

Application Number	Date of Appln	Committee Date	Ward
112127/FO/2016	14th Nov 2016	9th Mar 2017	Levenshulme Ward

Proposal Change of use of care home to 14 x 2 bed apartments and 1 x 1bed apartment, erection of 2-storey rear extension and detached bin and cycle store and setting out of 15 car parking spaces

Location 46-48 Osborne Road, Levenshulme, Manchester, M19 2DT

Applicant Mr A Saaqib , Wellington Estates NW Ltd, 51 Pimblett Street, Manchester, M3 1FU,

Agent Mr Phil Holmes, PHA Architects Ltd, 1 Cranleigh Avenue, Heaton Mersey, Stockport, SK4 3PZ.

Description

This planning application relates to a former residential care home for the elderly, which is situated on the north-east junction of Osborne Road and Victoria Road. The application building incorporates 3 Victorian villas, which would have originally comprised of 46 – 48 Osborne Road and 2 Victoria Road constructed over 3-storeys with basements. The use of the houses as a single unit was established through the operation of the nursing home.

The application buildings incorporate a 3-storey pitched roof building with a pair of 3-storey bays 'bookending' a single storey extension with a lean-to roof above a semi-raised basement. The single storey extension also incorporates a bay frontage with steps and a platform linked to an access ramp. Each of the projecting 3-storey bays would incorporate semi-hexagonal bays to the ground floor and basement. Four dormer extensions are incorporated into the forward roof plane. The substantive elevations, throughout the building comprise, of red-brick, grey slate roofs and sash windows set in brick lintels and stone sills. Ground floor / semi-basement extensions are located to the side elevations. The rear of the building is characterised by a pair of projecting 3-storey projecting hipped pitched dormer outriggers to each side of a centrally recessed elevation.

The external area comprises of hard surfaced car parking with some trees along the eastern boundary and in the south-west corner of the site. The site perimeter is enclosed with a mix of brick walls with vehicular access/egress from Osborne Road and Victoria Road.

The proposed development comprises of:

- i. A 2-storey rear extension to the rear elevation and semi-basement, which would also adjoin the side elevation of the western outrigger. The extension would have a depth of 4 metres, 2.75 metre width and a pitched roof to a maximum height of 7.25 metres. Matching pairs of sash windows would be positioned at ground and first floor with stone sills and brick lintels. The proposed windows would follow the

alignment of the existing windows. The existing rear access to the basement would be retained.

Figure 1 – Proposed front, side and rear elevations



Front elevation



Side Elevation



Rear Elevation



- ii. Internally, the proposed development would comprise of:
 - a. Basement – 4 x two bedroom flats
 - b. Ground floor – 4 x two bedroom flats
 - c. First floor - 4 x two bedroom flats
 - d. Second – 2 x two bedroom flats and 1 x one bedroom apartment

Each of the 2-bedroom apartments would consist of: living room/ kitchen; 2 x bedrooms, bathroom and hall. The one bedroom apartment would consist of: living room/ kitchen; 1 x bedroom, bathroom and hall.

- iii. Externally, the proposals would involve the removal of existing trees to allow the formation of 15 car parking spaces distributed adjacent to the site boundary and adjacent to the rear and western side of the building. The existing site entrances would be improved to provide access and egress from Osborne Road and Victoria Road respectively via sliding gates. Bin and secure cycle storage would be provided within a retained 'L-shaped' single storey pitched roof outbuilding situated in the north-east corner of the site. The proposed site layout is shown at Figure 2 and indicates the extent of tree removal within the application site. Proposed landscaping details, including replacement tree planting, are shown at Figure 3.

