategy policies

SP1, EN16, EN18, EN19 and DM1 and saved Unitary Development Plan policy DC26.

Demolition of Atlas Works – Since the consideration of planning application 088984/OO/2009/N2, the condition of Atlas Works has deteriorated thereby affecting the viability for its retention and conversion (as proposed as part of the previous proposals). The building is not listed and the application site is not located within a conservation area. However, its contribution to the surrounding streetscene has been noted and related to the scale, height, siting and composition of the replacement apartment block. On this basis it is considered that the proposed development acknowledges and maintains an important characteristic of the streetscene. It is also considered that the quality of the elevational design of the proposed apartment block would positively contribute and revitalise the character of the local area. The removal of Atlas Works is thereby justified as the design of the replacement building is of sufficient to secure a positive contribution to the locality and thereby secures compliance with Core Strategy policies SP1, EN1, EN3 and DM1 and the NPPF.

Residential space standards – The proposed development would deliver a mix of residential units of varying sizes that have been assessed against the Nationally Described Residential Quality Standards. The proposed 28 apartments (2 beds, 3 persons) would meet the described space standards. The 3 bed, 5 person, 2 – storey houses (22 units) and 4 bed, 6 person houses (4 units) would fall below the described space standard by 13 sq metres and 6 metres. It is considered that this short fall is offset by the quality of the composition of internal arrangements and garden areas and provision and in-curtilage car parking. The proposed 4 bed, 6 person houses (8 units) would have a short fall of 7 sq. metres, which is again justified on the basis of the quality of internal layouts and gardens, with addition of a garage and driveway parking.

It is also considered that the proposed development would contribute to sustainable growth in Manchester and thereby responds positively to the newly adopted Manchester Residential Quality Guidance (which reflects, in part, the national standards). The proposal would also secure design characteristics that would also positively contribute to the quality of the streetscene, be effectively linked to a local centre and reduce carbon emissions.

On balance, it is considered that the development secures a satisfactory configuration of houses and apartments which responds to the constraints of the site boundaries. The density of the proposed development has been related to the prevailing character of neighbouring residential development. Within this urban context it is considered that a satisfactory quality accommodation has been achieved, which appropriate arrangements for the external functional requirements of car parking, amenity space and car parking. The development thereby respond positively respond to Core Strategy policies SP1, EN1, H1, H6, T2 and DM1.

Magnitude of development – The density of the proposed development reflects the character of the area, which is characterised predominantly by terraced houses. Notwithstanding the above, it is considered that the development site is sufficiently punctuated through the incorporation of garden areas and the spaces between houses and 3 unit terraces. Such arrangements also secure a setting for housing

within the streetscene. The proposed apartment block has also been appropriately sited and would not have an adverse impact.

On this basis, it is considered that the development appropriately relates to the constraints of the application site. A condition has been recommended, which would remove permitted development rights and ensure consideration is given to extensions that might impact on the streetscene or resulting in the undue loss of garden areas. This approach would safeguard the character and appearance of the substantive development pursuant to Core Strategy policies SP1, EN1, H1 and DM1.

Siting – The composition of the development, including the siting of proposed building, is a necessarily urban design response. The proposed site layout would secure a permeable route through the site securing links to the surrounding highway network, including links to Levenshulme District Centre via Stanhope Road and Elbow Street.

It is considered that the siting and composition of the proposed apartment block would reflect the existing relationship of Atlas Works to neighbouring housing and the wider streetscene. It is the case that the main exposure to the apartment block would face toward the gable elevation and rear garden of the nearest house positioned at the corner of Chapel Street and Stanhope Street, i.e., 12.5 metres from the proposed building. Given the arrangement of windows to the apartments it is not considered that there would be any undue overlooking or loss of privacy. The remaining section of the proposed street frontage would relate to proposed houses and the new access road to existing terraced houses with a maintained minimum distance of 14.5 metres. It is considered that the distance between proposed and existing houses would exceed the distances commonly found within the locality.

With regard to Chapel Street, the proposed apartments and housing would have a limited impact on the frontage of two houses (13 and 15d Chapel Street), with the area to the west of Rostron Street primarily composed of open space and car repairs and industrial uses. It is also the case that the nearest houses opposite the site would have a minimum distance of 14 metres, which is considered to be consistent with the built form in the surrounding area. An increase in distances would affect the grain and character of the surrounding urban area. Within this context the proximity of housing frontages is considered to be appropriate. The outside face of the apartment block at ground floor level has also been safeguarded through the provision of a 1.5 metre wide set back from the edge of the pavement.

Taking the above factors into account, it is considered that the proposed development would be appropriately related to SP1, EN1, and DM1 and NPPF Chapter 7.

Height, scale and massing - The scale and proportions of the overall design have been informed by the characteristics of houses in the surrounding area and would thereby be a coherent addition to the streetscene. The height and scale of the proposed apartments reflect the characteristics and the general configuration of the existing Atlas Works and would not introduce any new circumstances with regard to overshadowing or loss of sunlight to neighbouring housing. The 4-storey apartment block represents a limited aspect of the development with the main part of its

composition related to conventional housing. On this basis it is not considered that the relationship of the proposed apartments to neighbouring houses would be affected by the proposed development. The variance in the height of the composition of the roofscape in relation to the 3-storey houses adds some visual interest and aids the transition between the apartment block and the 2-storey houses. The bulk and massing the proposed apartment block is relieved by its elevational detailing. On balance it is considered the development responds to established height and proportions of built form and is thereby positively related to policies SP1, EN1 and DM1.

Residential amenity – The condition of the existing site currently undermines the residential and visual amenities of the area. It has previously been affected by land contamination, fire damage and fly-tipping and has been a focus for anti-social behaviour. The proposals present the opportunity to address these issues through a comprehensive and yet proportionate redevelopment of the site. A full assessment of highways issues has been undertaken and it is considered that both the site layout and the provision of identified traffic management measures would address residents concerns and relate the development appropriately to the surrounding context. The western side of Elbow Street, directly opposite the application site, is characterised by 2-storey terraced housing and a large electricity sub-station situated on the corner of Elbow Street and Chapel Street. The proposed development would secure the removal of outbuildings and a substantial concrete panel fence along the eastern boundary of the site to secure a more domestic setting for existing houses situated between 31 and 41 Elbow Street, i.e., existing houses that would be most affected by the 2 and 3 storey houses (Types B and D) to be situated on the eastern side of Elbow Street. It is considered that the proposed development would improve the appearance of the streetscene through the presentation of houses with articulated elevations and front garden areas to Elbow Street. The traditional terraced houses located between 33 and 41 Elbow Street comprise front doors and single windows to their principal elevations at ground and first floor level. The position of new habitable room windows has been offset through the configuration of the proposed houses to avoid direct overlooking of the existing windows to houses on the opposite side of Elbow Street. A minimum distance of 12 metres would be maintained between the frontages between existing and proposed houses, which is considered to be acceptable in an urban context as it reflects the relationships of housing in the locality. The proposed houses to the north side of the junction of Elbow Street and the new access road would face towards the electricity sub-station, which would therefore not impact upon the residential amenities of existing neighbouring residents.

