

Application Number	Date of Appln	Committee Date	Ward
114529/OO/2016	9th Dec 2016	9th Mar 2017	Chorlton Park Ward

Proposal Outline application for development comprising: Erection of a part 4 part 6 storey building to form 44 no. residential apartments (Class C3) and 23 no. residential dwellinghouses (Class C3) with associated access, parking, landscaping and other associated works: and; Outline application for the erection of a maximum of 25 residential dwellings and associated access with all other matters reserved

Location Land At The Siemens Campus, Princess Road To Nell Lane, Manchester, M20 2UR

Applicant PJ Livesey Group, C/o Agent

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

Background

The application site forms one part of the allocated strategic development site at the Siemens Campus in South Manchester. Siemens developed their UK regional headquarters on the site in the early 1990s which has been in use since that time with other associated buildings being constructed in the intervening period and more recently with the completion this year of the Spire Hospital development to the south of the site.



Aerial view of the Siemens Campus

In November 2014, the City Council endorsed a Strategic Development Framework for the site which sets a number of high level development principles for future proposals on the site including the provision of high quality executive and family homes and the opportunity to secure the delivery of a Sustainable Technology Hub, including office and research accommodation targeted at complimentary occupiers. . The applicant has prepared an illustrative masterplan based upon the development frameworks principles which identifies 5 potential standalone phases of development across the site, the delivery sequence of the phases is currently unknown however this application (Phase 2) along with the other report on this agenda form the first two phases of development of the Masterplan and are to be delivered in sequence, although the sequence of later phases (3,4 and 5) is not currently known.

Phase 1 – Commercial development (application appears elsewhere on this agenda)

Phase 2 – Residential development (the application subject of this report)

Phase 3 – Multi-storey car park

Phase 4 – Commercial development

Phase 5 – Commercial development

(An illustrative phase plan is appended to the end of this report)

Site

The wider Masterplan site relates to the wider Siemens campus site located between Princess Road, Barlow Moor Road, Nell Lane and to the east by the Birches School, West Didsbury Police station and the Lancasterian School which all face onto Elizabeth Slinger Road. The site subject of these application proposals is located to the east of the existing Sir William Siemens House and is accessed from Nell Lane and to the south is the Siemens REEC building and the recently completed Spire hospital.

Albert Park Conservation Area is located approximately 400 metres to the east of the site and the nearest listed buildings are the Old Withington Hospital site (Grade II) to the north and the Alcock monument (Grade II). There are no designated heritage assets located on the application site.

The application site boundary is directly bounded to the west by the proposed Phase 1 commercial development subject of a separate application that also appears on this Committee agenda.

The site currently comprises the former Nell Lane Nurses Accommodation and Service Building which have been vacant since the early 2000s and are to be demolished prior to commencement of construction works under permitted development.

Application proposals

The application has been submitted in outline and comprises 2 phases (2a and 2b).

Phase 2a comprises: a part 4/ part 6 residential apartment building to form 44 apartments (11 x 1 bedroom; 19 x 2 bedroom and 14 x 3 bedroom) with basement

car parking along with 23 new residential dwellinghouses (15 x 4 bedroom and 8 x 5 bedroom). This phase of development has been submitted with no matters reserved for future applications and includes public realm, landscaping, access from Nell Lane and boundary treatments.

Apartment Building

The proposed apartment building is located to the northern edge of the application site fronting Nell Lane with 33 car parking spaces located in an undercroft beneath the building with the remaining car parking to the rear of the building. Each apartment has a car parking space with the 2 and 3 bedroom apartments being provided with 2 spaces. The mechanical plant, bin store and cycle store are all located within the basement.

All of the 2 and 3 bedroom apartments incorporate balconies, whilst two apartments on the third floor have their own roof garden space. All apartments exceed the residential space standards.

The apartment building has been designed with the six-storey cylindrical element sited at the main entrance into the site falling to four storeys along the Nell Lane frontage, responding to the commercial buildings on the Siemens campus but also creating a distinct residential development in this part of Chorlton Park. The building would have a brick finish (varying shades of grey) with metal cladding to highlight entrances, balconies and to break up the brick façade treatment.



Proposed apartment building Nell Lane elevation

Dwellinghouses

The residential dwellinghouses are between two and three storeys in height and all have flat roofs, they are arranged around and overlook a shared open amenity space at the centre of the development. The amenity space is formed around an existing group of mature oak trees providing an instant mature character to the landscaping. All the houses have private gardens with a number also having south facing terraces and each house has been provided with two car parking spaces. A vegetation buffer is proposed between the rear of the West Didsbury Police Station and the new

houses. The materials to be used reflect those of the apartment block with some additional metal cladding on a number of the three storey properties.



Proposed Mews Houses

The internal streets within the development are to be unadopted and have been designed to provide equal priority for pedestrians and vehicles, lighting of the streets would incorporate both column and feature lighting.