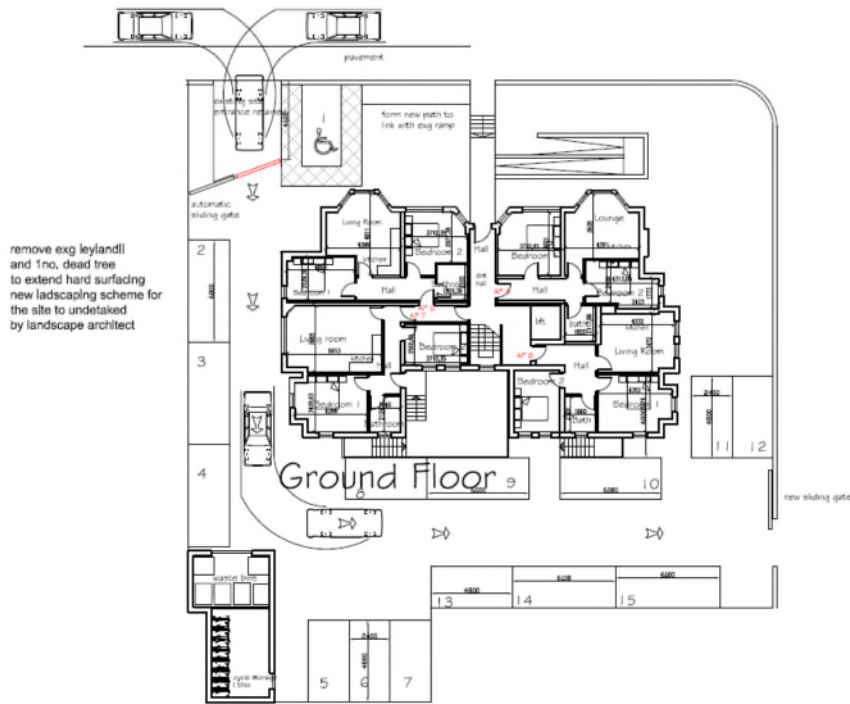


Figure 2 – Proposed site layout



Figure 3 – Proposed landscaping and tree replacement

Consultations

Local Residents – 6 e-mails of objection and concern have been received (2 from the same resident) and are summarised below:

- i. The proposed number of apartments is considered to be excessive and should be reduced. A reduction in the number of apartments would reduce its impact on the local area and lessen the demand for car parking;
- ii. The proposed development has insufficient car parking provision thereby leading to the potential displacement of car parking on to neighbouring streets. The resulting on-street car parking would exacerbate existing traffic congestion, the blocking of residential driveways and thereby be harmful to highway safety and residential amenity;
- iii. The submitted traffic assessment makes inaccurate comparisons between the proposal and the former use of the site as a residential car home. It is argued that the previous use generated demand for approximately 9 cars and the demand for car parking in respect of the proposed apartments would exceed the 15 spaces indicated as part of the proposed development. The proposed car parking provision does not take account of households with more than one car;
- iv. Any increase on-street car parking would result in the further banking of vehicles on to nearby pavements thereby restricting access for push chair users;
- v. Additional on-street car parking would also hinder pedestrian / vehicular intervisibility;
- vi. Should the proposals be pursued traffic regulation orders should be put in place and enforced at the junction of Osborne Road and Victoria Road;
- vii. There is concern that the proposed waste storage and collection arrangements will not be appropriately managed leading to the dispersal of waste and litter in the locality thereby increasing the risk of vermin infestation;
- viii. There is concern regarding the future occupancy and management of the proposed apartments and the potential for noise disturbance and anti-social behaviour;
- ix. The proposals are not supported with satisfactory cycle parking.

Highway Services – Following the receipt of Proposed site plan F01/SA/14 and the applicant's consideration of initial consultation comments, Highways Services have confirmed that:

- i. A suitably sized disabled parking bay is now being provided;
- ii. The applicant has identified the length of each parallel parking bay and these are acceptable;
- iii. The swept path data provided suggests that necessary vehicle manoeuvres can be adequately undertaken;
- iv. Further vehicle access details have been provided in terms of widths and gating proposals and these are considered acceptable;
- v. The site plan indicates that road markings are to be laid on internal surfacing which is acceptable;
- vi. It is now proposed that 15 secure cycle storage units are being provided (one per unit) which is acceptable.

Environmental Health – Should planning permission be granted a condition is requested in relation to the following:

- i. Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority and subsequently implemented in accordance with approved details. This condition seeks to ensure that the development is supported with sufficient capacity to accommodate general and segregated waste;
- ii. Any external lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

City Arboricultural Officer – Has assessed that comprehensive landscaping details and has no objection to the proposed works subject to their undertaking with the appropriate British Standard.