As previously stated the location of houses and apartments to Chapel Street would have a limited impact on residential amenity in terms of overlooking or loss of privacy, due to the siting of the neighbouring industrial uses, position of adjacent open space and configuration of neighbouring housing. The height of the proposed houses would reflect the characteristic scale of housing in the locality. The height of the proposed apartment block responds to the constraints height of the existing Atlas Works, i.e., it would result in a rise of maximum roof heights from 10 metres (existing) to 11.5 metres (proposed) with any resulting impact mitigated by the configuration of the roofscape and pitch within its composition. Given the orientation of neighbouring housing in closest proximity to Chapel Street there would be no undue change in the

existing relationship between built forms, including undue overshadowing or loss of sunlight.

The proposed position of the apartment block would improve the relationship to the streetscene at the junction of Chapel Street and Stanhope Street would be improved by its setting from the back of pavement. Again the height of the apartment block as presented to Stanhope Street reflects an existing circumstance. It is also the case that the apartment block would have a 26 metre wide frontage to Stanhope Street, which reduces the 49.3 metre elevation currently presented to the street by the existing Atlas Mill. It is thereby considered that the development would improve the outlook for existing residents by reducing the height of built form in the streetscene and its replacement with housing of a more domestic scale. Again, it is considered that the relationship between proposed 2 and 3 storey housing along Stanhope Street reflects the distance between housing frontages within the existing streetscene.

The vehicular activity associated with a residential use, beyond the demolition and construction phase, would not differ in its frequency above the reintroduction of an industrial use but would in terms of noise and disturbance. On this basis the proposed development presents the opportunity to secure a more compatible use for the site.

The composition of the development has been related to existing building form and recognisable distance between houses would be formed with the context of the locality. The development would not therefore detract from the character of the surrounding area or result in undue overlooking, overshadowing or loss of privacy. Within the context of the development site it is considered that the configuration of housing would be compact but sufficient amenity space has been provided and there would be sufficient distances between habitable room windows.

Taking these factors in to account it is considered that the amenity of existing and future residents have been responded to. Furthermore, the orientation and configuration of the proposed apartments and houses responds to the characteristic arrangement of housing in the locality, including interface distances between housing. On this basis, it is considered that satisfactory consideration has been given to residential amenity with further safeguards secure through conditions. The proposed development has thereby been appropriately related to Core Strategy policies SP1, EN1 and DM1 and NPPF Chapters 7 and 8.

Design – It is considered that the proposed design of the building presents a coherent design response that is appropriately related to the streetscene. The composition of the houses and apartments involves the use of red-multi red facing brick, which would reflect the dominant material within the site, i.e. Atlas Works, as well as, the surrounding locality. The proposed brickwork is also reflective of the prevailing materials in the context of the local area. The design of the apartment block in relation to the inclusion of a turret feature is an acknowledgement of the characteristics of Atlas Works and its contribution to the streetscene. Further definition to the upper floors feature would be achieved through the use of grey brickwork. Articulation within the elevational composition would be secured through the incorporation of projecting bays to the street elevations with definition to windows

through the inclusion of reveals and glazing in grey metal frames. Contrasting horizontal banding would be positioned above ground windows with buff brick; a material that would be applied to the outside edge to the turret feature to aid its definition.

The proposed houses represent a contemporary interpretation of urban housing, involving the formation of gabled pitched roofs and off-set pitched roof dormers. The articulation throughout the composition of the proposed houses facilitates the formation of car parking and relieves its bulk and massing. The use of brickwork is further relieved by the inclusion of sections white render panelling to upper floors. Buff brick work would be used to give definition to the recessed sections of front elevations and the formation of vertical banding. The use of dark grey within the material palette has been applied to the proposed use of concrete roof tiles, flat roof canopies and windows frames. Buff brickwork would be used within the rear elevations of the proposed houses. The use of red-multi red facing brick and grey roof tiles would also be applied the proposed garages.

The applicant has provided indicative details of the proposed materials to be used in the construction of the proposed houses, apartments and hard landscaping areas. Whilst these details are considered to be acceptable in principle, the applicant has been advised that, given the significance of the development, full details and specifications of all materials will need to be provided prior to the commencement of above ground works. A material condition has therefore been recommended to ensure the implementation of the development with appropriate materials pursuant to Core Strategy policies SP1, EN1 and DM1 and NPPF Chapters 7 and 8.