The proposals incorporate boundary treatments, with a 2.1 metre high acoustic timber fence to the south, east and west of the site and a low level iron railing fence to the Nell Lane boundary. The car parking to the apartments and mews houses will be secured behind a 1.8 metre fob operated sliding gate.



Illustrations of some of the proposed house types

Phase 2b comprises development for up to 25 residential dwellinghouses with a mix of 2, 3 and 4 bedrooms. This phase has been submitted with all matters reserved for future applications although an indicative layout has been provided. An illustrative masterplan drawing is appended to the end of this report.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2015 specify that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. In this instance the application has been supported by an Environmental Statement prepared to investigate the environmental effects of the Masterplan proposals (all proposed phases of development) both during the construction and operational phase as well as cumulative effects. The

submitted ES confirms that overall, the development has limited adverse environmental impacts.

Landownership

Members of the Committee are advised that the City Council has an interest in this application as having a land interest as beneficiary of historic restrictive covenants across the site which restrict its use. However, the Committee must disregard these interests and exercise its duty as Local Planning Authority only.

Consultations

The applicant has undertaken a series of pre-application consultation exercises with local ward members, residents and stakeholders including a public exhibition a report has been submitted alongside the application that outlines the consultation undertaken.

The proposal, by virtue of the size of the site that it is accompanied by an Environmental Statement and has been classified as a major development. As such, the proposal has been advertised in the local press (Manchester Evening News), site notices were displayed at various locations around the application site. In addition, notification letters have been sent to local residents and businesses.

Local Members

Chorlton Park Ward Members – support the comments submitted by West Didsbury Residents Association.

Councillor John Leech - While this development is of a high quality, it should only be approved with the following conditions:

1. The highway must be adopted. If not, all the overspill of parking from the new office development will move onto these residential streets, and nothing can be done about it.
2. The site should be permeable, so that local people can walk through the site.
3. A proportion of the homes should be for affordable rent. Yet again the Council is allowing a developer to get away with providing no affordable rented homes in Didsbury.
4. Pollution levels on Princess Road already exceed allowable limits. Conditions need to be attached to ensure that the new development will not add to those levels of pollution.

Residents groups

West Didsbury Residents Association – The general impression given by this proposal is of a well-considered project appropriate for the location It seems evident that much effort has been employed in development of a housing scheme with much to commend it. Houses and flats are well set out, visually appropriate materials and

finishes are proposed, and there is clear sensitivity to the need for occupants to develop a sense of local neighbourhood identity and ownership.

WDRA whilst not wishing to raise a formal objection to the application raise a number of concerns with the development as proposed which they wish to be considered these can be summarised as:

- They believe that the aspirations for construction start on site to not be achievable;
- Would have liked more detail on the management of the estate once properties are sold, whilst it is understood that a management company with all occupants as members and also a managing agent, the relationship and accountabilities are not made clear.
- The failure to offer rented housing concerns WDRA. There is little opportunity here to address the needs of many local home seekers. Whilst WDRA applaud the spread of differently sized accommodation available, it is important to point out that this will not be a place for less than affluent buyers.
- One bedroom apartments will be taken up by couples who are both wage earners more likely than not to be owners of two family vehicles (200%) despite the 100% available parking provision.
- There seems to be no mention of any assistance to would-be first time buyers such as the "Help to Buy" or "Starter Home Scheme". WDRA take the view that provision of any mode of assistance for potential property buyers would assist in widening the income spread of potential purchasers.
- There do not seem to be any measures intended to prevent purchase of apartments by buy to let landlords.
- There is no intention to offer solar photo voltaic panels as part of the construction package, which is markedly less costly than retro fitting.
- Surprised that the development does not at the least make available the option of a green roof.
- The housing development would be bounded by timber close board acoustic fencing which would be 2.1m high. Concerned by the aesthetic effect of so much high fencing. There should be further softening and lightening of the fencing by the planting of climbing plants.
- There is concern that not to have site highways adopted by the local authority which would become private streets which are beyond the reach of local authority highway parking enforcement agencies. The management of these private highways will presumably be an additional ongoing financial burden on residents.
- There is concern that the proposals may lead to congestion on Nell Lane.
- Whilst the site wide masterplan indicates the requirement for highway upgrades at Nell Lane/Princess Road after completion of Phase 4 WDRA believe that such upgrades would be required earlier.
- Concerned about 'uncontrolled on street parking'.
- Believe that the suitability of the location for new residential housing requires a full critical evaluation given the close proximity to Princess Road – a vehicle pollution hotspot.

It is requested that conditions be attached to address a construction method statement; best practice tree protection measures in place prior to any plant on site;

hedgehog protection as advocated in the ES; Swift and Bat Box protections; an option for house purchasers to specify solar pv and/or green roofing.