GM Police Design for Security – Have requested that the proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (07/11/2016 - URN: 2016/0828/CIS/01 Version A) and a planning condition should be added to reflect the physical security specification listed within sections 4 & 5 of the appendices within the submitted Crime Impact Statement.

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 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 proposed alteration to the existing building and its setting and the resulting 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;
- v. 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;
- 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;

- vii. 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 desirability of securing a sustained use for a building architectural significance.

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. 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;
- iii. 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;

- iv. 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;
- v. 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.
- vi. 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 would 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;
- vii. 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 and the quality of urban design.

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 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 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 elevation design and its contribution to the built environment and relationship to the character of the surrounding 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. In this case the relevant section of policy EN9 relates to: 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.

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. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies.

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.

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; minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems to minimise groundwater contamination.

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. The application has been previously used for residential purposes and no adverse land conditions have been identified.

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 sets out the Council's approach in securing the delivery, distribution, mix and tenure of new housing in Manchester between March 2009 and March 2027. 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. The proposed development has been related to this aspect of policy H1 as it related to the re-use of an existing building. 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;
- iii. The design and density of a scheme should contribute to the character of the local area and make provision for appropriate usable amenity space;
- iv. Schemes should make provision for parking cars and bicycles 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;
- 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.

In this case the applicant has confirmed that the proposed flats would be available to rent. Consideration has therefore been given to the characteristics of the local housing market to determine whether the proposed development would positively contribute to the mix of housing tenure in Levenshulme and the provision of affordable housing.

Policy H11 (Houses in Multiple Occupation)

Policy H11 states that change of use from a C3 dwelling house (including apartments) 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 this case, policy H11 is relevant to an assessment of the potential for the proposed apartments to be used as shared accommodation (Class C4) and measures to secure its future Class C3 occupation.

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 proposed use and its functions on the local built environment.

Saved Unitary Development Plan (Saved UDP) Policies -The following saved UDP policies are considered to be relevant:

Policy DC1 Residential Extensions

Particular consideration are considered to be relevant:

Policy DC1.1 – States that in determining planning applications for extensions to residential properties, the Council will have regard to: the general character of the property; the effect upon the amenity of neighbouring occupiers; the desirability of

enabling people to adapt their houses in appropriate ways to meet changing household needs; the overall appearance of the proposal in the street-scene and the effect of the loss of any on-site car parking.

Policy DC1.2 – States that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria: they are not excessively large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings); they do not create an undue loss of sunlight, daylight or privacy; they are not out of character with the style of development in the area or the surrounding street scene by virtue of design, use of materials or constructional details; they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

Policy DC1.3 – States that, notwithstanding the generality of the above policies, the Council will not normally approve: rearward extensions greater than 3.65m (12 ft) in length; 2-storey extensions with a flat roof, particularly those which would be visible from the public highway and 2-storey extensions to terraced properties which occupy the full width of the house.

Policy DC1.4 – States that in considering proposals for 2-storey side extensions, the Council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the Council will seek to ensure that: the development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned; the actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole and the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved.

DC1.6 For the avoidance of doubt, policies DC1.1 to DC1.4 apply to domestic houses, flats, houses in multiple occupation, nursing homes, rest homes and hotels.

Policy DC 5 - Flat Conversions

Policy DC5.1 - States that in determining planning applications to convert property to flats, the Council will have regard to:

- a. The standard of accommodation for the intended occupiers of the premises;
- b. Effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. Adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- d. General effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established

- feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e. Adequate private outdoor amenity space;
- f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- g. The satisfactory provision of refuse storage and collection facilities.

Policy DC5.2 - States that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

Policy DC5.3 - Notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:

- a. Do not provide accommodation to the Council's current approved standards;
- b. Are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
- c. Involve conversion schemes without adequate private external amenity space;
- d. Relate to schemes without satisfactory refuse storage and collection facilities.

The requirements of policy DC5 have been related to the quality of the proposed apartments and supporting facilities and amenity space, along with any potential impact of the character and amenities of the local area.

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 the proposals contribution to local housing mix and tenure.

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 have engaged in discussions regarding issues affecting the site and its relationship to the wider context 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 size and composition of the proposed houses, the provision of appropriate car parking and access and egress arrangements and the provision of landscaping. Clarification of waste management arrangements was also secured. It is considered that the sufficient additionally information was provided 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 – The proposed development has been assessed with reference to Core Strategy policy H1, which states that 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.