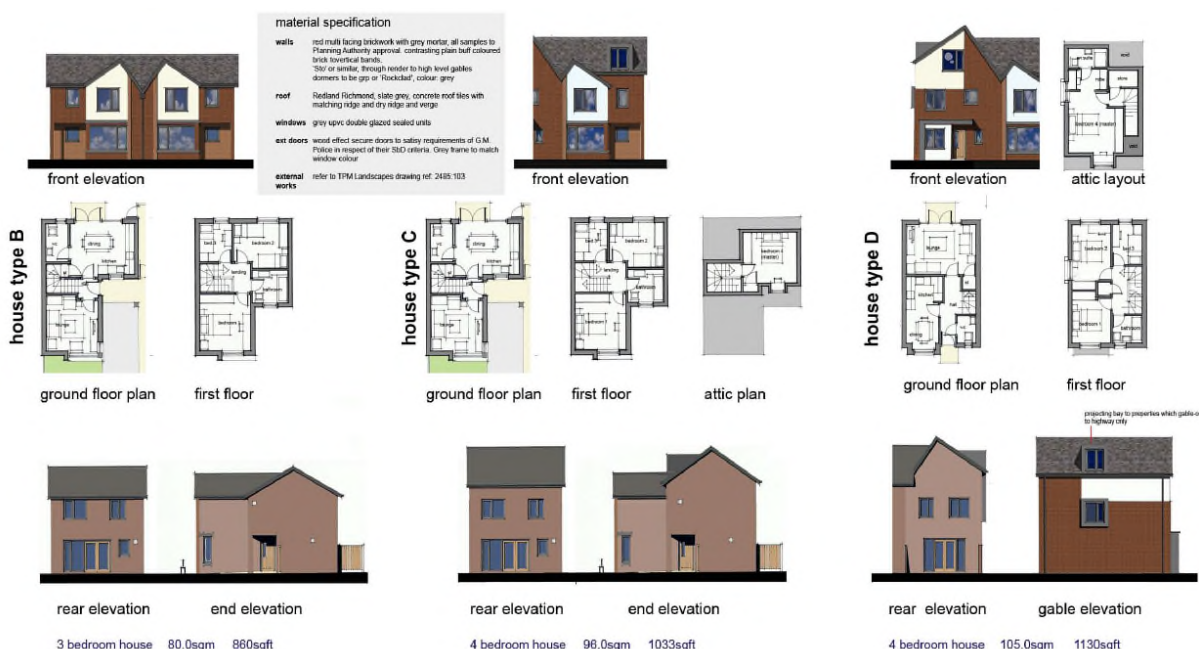


Figure 3 – Indicative external materials

Reducing carbon emissions and sustainable design – A statement has been submitted by the applicant detailing potential measures that could be incorporated

into the development the design and the implementation of construction to reduce carbon emissions. The applicant has considered a variety of sustainable heating generation and renewable energy systems and has concluded that:

- i. A combined heat and power system (CHP) would not be appropriate in respect of the application site as it has not been possible to determine potential power loads the overall demand for heat and power and the likely periods of occupation;
- ii. The provision of solar energy would be severely constrained by the configuration of roof orientation and positioning of trees.

The applicant has confirmed, however, that the applicants have sought to reduce carbon emissions and secure energy efficiency through a 'fabric first' design approach through which a heavy weight construction would be pursued combined with a highly insulated building envelope. The design would also include the provision of eco-boilers, high air tightness throughout the built form and insulated doors and windows. It is considered that given the constraints of the site, the proposed sustainable design measures would give satisfactory assurances with regard to the reduction of carbon emissions. A condition has been recommended to ensure that these measures are incorporated into the development and the submission of and verification statement confirming their implementation to secure compliance with Core Strategy policies SP1, EN4, EN8 and DM1 and NPPF Chapters 7, 8 and 10.

Secured by Design – A condition has been recommended to ensure that the proposed development achieves secured by design accreditation pursuant to Core Strategy policies SP1 and DM1 and the National Planning Policy Framework. This includes the specific measures identified for inclusion by Greater Manchester Police Design for Security as specified within the submitted crime impact statement (CIS). It is considered that through the implementation of these measures the development is capable of attaining secured by design accreditation and compliance with Core Strategy policies SP1 and DM1 and NPPF Chapters 7 and 8. An appropriate condition has therefore been recommended.

Accessibility – The applicant has identified a number of measures that could be incorporated into the design of external areas to secure the provision of accessible surface treatments, lighting and suitably designed ramps. The entrance to the apartments would have suitable 1000 mm doorways with 900 mm clearance to secure wheelchair access to the ground floor. A lift is not proposed in this case. The proposed houses have been designed to secure level access to ground floor rooms. Internal light fittings would also be positioned 450 mm above finished floor level to aid inclusive use. Notwithstanding the absence of a lift to the apartments, it is considered that in overall terms a high level of accessibility would be achieved throughout the substantive development. Detail of the provision of the final design of external surface treatments, including raising of grounds levels to secure satisfactory access in related to the development by condition to secure compliance with Core Strategy policies SP1, EN1 and DM1 and NPPF Chapters 7 and 8.

Highways Issues – The impact of the development on the surrounding highways networks and potential additional traffic generation have been assessed.

It is considered that the anticipated volume of traffic movement would be commencement with the recommencement of an industrial (Class B2) use of the application site. However, any redevelopment of the site needs to ensure it relates to the surrounding highways networks, in terms of connection etc..

It is the case that there is existing kerbside parking within the vicinity of the application site that would be displaced by the proposed formation of new driveways. The applicant has therefore accepted that there would be a need to address such issues through the provision of 'H' bar markings along Chapel Street. Advice has also been issued, to the applicant, which indicated a further need to provide 'H' bar markings that extend to proposed vehicular access points along Elbow Street.

The applicant has proposed a series of measures that are acceptable to Highways Services. These measures would include:

- i. The provision of double yellow / no waiting at any time parking restrictions at the junction of the new access road and its intersections with Elbow Street and Stanhope Street;
- ii. Traffic calming measures in the form of 2 pairs of raised speed 'pillows' in two positions along the proposed new access road;
- iii. The introduction of a 20 mph speed limit zone within the vicinity of the application site, i.e., new access road and adjacent section of Elbow Street with the display of related street signage.

It is considered that, given the urban character of the development, its relationship to Levenshulme District Centre and extensive transportation links, a 100 % parking provision with scope for parking in driveways to garages relating to larger houses would be appropriate in this context. The concerns of Highways Services regarding the demarcation of car parking spaces can be addressed by condition alongside the phased implementation of the laying out and availability of proposed car parking.

In response to the comments of Highway Services regarding the unsuitability of Elbow Street as a construction vehicle route, the closure of the Elbow Street access via the new access construction has been related to the construction management plan until completion of the development or an agreed phase of the occupation of proposed residential units. A highways works condition would also ensure that prior to occupation all other requirements are in place.

On the basis of the above measures, i.e., traffic calming measures, speed restrictions and TROs, it is considered that satisfactory traffic management within and around the application site can be achieved. The delivery of these measures, including off-site highways works would be secured by condition, which would be further related to the phased undertaking of the development pursuant to Core Strategy policies SP1, T1, T2 and DM1 and the NPPF Chapters 4 and 7.

Cycle parking – The applicant has indicated that the proposed cycle storage facilities would have capacity for 28 cycles, i.e., one space per 2-bedroom apartment. The positions of the proposed cycle stores have been indicated within the apartments enclosed amenity space but the design of the cycle store has not been provided at this stage and a condition has therefore been recommended to cover this matter. It is

the case that 8 of the larger houses would have a garage that would facilitate cycle storage. With regard to the remaining houses, it is considered that the rear garden areas would be of sufficient size to accommodate external cycle stores should they be required by the residents. On the is basis, it is considered that the development has the capacity to suitable accommodation cycle storage and thereby comply with Core Strategy policies SP1, T1, T2 and DM1 and NPPF Chapters 4 and 7.