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. It is considered that the proposed development retain the open setting around the application site and secure a new and sustainable use for a currently vacant building of some historic value. 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.

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.

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 policies DC5 and 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.

Residential amenity – The proposed development would deliver a sustainable use for a vacant building that might otherwise fall into disrepair and thereby undermine the character of the streetscene. The concerns of residents have been considered with regard to the density of the proposed development and the levels of proposed occupation. It is considered that the building has the capacity to accommodate the proposed level of occupation.

It is acknowledged that activity related to the former use of the site as a nursing home would have occurred periodically and focussed around people visiting residents and the servicing of the premises. Such activity would have been relatively predictable. The proposed use would increase activity around the site as it would be related to individual lifestyles but this activity would be undertaken within the context of a lively, vibrant and densely developed locality. The nature of the proposed use would thereby be consistent with the residential character of the surrounding area. In general terms it is likely that vehicular and pedestrian activity would be likely to be focussed around the morning and evening peak periods with more irregular activity distributed over weekend periods. Conditions have been recommended relating to

the number of proposed units and the occupation to afford more certainty in relation to the future impact of the development on the character of the area.

With regard to privacy, it the case that existing windows would be retained with new windows related to the proposed rear elevation. These windows would follow the line of the existing outriggers and face towards the blank side elevation of 2 Victoria Road. It is considered that the new windows would be viewed within the existing array of windows in the rear elevation and direct overlooking of habitable room windows would not occur.

With the above in mind, the proposed development has been considered with regard to residential quality and space standards, which have been applied with recognition that the proposals relate to a conversion undertaken with the constraints of the buildings configuration. For the reasons set out below it is considered that the development would provide an adequate quality of accommodation for future residents.

It is the case that the e development has limited scope for external amenity space. However, the existing circumstance represents the application in a context of hard standing areas, which would be softened by the proposed landscaping scheme. It is also considered that the proposed rear extension would be relatively modest and suitably related to the host building thereby maintaining its character.

The applicant has demonstrated that the applicant has demonstrated that the site has the capacity to accommodate waste within an existing outbuilding. The proposed ratio of flats to houses is also considered to be appropriate, particularly given the proximity of the site to Levenshulme District Centre and the availability of public transport to offset the need for private car usage.

Taking the above factors into consideration, it is considered that the proposed development could be undertaken without unduly affecting residential amenity or the character of the area and that compliance with Core Strategy policies DM1, EN19 and SP1 can be achieved.

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, saved UDP policies DC1 and DC5 and NPPF Chapters 7 and 8.

Residential space standards – The layout of the proposed development has been significantly affected by the configuration of the existing building. It is considered that the proposed internal layout represents the most feasible and usable space arrangements. The proposed apartments have been assessed with regard to the Manchester Residential Quality Guidance and Nationally Described Residential Quality Standards. The applicant has indicated that the majority of the two bedroom apartments could accommodate double beds thereby reflecting occupation by 4 people. However, the space within 13 of the proposed apartments is more reflective of 2-bedroom, three person accommodation and the related spaces criteria of 61 sq metres has therefore been applied. On this basis, 4 of the proposed apartments would marginally exceed the described spaces standard and 7 would fall below it by

2 and 3 sq metres. The 2 bedroom, four person apartment and one bedroom apartments would also fall below to the nationally described standards by 4 sq metres and 2 sq metres respectively. Given the constraints of the configuration of the existing building the extent of non-compliance is marginal and therefore considered to be acceptable. Two of the apartments have larger shortfalls in compliance of 12 and 14 sq metres but again these margins are contextually acceptable as the resulting space is considered to be the most effective and usable given the constraints of the building.

The merits and benefits of the conversion would thereby outweigh the shortfall of fully attaining compliance with described space standards. 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.

Affordable housing – In accordance with Core Strategy policy H8, an assessment of the potential contribution of the proposed development to affordable housing in Levenshulme has been fully considered. Such an assessment has been necessary to respond to the requirements of Core Strategy policy H8, which is relevant as the development comprises of 15 residential units and thereby marginally falls within this assessment criteria. In this case, the applicant has indicated that the proposed flats would be available to rent and the development would positively contribute towards the local supply of mixed tenure accommodation. Given the composition of the surrounding housing stock, it is considered that Core Strategy policy H8 has been positively responded to.

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, i.e., 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 policies SP1, H1, H11 and DM1.

Height, scale and massing of the proposed extension – The height of the proposed 2-storey and basement extension has been appropriately related to the proportions and scale of the existing building. The extension would be subservient to the existing building. The highest point of its proposed roof would be set below the eaves of the adjoining 3-storey outrigger. The limited visual impact of the proposed extension would be further offset by the screening afforded by the existing pair of rear outriggers. On this basis, it is considered that the proposed extension would be appropriately related to the host building and thereby Core Strategy policies DM1, EN1 and SP1 and saved UDP policies DC1 and DC5 would be positively responded to.

Siting of the proposed extension – The proposed extension would not exceed the projection of the existing 2-storey outriggers thereby maintaining a distance of 9.75

metres to the boundary with 2 Victoria Road. As previously stated the proposed additional windows would be related to the configuration of windows within the substantive rear elevation, which face towards the blank side elevation of 1 Victoria Road. It is considered that the new windows would be viewed within the existing array of windows in the rear elevation and direct overlooking of habitable room windows would not occur. The characteristic distance between the line of the rear outriggers and the northern boundary would be retained. It is therefore considered that the characteristic spaces between the application and neighbouring buildings would be maintained. On this basis, it is considered that the extended building would be appropriate related to its immediate setting and the wider streetscene in accordance with Core Strategy policies DM1, EN1 and SP1 and saved UDP policy DC1 and DC5.

Design – The proposed extension has been appropriately related to the existing building, in terms of its elevational composition, its window design and configuration and related roofscape. The resulting appearance of the extension, when combined with the use of matching materials, would compliment the host building. Given the limited interventions to the exterior of the building, it is considered that its essential character would be retained. A materials condition has therefore been recommended to ensure the implementation of the development with appropriate materials pursuant to Core Strategy policies SP1, EN1 and DM1, saved UDP policy DC1 and DC5 and NPPF Chapters 7 and 8.

Accessibility – The development benefits from retained access arrangements from its former use as a care home, including an extended access ramp and internal lift adjacent the central lobby area and securing access to each floor. It is considered that internal corridors and doors would provide suitable circulation and access within the constraints of a converted building. The development would thereby be appropriately related to Core Strategy policies SP1, EN1 and DM1.

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). Written confirmation and verification that the agreed measures have been implemented shall be submitted to the City Council as local planning authority and the implemented security measures shall be maintained in situ thereafter. 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, EN1 and DM1 and NPPF Chapters 7 and 8. An appropriate condition has therefore been recommended.

Construction management – Given the constraints of the application site it is essential that construction is satisfactorily managed. A condition has therefore been recommended to secure the following following:

- a. Define routing of construction traffic;

- ii. Identify vehicular access/egress points into and from the site together with related swept path and manoeuvring analysis for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- iii. Identify measures to control dust and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned; and the sheeting of vehicles entering and leaving the site during the construction period;
- iv. Identify measures for the management of on-site construction vehicles and plant machinery in order to reduce emissions;
- v. Identify advisory routes to and from the site for staff and HGVs.

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. The required measures would need to be agreed prior to the commencement of construction works and maintained in place throughout the duration of works.

Highways issues and car parking – Consideration has been given to the character of the locality and accessibility using sustainable transport options. The site has access to various bus services operating within a short walk of the site via Albert Road, Slade Lane and Kingsway. Levenshulme Train Station is also sited approximately 400 metres to the east of the site. Due to the residential nature of the surrounding area, pedestrian access to the site is supported by an existing network of reasonable street-lit footways and pedestrian crossing facilities. The site is well positioned for access to Levenshulme District Centre. The site has been supported with 15 car parking spaces, which is an appropriate relation for the nature of the development and proposed number of units. The provision of a secured 15 space cycle store would encourage cycle uses. Given the location of the site, it is considered that the development could be appropriately related to a residential travel plan to secure the delivery of sustainable travel options.