Travel Plan – The applicant has submitted a residential travel plan (RTP) with the expressed aim of:

- i. Encouraging residents and visitors to use alternative to private car usage;
- ii. Increasing awareness of the advantages and potential from travel by more environmentally friendly modes.

The RTP identifies local services that are accessible by foot and opportunities for travel via bus, train and cycle. The applicant has indicated a commitment to the provision of a residents travel pack to promote the objectives of the RTP; the effectiveness of which would be monitored by a travel plan co-ordinator and the achievement of a series of specified targets.

Given the sustainable nature of the locality, it is considered that the objectives of the RTP area attainable. A condition has therefore been recommended that would secure the implementation, monitoring and continued operation of the RTP following within six months of the first occupation of the development. This approach would secure compliance with Core Strategy policies SP1, T1, T2 and DM1 and NPPF Chapters 4 and 7.

Waste management – The applicant has indicated that the development includes a new route through the site and therefore there would be no necessity for refuse vehicles to turn around within the site. The applicant has also confirmed the following the arrangements for waste management would be made available to the proposed houses and apartments:

- i. Individual houses - Each property would be provided with a private, self contained, hard paved, refuse storage area located in rear garden areas. The bin / recyclable storage container area would be of a sufficient size to accommodate the safe storage of the following recycling / refuse bins / containers, i.e.,:
 - a. Blue bin (140 litre) - Paper, cardboard collected every two weeks;
 - b. Brown bin (140 litre) - Glass, cans, plastics collected every two weeks;
 - c. Green bin (240 litre) - Food / garden waste collected weekly / fortnightly in winter;
 - d. Black bin (240 litre) - Household waste collected every two weeks.

The bins /containers would be transferred for street collection via shared and individual pathways within household curtilages.

- ii. Apartments - The applicant has calculated the required storage capacity for apartment waste and recycling on the basis of current City Council guidance, i.e.,:

- a. Household waste - Three 1100 litre Eurobins and 1No 360 litre wheeled bin are proposed;
- b. Paper & cardboard – One 1100 litre Eurobin is proposed;
- c. Plastic bottles, glass and cans – Three 1100 litre Eurobins and 1No 360 litre wheeled bin are proposed.

iii. The proposed communal be would be located within a secure, hard paved and screened refuse storage area situated in the north-west corner of the apartment car park. A gate would be formed within the boundary walls to facilitate collection via Chapel Street or through the car parking area. Residents would be able to access the bin store via a communal pedestrian doorway and across the amenity space and car park. A condition has been recommended to ensure that management arrangements are put in place to ensure that bins and containers are returned to the apartment bin storage area following collection.

The proposed bin storage arrangements have been considered and are supported by Environmental Health. The submitted waste management plan, including drawings identifying the position of bin and recyclable containers within the application site, have been related to the development by condition thereby securing compliance with Core Strategy policies SP1, EN19 and DM1 and the NPPF Chapter 8.

Boundary treatments - It is considered that the proposed boundary treatments to the street, comprising walls and railings, would secure appropriate defensible space to the proposed houses and define the residential character of the development. Given the proposed car parking arrangements to the proposed houses, it would not be appropriate for gates to be provided due to limited space within the front garden areas and within this context such an arrangement would be acceptable. The proposed brickwork used in the composition of boundary walls would secure coherence throughout the development, as would, the incorporation of black railing as a further means of enclosure. Appropriate rear garden areas would be secured through the use of close boarded timber fencing. A condition has been recommended to ensure that the development is undertaken in accordance with the submitted boundary treatments, which should be maintained in situ thereafter. It is considered that such a condition would be necessary to secure compliance with Core Strategy policies SP1, EN1 and DM1 and NPPF Chapters 7 and 8.

Landscaping – The development requires the removal of 6 individual trees and a group of trees dispersed throughout the site and adjacent to the Elbow Street boundary. The removal of these trees has been assessed by the City Arboricultural Officer who has no objection to their removal subject to replacement planting. A further request has been made for the protection of street trees during construction, which is related to the implementation of the development by condition. The development is supported by a detailed landscaping scheme that involves replacement tree and shrub planting, lawn areas and hard landscaping / surfacing relating to individual houses and the apartment block. The landscaping scheme details planting species and would provide 22 replacement trees of varying sizes. The composition of the scheme has been related to the constraints of the proposed houses and amenity space relating to the apartment block. A condition is recommended to ensure the implementation of the substantive landscaping scheme pursuant to Core Strategy policies SP1 and DM1 and NPPF Chapter 11.

Noise – The submitted noise survey has been assessed by Environmental Health and, notwithstanding the detail of the submitted noise assessment, it is considered that a further assessment is required to address noise generating uses, including the nearby church, car repair garage and industrial type uses. The noise survey data should include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The approved noise insulation scheme would then need to be completed before any of the dwelling units are occupied. Given the comments of Environmental Health there is nothing to indicate that appropriate noise insulation could not be effectively incorporated into the design of the proposed houses and apartments to secure appropriate safeguards to residential amenity, thereby achieving compliance with: Core Strategy policies SP1 and DM1, saved UDP policy DC26 and NPPF Chapters 7 and 8.

Air quality – The applicant has made an assessment of the impact of the proposed development on local air quality and related potential impacts to its demolition, construction and operational phases. There will be dust, noise, vibrations and traffic during the demolition and construction phases which could cause disruption to the local community, including disturbance from excavation and demolition of buildings along with the use of plant and machinery. These potential issues were considered as part of the issued EIA screening opinion (by the LPA) and are considered to be capable of being managed through a demolition and construction management plan, which is discussed below. Furthermore, Environmental Health has confirmed that the findings of the submitted air quality impact assessment are acceptable. It is not considered that air quality issues would be a constraint to the development subject to good practice dust control measures being implemented during the construction phase. It is not considered that the implemented development would unduly impact upon air quality following the implementation and occupation of the proposed apartments and housing. It is also considered that the implementation of the residential travel plan would reduce reliance on private car usage and thereby further safeguard local air quality. On this basis, it is considered that the demolition and construction phases can be managed through condition to secure appropriate air quality and therefore secure compliance with Core Strategy policies SP1, EN16 and DM1 and NPPF Chapter 8.