The proposed development would retain the existing boundary walls with improvements to the proposed access and egress. The applicant proposes a vehicular access to the site via a recessed entrance to allow vehicles to pull into the site from the highway with access secured via a sliding gates (1.8 metre high x 3 metre wide). Cars would then manoeuvre around the site to access parking spaces to be positioned adjacent to the application building and site boundaries. The car parking layout, its capacity and gating arrangements have been assessed by Highway Services and are considered to be acceptable. The proposed gates would have a vertical bar arrangement with a black colour treatment, which is considered to be acceptable.

It is that car parking and highways issues have been responded to and appropriately related to Core Strategy policies SP1, T1, T2 and DM1 and NPPF Chapters 4 and 7.

Residential Travel Plan (RTP) - A condition has been recommended to require the submission, approval and implementation of a 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 proposed development incorporates bin storage in existing and relatively substantial outbuilding. The applicant has reviewed details of the capacity of general and segregated waste following the receipt of comments from Environmental Health. These arrangements include.

- i. 2 x general waste bins;
- ii. 1 x pulpable waste bin;
- iii. 1 x mixed recycling;
- iv. 1 x food waste.

Waste and recyclable material would be located in an existing outbuilding located in the north-east corner of the site that would also accommodate cycle storage. These arrangements are being reviewed by Environmental Health but given the size of the outbuilding it is considered that waste and recyclable material can be appropriately managed within the application site. It is also considered the distance for transferring waste material from the propose apartments to the storage areas would be reasonable given the constraints of the application site. An appropriate condition has been recommended to secure compliance with Core Strategy policy SP1, EN19 and DM1, in relation to the provision and implementation of agreed waste management arrangements. A separate condition has also been recommended to ensure site management arrangements are put in place to ensure that bins are moved to and from collection points on appropriate days.

Trees and landscaping – The applicant has submitted a tree and condition survey that identifies a cypress hedge along the eastern boundary which has been severely affected by ivy and is considered to be of low amenity value. The cypress hedge would be removed to allow the formation of car parking area. A beech tree, described as being of moderated amenity value but adversely affected by dense ivy, would also be removed. Two bay trees in the south-east corner of the site would also be removed. The City Arboriculturist has not objected to the principle of the removal of these trees subject to works being undertaken to the appropriate British Standard. The proposed landscaping scheme would provide 10 replacement trees of a species to be agreed. Shrub planting around the building is also proposed. It is considered that the trees around the site have reached the end of their life-cycle and the

proposed landscaping scheme present the opportunity to provide more sustainable tree planting and landscaping with long term amenity value to the streetscene. The proposed landscaping scheme would also soften the hard surfacing within the site and improve the setting of the building. On this basis the details of the tree work and landscaping scheme, including tree protect measures for a sycamore outside the eastern site boundary, have been related to the development by condition pursuant to Core Strategy policy SP1, EN9 and DM1. A separate condition has been recommended to ensure that the trees are removed outside the bird nesting season.

Flood Risk – The application site is located in Flood Zone 1 and is located in an area with a low probability of flood risk. It is not considered that the development would increase the localised risk of flooding.

Conclusion – It is considered that the proposed development would secure a sustainable use for a building of notable architectural quality with a significant contribution to the streetscene and surrounding area. It is considered that the application building has the capacity to accommodate that the proposed density of occupation. On balance, it is considered that any adverse impact of the development has been addressed through the details of the application and/or the recommended conditions. The proposed development therefore accords 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.

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 have engaged in discussions regarding issues affecting the site and its relationship to the wider context 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 size and composition of the proposed houses, the provision of appropriate car parking and access and egress arrangements and the provision of landscaping. Clarification of waste management arrangements was also secured. It is considered that the sufficient additionally information was provided 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.

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 as local planning authority on 11 May 2016, 12 July 2016; 14 November 2016, 15 February 2017 and 24 February 2017: Planning application forms; Existing basement plan F01/SA/01; Existing ground floor plan F01/SA/02; Existing first floor plan F01/SA/03 Rev A; Existing second floor plan F01/SA/04 Rev A; Existing site plan F01/SA/05; Proposed basement F01/SA06 Rev A; Proposed ground floor plan F01/SA/07 Rev B; Proposed first floor plan F01/Sa/08 Rev B; Proposed first floor plan F01/SA/09 Rev B; Existing elevations 1 of 2 F01/SA/10; Existing elevations 2 of 2 F01/SA/11; Proposed elevations 1 of 2 F01/SA/12; Proposed elevations 2 of 2 F01/SA/13; Proposed site plan F01/SA/14 Rev D; Proposed location plan F01/SA/15; Existing and proposed garage plan F01/SA/16 (as amended by Proposed site plan F01/SA/14 Rev D); Proposed automatic entrance gate F01/SA/19 and Noise report and Travel Statement by PHA Architects.