Flood Risk – The submitted application has been supported with a Flood Risk Assessment (FRA) and Sustainable Drainage Strategy (SDS, which has been related to the characteristics of the application site that lies within was Flood Zone 1 and with an acknowledgement that as the development is residential it would be described as being more vulnerable in Table 2: Flood Risk Vulnerability Classification within the National Planning Policy Guidance. As the application site is within Flood Zone 1, the proposed residential development is appropriate as there is no increase in flood risk and the site would be accessible for emergency access and egress during times of extreme flooding as the 100 year floodplain does not extend into the proposed development area. No historical evidence of flooding has been identified in relation to the immediate site.

The applicant maintains that the FRA has reviewed all sources of flood risk to both the proposed development and to the existing adjacent development as a result of the proposals, including; fluvial, tidal, pluvial, groundwater, sewers and flooding from artificial sources. As a result of the relatively low flood risk from all of the sources

reviewed, the principle focus of the submitted report has been related to the effective management of surface water drainage.

The submitted documents have been assessed by the Floor Risk Management Team, Environment Agency and United Utilities and each body has indicated that the development would be acceptable subject to the respectively recommended conditions. These conditions have been subsequently related to the development pursuant to Core Strategy policies SP1, EN17, EN18, EN19 and DM1 and the NPPF Chapters 10 and 11. The applicant has been advised of the need to relate the above conditions to the development.

Ecology – The submitted ecology report did not establish evidence of bat activity. It found that buildings within the site offer negligible potential for a bat roost as they are open, damp, draughty and without suitable cavities or roof voids. Furthermore, there are no mature trees within the site, which could offer potential habitat for bats and open areas of the site have little ecological value, being mainly hard standing and scrub.

Notwithstanding the above and in response to the comments of GM Ecology Unit, it is recognised that nesting birds were observed using Atlas Works and, potentially, dense scrub as habitats. A condition has therefore been recommended to ensure that works affecting scrub takes place outside of the bird nesting season (March to August). A further condition requires that a further species / habitat survey be undertaken prior to the demolition of Atlas Works to confirm that there is no evidence of other protected species within application site. If during development works a bat (or an accumulation of bat droppings) is discovered at any time, or any other protected species is discovered, work should temporarily cease whilst an experienced ecologist is contacted for guidance and assistance. A separate condition has been recommended that would permit the undertaking of demolition unless delayed for more than two years from the date of this survey, i.e., so that a further bat survey can be undertaken to update its findings. This approach is considered to be consistent with Core Strategy policies EN 15 and NPPF Chapter 12.

Land conditions – The application has significant identified land contamination attributable to historic industrial uses, fly-tipping and building fires. The applicant has provided a ground and contaminated land survey that provides a remediation strategy that is considered to be acceptable by Environmental Health subject to its implementation as a condition of the development. The recommended condition should also include a verification report to be submitted to ensure that agreed works are implemented and any subsequently identified measures appropriately undertaken. A condition has been recommended to ensure that satisfactory land remediation is undertaken pursuant to Core Strategy policies SP1, EN18 and DM1 and NPPF Chapters 8, 10 and 11.

Conclusion – This is challenging site given its configuration and constraints to past industrial use. The proposed development offers the opportunity to improve and increase housing choice in Levenshulme and remove issues associated with the sites existing condition. The design of the proposed development would satisfactorily safeguard the amenities of both existing and future residents thereby securing compliance with Core Strategy policies SP1, H1, H6 and DM1, whilst also presenting

a positive visual improvement. Measures, secured through conditions, would enable the management of the future occupancy of the proposed housing to secure its continued availability to families in accordance with Core Strategy policies H1 and H11. The regeneration benefits to be attained through the implementation of the development and the environmental benefits of related land remediation have been clearly set out in the report. The development would achieve positive urban design responses that relates to its context and surrounding streetscene. It also incorporates a cohesive and permeable highway layout. These features would secure appropriate replacement buildings and ensure compliance with Core Strategy policies SP1, EN1, EN4, EN8, EN9, EN15, EN16, EN18, EN19, H1, H6, H8, H11, T1 and T2, NPPF chapters 1, 4, 7, 8, 10, 11, and 12, the principles of the Guide to Development in Manchester, the Nationally Described Space Standards and Manchester Residential Quality Guidance. It is also considered that the regeneration benefits of the development would outweigh the loss of the site as an employment location thereby meeting the criteria for exceptionality set out in Core Strategy policy EC2. The approval of planning permission is therefore recommended in the light of the above and subject to the schedule of related conditions.

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 APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case officers and the applicants (through their appointed representatives) engaged in pre-application discussions, which informed the principles of the proposed development, including the configuration of the site layout, the scale parameters of proposed built form and the mix of housing types. These discussions also allowed the issues affecting the site and its relationship to the wider site to be discussed leading to the submission of a comprehensive package of information as part of the planning application. Notwithstanding the above, it was

necessary to engage in further discussions to clarify the proposed elevational design of houses, apartments and boundary treatments, secure the inclusion of traffic calming measures and determine accurate parameters of the planning application site. Discussions were also undertaken with regard to the viability of providing affordable housing as part of the proposed development. On the basis of the original submission and the provision of supplementary documentation, it is considered that sufficient information was made available for the planning application to be assessed and for the subsequent recommendation to the Planning and Highways Committee. It is also considered that the additionally submitted information was sufficient to respond to the issues raised by the local planning authority, statutory consultees and local residents. Where necessary, appropriate planning conditions have been recommended to ensure the appropriate delivery of the proposed development.

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 stamped as received by the City Council on the specified dates:

Planning application forms received 15 August 2016

Site location plan with a red edge M4029 PL 01 Rev B attached to email from PWA Planning dated 1 November 2016

Site layout drawing ref M4029 (PL) 03 Rev G attached to email from PWA Planning dated 1 November 2016

Apartment types - ref M4029 PL 04 Rev D attached to email from PWA Planning dated 12 December 2016

House types ref M4029 PL_05 Rev B attached to email from PWA Planning dated 20 December 2016

Streetscene elevations sheet 2 M4029 PL06 received 15 August 2016

Streetscene elevations sheet 2 M4029 PL07 Rev B received 15 August 2016

Streetscene elevations sheet 3 M4029 PL08 Rev B attached to email from PWA Planning dated 23 August 2016

Traffic Calming Plan Ref 1275-01 attached to email from PWA Planning dated 30 November 2016

Drawing 2485 101 Rev A Tree Approval

Drawing 2485 102 Rev E Tree Retention, Removals and Protection.

Drawing 2485 103 Rev E Landscape Layout

Drawing 2485 201 Rev E Planting Plan

Project: 2485 Chapel Street, Levenshulme 501 Tree Survey Report Issue 5

(All attached to email from PWA Planning dated 1 November 2016)

Topographical drawing M4029/PL/02 received 15 August 2016

Planning Statement by PWA Planning dated August 2016 Ref: PWA_16-199_PS01
Design and Access Statement by Nicol Thomas dated August 2016
Preliminary Crime Impact Statement dated (04/08/2016 – URN: 2008/0038/CIS/01
Version A) received 15 August 2016
Transport Assessment dated July 2016 by Croft Transport Solutions Ref 1275 (as
amended by Traffic Calming Plan Ref 1275-01)
Air Quality Impact Assessment dated July 2016 Report by e3p Ref: 11-053-r4
Sustainability Statement M04029 Rev A by Nicol Thomas attached to PWA email of 6
December 2016
Residential Travel Plan by Croft Transport Solution dated July 2016 Ref: 1275 First
Draft.
Waste / Refuse Strategy Statement by Nicol Thomas received 15 August 2016

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

3) Prior to the commencement of the authorised development a scheme shall be submitted to and approved in writing by the City Council as local planning authority, relating to the phased implementation of related demolition and construction works. The phased undertaking of the development shall be fully implemented in accordance with the approved scheme.

Reason – In the interests of residential amenity and pedestrian and highway safety pursuant to policies SP1, EN16, EN19, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapters 6 and 11).

4) No development that is hereby approved 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, EN1 and DM1 of the Core Strategy for the City of Manchester.

5 a) The authorised development shall be fully implemented in accordance with the submitted Phase I Geo-Environmental Site Assessment by E3P dated May 2016. (the Preliminary Risk Assessment), which identifies and evaluates all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site and conforms to the 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 the 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.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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 Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapters 8, 10 and 11).

6) Before the commencement of the development hereby authorised, a scheme relating to the disposal of surface water has been submitted to, and approved in writing by, the local planning authority. The development shall be fully implemented in accordance with the approved scheme, which shall be maintained in situ thereafter.

Reason - To secure proper drainage and the management of the risk of flooding and pollution pursuant to ensure there are no unacceptable discharges to ground or surface waters pursuant to policies SP1 and EN16 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapter 10).

7) No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- i. A site investigation scheme, based on the preliminary risk assessment to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;
- ii. The results of the site investigation and the detailed risk assessment referred to in (i) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
- iii. A verification plan providing details of the data that will be collected in order to

demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason - To secure proper drainage and the management of the risk of flooding and pollution pursuant to ensure there are no unacceptable discharges to ground or surface waters pursuant to policies SP1 and EN16 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapter 10).

8) No occupation shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason - To secure proper drainage and the management of the risk of flooding and pollution pursuant to ensure there are no unacceptable discharges to ground or surface waters pursuant to policies SP1 and EN16 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapter 10).

9) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason - To secure proper drainage and the management of the risk of flooding and pollution pursuant to ensure there are no unacceptable discharges to ground or surface waters pursuant to policies SP1 and EN16 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapter 10).

10) No development shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority.

Reason - To secure proper drainage and the management of the risk of flooding and pollution pursuant to ensure there are no unacceptable discharges to ground or surface waters pursuant to policies SP1 and EN16 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapter 10).

11) 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:

- i. Verification report providing photographic evidence of construction as per design drawings;
- ii. As built construction drawings if different from design construction drawings;
- iii. 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 secure proper drainage and the management of the risk of flooding and pollution pursuant to ensure there are no unacceptable discharges to ground or surface waters pursuant to policies SP1 and EN16 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapter 10).

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

Reason: To secure proper drainage and the management of the risk of flooding and pollution pursuant to ensure there are no unacceptable discharges to ground or surface waters pursuant to policies SP1 and EN16 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapter 10).

13) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge directly to the public combined sewerage system

The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1 and EN16 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapter 10).

14) Prior to the commencement of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the Local Planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Resident's Management Company; and
- b. Arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

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 policies SP1 and EN16 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapter 10).

15) Before the commencement of the authorised development, a comprehensive demolition and construction management plan shall be submitted to and approved in writing by the City Council as local planning authority, which shall define and specify:

- a. The undertaking of demolition within an area enclosed by hoardings, 'Heras' style fencing and scaffolding around the building with debris netting: the position of which should be identified within an approved site management drawing;
- b. Extracted materials would to be segregated into skips within the site for removal to licensed waste sites. Any asbestos would be removed by a licensed contractor;
- c. Existing foundations would be excavated and affected land backfilled in relation to the preparation of external works;
- d. Defined access and egress routes for demolition and construction traffic, including staff, delivery and construction vehicles, including HGVs,
- e. Methodology for the undertaking of demolition and on-site processes, including crushing of materials removal of waste, delivery of materials to be used in ground works, arrangements for back filling and dust suppression and duration of noise generating activities;
- f. Identified measures to control dust and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles / streets are to be cleaned and the sheeting of vehicles entering and leaving the site during the demolition and construction period;
- g. Specified working hours for the site, including hours for the delivery of materials;
- h. Identified vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- i. Identified measures for the management of on-site construction vehicles and plant machinery in order to reduce emissions. This shall include a detailed drawings demonstrate that vehicles can access and egress the site in forward gear. Where this

is not possible arrangements for stewarding vehicles to and from the site would need to be provided;

- j. Measures for securing the site, including on-site security and lighting;
- k. Construction shall be carried out in accordance with the Air Quality Impact Assessment by e3p dated August 2016 and Ref: 11-05-r4.

The each phase of the demolition and construction, forming part of the development hereby authorised, shall be implemented in accordance with the agreed demolition and construction management plan. If any at any time when the use is operating / being constructed causes any pedestrian or highway safety concerns which in the opinion of the City Council, as LPA, are detrimental to adjoining and nearby residential properties or highway and/or pedestrian safety, within 1 month of a written request, a scheme for the mitigation against the impacts shall be submitted for approval in writing by the City Council, as Local Planning Authority and once approved, such mitigation measures shall be implemented, with a timescale previously agreed in writing with the City Council, as Local Planning Authority, and thereafter maintained during the demolition/ construction phase of the development.

Reason - In the interest of pedestrian and highway safety and residential amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester, policy DC26 of the Saved Unitary Development Plan and guidance contained within the National Planning Policy Framework (Chapters 8, 10 and 11).

16) The authorised development shall be undertaken in accordance in accordance with the submitted ADM demolition method statement (including ADM Method Statement MS 02 (Asbestos removal, soft strip of buildings, scaffolding erection, street protection and subsequent demolition of disused site buildings).