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

3) The development hereby approved relates to the formation of 14 x two bedroom apartments and 1 x one bedroom apartments as detailed on the approved drawings. The no part of the authorised residential units shall be used for any other purpose other than Class C3 (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 interests of residential amenity and 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.

4) Prior to the commencement of above ground construction works in relation to the authorised rear extension, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) Before the first occupation of the authorised development, all associated pedestrian and vehicular access arrangements and demarcated car parking as specified on drawing referenced Proposed site plan F01/SA/14 Rev D and Proposed automatic entrance gate F01/SA/19, shall be made available for use (with car parking made available for residents and visitors only) and maintained in situ thereafter, including the provision of permeable surfaces to resurfaced hard-standing external areas.

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).

6) Before the first occupation of the authorised development, the proposed bin and cycle store shall be configured in accordance with the details specified on drawing referenced 'Proposed site plan F01/SA/14 Rev D', which shall be made available for residents use upon first occupation of the apartments 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, Saved Unitary Development Plan policy DC5 and guidance contained within the National Planning Policy Framework (Chapters 8 and 10).

7) If any external lighting relating to the authorised development, including car parking areas, 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.

8) The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (07/11/2016 - URN: 2016/0828/CIS/01 Version A) and a planning condition should be added to reflect the physical security specification listed within sections 4 and 5 of the appendices within the submitted Crime Impact Statement. 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.

9) Before the first occupation of the authorised apartments, a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development prior to the first occupation of the authorised apartments and shall remain in situ whilst the use is in operation.

Reason - In the interests of residential amenity pursuant to policies SP1, DM1 and EN19 of the Core Strategy for the City of Manchester, Saved Unitary Development Plan policy DC5 and the guidance within the National Planning Policy Framework.

10) 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, Saved Unitary Development Plan policy DC5 and the guidance within the National Planning Policy Framework.

11) Before the first occupation of any part of the authorised development, written confirmation of legal agreement relating to the undertaking of all required off-site highways works along with a timescale for their implementation shall be submitted to the City Council as local planning authority. 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, Saved Unitary Development Plan policy DC5 and guidance contained within the National Planning Policy Framework (Chapters 8 and 10).

12) Before the first occupation of any part of the authorised development, a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall include: detail the species and specification of replacement trees and shrubs to be planted within the site, which shall be implemented not later than 12 months from the date the buildings are first occupied and arrangements for the future maintenance of the implemented landscaping. 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.

13) Tree removal and tree protection measures shall be undertaken in accordance with document referenced 2750 Osborne Road, Levenshulme 510 Tree Survey Report by TPM Landscape Ltd dated February 2017 and received 21 February, including tree survey and protection measures and British Standard (BS) 5837:2012 . No removal of or works to any trees or shrubs or demolition of any part of the application building 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.

14) Prior to the commencement of construction works, a Construction Traffic Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Traffic Management Plan, which shall:

- i. Define routing of construction traffic;
- ii. Identify vehicular access/egress points into and from the site together with related swept path and manoeuvring analysis for all construction traffic, staff vehicles and Heavy Goods Vehicles;

- iii. Identify measures to control dust and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned; and the sheeting of vehicles entering and leaving the site during the construction period;
- iv. Specify the working hours for the site;
- v. Identify measures for the management of on-site construction vehicles and plant machinery in order to reduce emissions;
- vi. Identify advisory routes to and from the site for staff and HGVs.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester, Saved UDP policy DC26 and the guidance contained within the National Planning Policy Framework.