Reason – In the interest residential amenity and public safety pursuant to policies SP1, EN18, EN19 and DM1 and the National Planning Policy Framework (Chapter 8).

17) Prior to the first occupation of each phase of the development, the details of the approved waste management plan comprising of Waste / Refuse Strategy Statement by Nicol Thomas received 15 August 2016 and Site layout drawing ref M4029(PL)03 Rev G received 2 November 2016, shall be fully implemented and subsequently maintained in situ thereafter.

Reason - In the interests of residential amenity pursuant to policies SP1, DM1 and EN19 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

18) Before the first occupation of the authorised apartments, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the arrangements for presenting waste and recycling containers / bins to a designated collection point and their return to the designated bin storage areas as part of a residential management plan. The approved scheme shall be fully implemented upon first occupation of the authorised apartments and remain in place there after.

Reason - In the interests of residential amenity pursuant to policies SP1, DM1 and EN19 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework

19) Before the first occupation of each phase of the authorised development, all associated pedestrian and vehicular access arrangements and demarcated car parking as specified by Phasing Plan 261/P18 Rev E, which shall be made available for use (with car parking made available for residents and visitors only) and maintained in situ thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework (Chapters 8 and 10).

20) Before the first occupation of each agreed phase of the authorised development, written confirmation legal agreement relating to the undertaking of all off-site highways works as shown on drawing referenced Traffic Calming Plan Ref 1275-01 attached to email from PWA Planning dated 30 November 2016 along with a timescale for their implementation which accords to the agreed phasing of the development. The required works shall be fully implemented prior to the first occupation of the related phase of the development.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework (Chapters 8 and 10).

21) Before the first occupation of each agreed phase of the authorised development, all on-site highways works, including pedestrian footpaths, drop kerbs and surfacing of car parking spaces to houses and apartments shall be undertaken in accordance with drawings referenced Site layout drawing ref M4029(PL)03 Rev G received 2 November 2016 and Traffic Calming Plan Ref 1275-01 attached to email from PWA Planning dated 30 November 2016. The final surface treatment of the new access road and footpath shall be fully implemented prior the first occupation of the final phase of the development.

Reason – In the interests of residential amenity, pedestrian and highways safety and to facilitate construction works pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

22) The proposed junction at the intersection of Elbow Street and the new access road shall not be constructed until the final phase of the proposed development and fully implemented prior to the first occupation of the residential units form the final phase of the authorised development.

Reason – In the interests of residential amenity, pedestrian and highways safety and to facilitate construction works pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

23) Before commencement of above ground construction works, a scheme for acoustically insulating the proposed residential accommodation against noise from the nearby church, car repair garage any other local commercial/industrial premises or potential or actual noise sources on or near the application site, shall be submitted to and approved in writing by the City Council as local planning authority. The submitted scheme shall be related to noise survey data, including measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The approved noise insulation scheme shall be fully implemented before the occupation of any identified noise sensitive dwelling forming part of the authorised development and maintained in situ thereafter.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester.

24) If any external lighting relating to the authorised apartment block and / or its car parking area, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

25) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential units 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 2015, 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) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs 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 paragraph 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 Core Strategy for the City of Manchester.

26) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that

Order with or without modification) no garages or extensions or shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity and to safeguard the character of the development hereby authorised pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no fences, gates or walls other than those shown on the approved drawings relating to the development hereby authorised, shall be erected within the curtilage of any dwelling forward of any wall of that dwelling which fronts onto a road.

Reason - In the interests of residential amenity and to safeguard the character of the development hereby authorised pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

28) 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 windows shall be inserted into the elevations of the extension hereby approved other than those shown on the approved drawings referenced Apartment types ref M4029 PL 04 Rev D attached to email from PWA Planning dated 12 December 2016; House types ref M4029 PL_05 Rev B attached to email from PWA Planning dated 20 December 2016; Streetscene elevations sheet 2 M4029 PL06 received 15 August 2016; Streetscene elevations sheet 2 M4029 PL07 Rev B received 15 August 2016 and Streetscene elevations sheet 3 M4029 PL08 Rev B attached to email from PWA Planning dated 23 August 2016.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

29) Before first occupation all external bathroom and / or WC windows to the authorised apartments and houses shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

30) The garages as shown on approved drawings referenced: Site layout drawing ref M4029 (PL) 03 Rev G attached to email from PWA Planning dated 1 November 2016; Streetscene elevations sheet 2 M4029 PL06 received 15 August 2016; Streetscene elevations sheet 2 M4029 PL07 Rev B received 15 August 2016; Streetscene elevations sheet 3 M4029 PL08 Rev B attached to email from PWA Planning dated 23 August 2016 shall only be used vehicle and ancillary storage in conjunction with the residential use of the dwellinghouse to which it is allocated and for no other purpose, including the undertaking of any business or leasing for non-resident vehicle storage.

Reason – In the interests of residential amenity and to ensure that the development is adequately supported with satisfactory car parking pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester.

31) The development hereby approve shall be undertaken in accordance with the Sustainability Statement Ref: M4029 Rev A by Nicol Thomas attached to email from PWA Planning dated 6 December 2016. Within 3 months of the completion of the construction of each phase of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework (Chapter 4).

32) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing referenced: Drawing 2485 102 Rev E Tree Retention; Removals and Protection, Drawing 2485 103 Rev E Landscape Layout; Drawing 2485 201 Rev E Planting Plan and 285 501 Tree Survey Report Issue 5 shall be implemented not later than 12 months from the date of commencement of 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 Core Strategy for the City of Manchester.

33) Following its implementation as part of the phased undertaking of the authorised development the hard and soft landscaping scheme shall be maintained in accordance with the Landscape Management Strategy by TPM dated July 2016 Ref: 2485 502 – Issue 2. The agreed maintenance arrangements shall continue to be undertaken following first implementation and at all times thereafter.

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

34) The proposed development shall be fully implemented in accordance with the details of the following documents related to tree retention and protection referenced: Drawing 2485 102 Rev E Tree Retention and 285 501 Tree Survey Report Issue 5. The approved details shall be implemented upon commencement of the authorised

development and shall remain in place until the completion of the final phase of the development.

Reason - To ensure the satisfactory retention and protection of existing trees and their contribution to the implementation of the authorised landscaping scheme pursuant to policies SP1, EN9 and DM1 of the Core Strategy for the City of Manchester.

35) 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 for the City of Manchester.

36) The development hereby approved shall be fully implemented in accordance with the findings and recommendations document referenced: Daytime bat survey and ecological walkover survey. A further bat survey shall be submitted to and approved in writing by the City Council as local planning authority should: demolition / construction be undertaken after August 2018 or in the event of the presence of bats being found within existing buildings and/or the potential for the site to support bat habitats and/or roosting places is determined at any time during the demolition and construction phases of the development. Any submitted supplementary report shall include a methodology for safeguarding bats and their habitats and its findings shall be fully implemented.

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 for the City of Manchester.

37) No removal of or works to any trees or shrubs works to or demolition of buildings or structures that may be used by breeding birds 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 or works start 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 and approved in writing by the local planning authority before undertaking agreed works.

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 for the City of Manchester.

38) The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Preliminary Crime Impact Statement dated (04/08/2016 – URN: 2008/0038/CIS/01 Version A) and the physical security specifications listed within sections 4 & 5 of the submitted Preliminary Crime Impact Statement. 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, EN1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

39) Each phase of the authorised shall be undertaken in accordance with the Residential Travel Plan by Croft Transport Solution dated July 2016 Ref: 1275 First Draft. In this condition a Residential Travel Plan means a document which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those living or visiting the development;
- ii. A commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv. Measures for the delivery of specified travel plan services;
- v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Residential Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Residential Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester, the Guide to Development in Manchester SPD (2007) and the guidance with the National Planning Policy Framework (Chapter 4).

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: 113618/FO/2016 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:

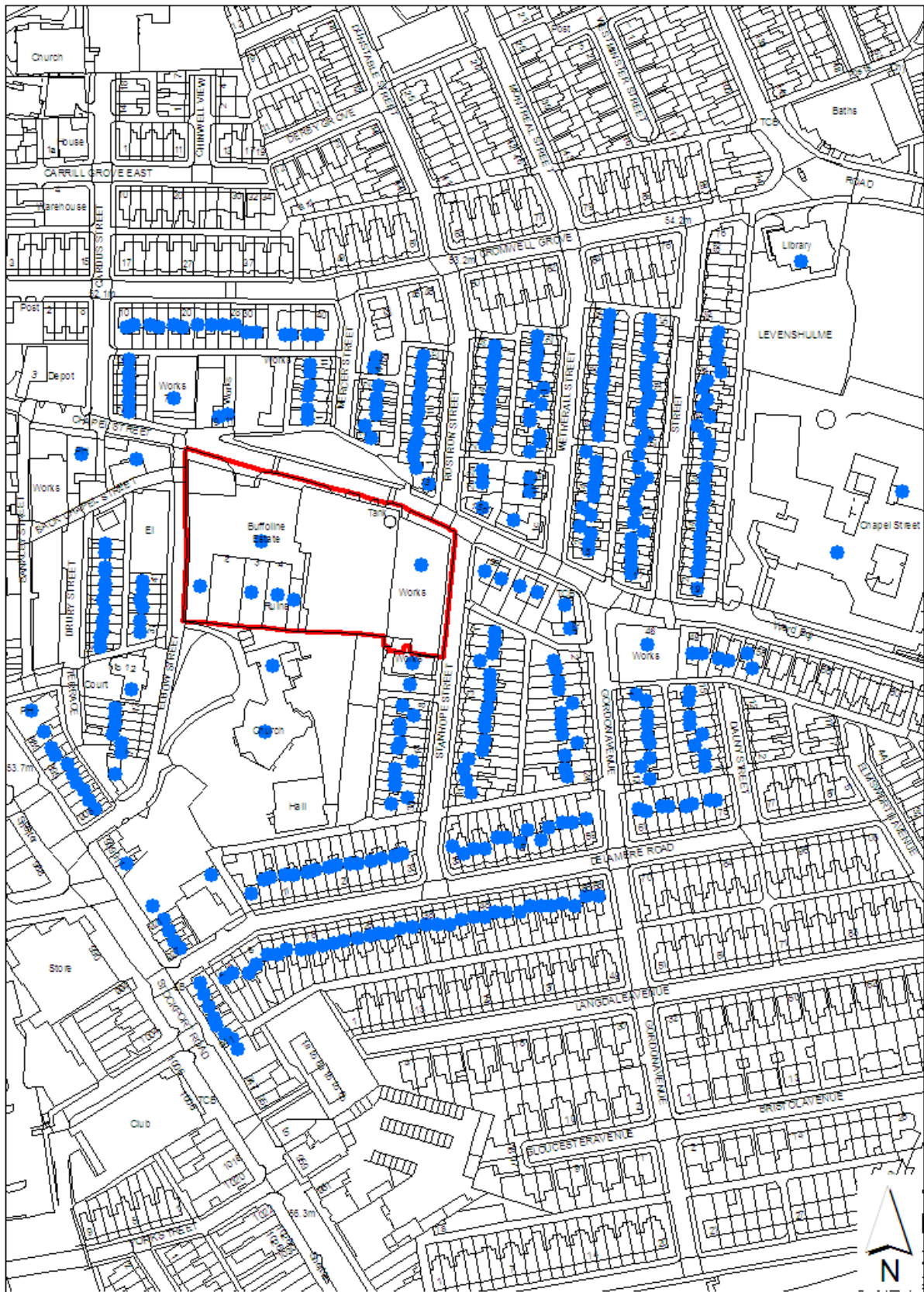
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Travel Change Team
Central Neighbourhood Team
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Greater Manchester Ecology Unit
Levenshulme Traders Association
Levenshulme Community Association

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:

Councillor Dzidra Noor (Levenshulme Ward Member)
227 Mauldeth Road, Manchester, M19 1AB (1 letter, 1 email)
3 Stanhope Street, Manchester, M19 3WQ (1 email)
6 Stanhope Street, Manchester, M19 3WQ (1 email)
24 Stanhope Street, Manchester
219 Slade Lane, Manchester, (5 emails)
9 Elbow Street, Manchester, M19 3PY (6 letters)
17 Elbow Street, Manchester, M19 3PY (2 letters)
31 Elbow Street, Manchester, M19 3PY (2 letters)
9 Drury Street, Manchester
Flat 3, 13 Chapel Street, Manchester, M19 3QB
44 Chapel Street, Manchester, M19 3GH

Relevant Contact Officer : Carl Glennon
Telephone number : 0161 234 4530
Email : c.glennon@manchester.gov.uk



Application site boundary ● Neighbour notification
© Crown copyright and database rights 2017. Ordnance Survey 100019568