15) Before the first occupation of the authorised apartments a residential travel plan shall be submitted to and approved in writing by the City Council as local planning authority. 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: 112127/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:

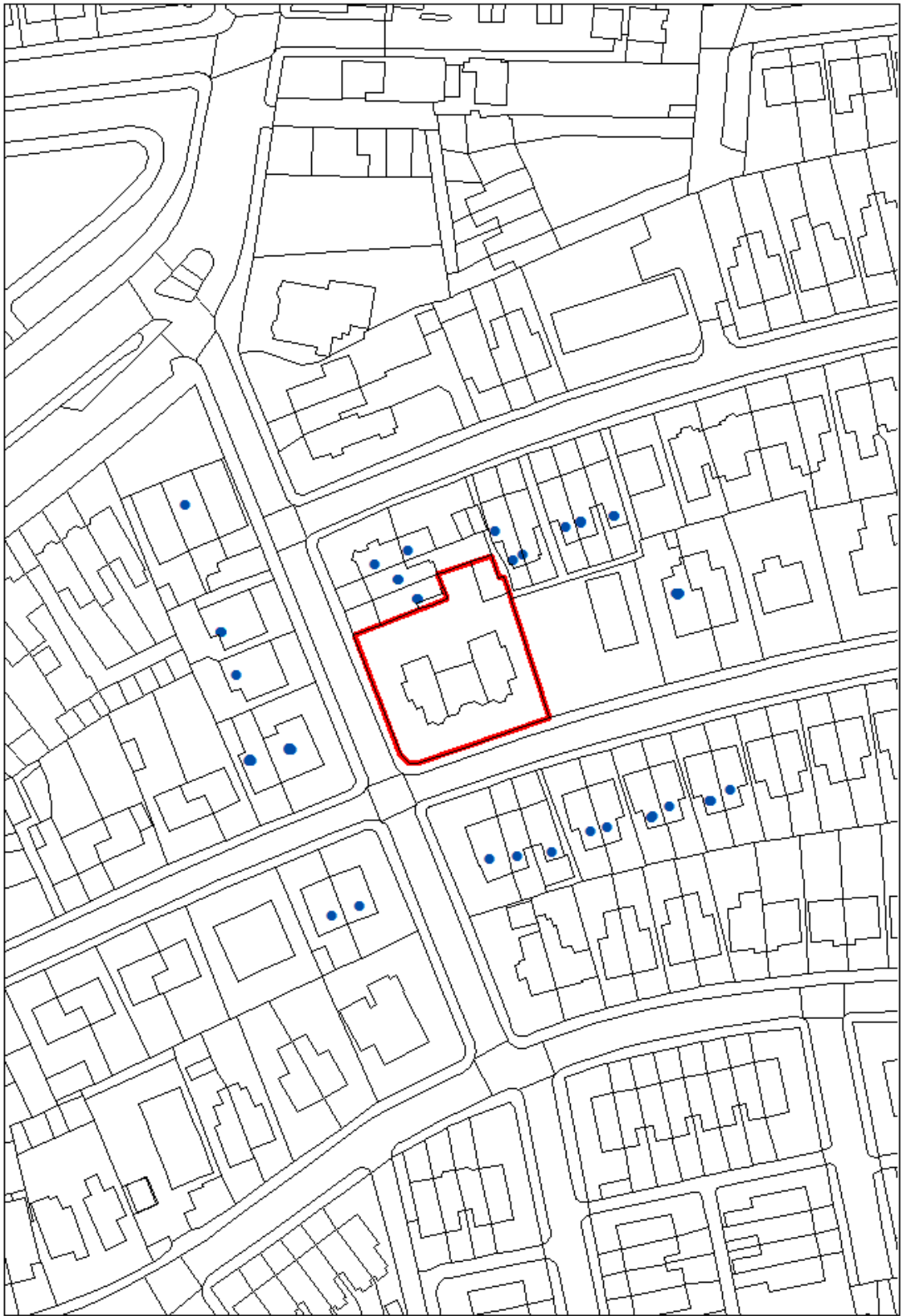
Environmental Health
Highway Services
Greater Manchester Police
Highway Services
City Arboricultural Officer



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:

2 emails without household addresses
57 Osborne Road, Manchester, M19 2DU
2 x 47 Osborne Road, Levenshulme, Manchester, M19 2DU
47 Osborne Road, Manchester, M19 2DU

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



 Application site boundary  Neighbour notification
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