Local residents

One representation has been received from a local resident who objects to the application on the grounds of over development, significant impact on traffic and environmental air quality particularly given the hospital development.

Statutory and non-statutory consultees

Highway Services – The application is supported by a Transport Assessment contained with the Environmental Statement. In response to comments from Highway Services the applicant has provided an addendum Transport Note, this information has been fully assessed and Highway Services raise no objections to the proposals on Highway network impacts or highway or pedestrian safety grounds and make the following comments:

It is acknowledged that the predicted traffic generated by the developments would be a small percentage of the overall traffic flow volume on Princess Road. The site is considered highly accessible with bus stops located nearby on Nell Lane, Barlow Moor Road and Princess Road. The Withington Metrolink stop is also located within a reasonable walking distance of the proposed development.

There are Traffic Regulation Orders (TROs) in the form of no waiting at any time restrictions along Nell Lane, however it is recommended that these are extended into both of the access roads to prohibit parking in inappropriate areas.

A review of carriageway markings on Nell Lane and that these are renewed on the approaches to both access should be included within the section 278 works required for the new and amended accesses onto Nell Lane and including carriageway markings, TROs, kerb realignment, dropped kerbs and tactile paving. It is also recommended that a pedestrian refuge is provided on Nell lane to enhance connectivity to and from the site.

For any areas of adopted highway requiring reinstatement, resurfacing etc. depending on the highway materials proposed the applicant may need to agree commuted sums, similarly for any new trees that require adoption.

It is noted that it is not intended to adopt the residential access roads and that these contain shared surfacing, the arrangement shown on the drawings and therefore would not be adoptable or maintained by the City Council. To protect future residents from the impacts of any overspill car parking it is recommended that the Developer puts in place suitable strategies prior to occupation of the site. Should the proposed development be approved, it is suggested that this be attached as a condition of any planning consent.

The proposed bin storage to the houses and apartments is considered appropriate and it appears residents /management agents are to transfer the bins from the storage areas to the kerbside on collection days and return them to the storage areas

after collection. This arrangement is accepted in principle by Highways and will ensure that bins are not left out or stored on the highway.

It is proposed that 44 cycle parking spaces will be provided for the 44 apartments and each house will have a minimum of one cycle parking space, this allocation (100%) is acceptable in principle.

A total of 189 spaces are provided for the 92 dwellings. This includes circa 2 spaces per house (including garages) and 77 spaces for the 44 apartments and up to 15 on site parking spaces for visitors. Highways are satisfied with the level of car parking to be provided for the development.

A framework Travel Plan is included in the application. The success of the Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plan need to be included in the Framework Travel Plan. Should the proposed development be approved, it is suggested that further development of a full Travel Plan be attached as conditions of any planning consent.

A construction management plan is required prior to any construction works taking place on site which may impact on the safe and efficient operation of the adjacent highways. It is recommended that a planning condition requiring the submission of a construction management plan (CMP) to be submitted to the LPA for approval prior to any works commencing on site is attached to any subsequent planning permission granted.

It would be beneficial to the local community if funding was sought from the applicant to upgrade the bus stops on Princess Road.

Neighbourhood Services (Arborists) - We would have no objections to the proposed removals subject to mitigation planting on the site.

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 Crime Impact Statement dated (01/09/2016 – URN: 2045/0775/CIS/01 Version C) and a planning condition should be added to reflect the physical security specifications listed within sections 4 & 5 of the submitted Crime Impact Statement.

United Utilities – Recommend that conditions be attached to any approval relating to foul and surface water drainage.

MCC Flood Risk Management Team – Recommend conditions relating to further details for the surface water drainage scheme for the development.

Environmental Health – An Air quality assessment has been undertaken as part of the Environmental Statement the main impacts have been identified during the construction phase and a dust management strategy has been suggested this needs to be addressed within the construction management plan. Negligible impacts have been identified for future occupiers so specific mitigation is required.

The submitted waste management strategy for the development is considered to be acceptable. It is recommended that conditions are attached to any approval relating to the submission and approval of a construction management plan; acoustic insulation scheme for protecting residential accommodation against noise from Princess Road and Nell Lane; acoustic insulation of externally mounted equipment; and a ground investigation report has been provided by the applicant however as there are buildings on site some parts of the site have not been investigated to date an addendum report with therefore be required and should be secured through a contaminated land condition.

Greater Manchester Archaeological Advisory Service - A desk based assessment was prepared by White Young Green for the application area in relation to an earlier application (107473) in 2014. This found that only archaeology interest were old field boundaries which will have been removed by later development and landscaping at the site. GMAAS consider that there is not enough significance or potential survival to warrant further investigation. Therefore, we consider that no further archaeological mitigation is required.

Greater Manchester Ecology Unit - The Ecology surveys undertaken to inform the ES have been undertaken by suitably qualified ecologists and are to appropriate and proportionate standards. No further surveys need to be conducted prior to deciding the application.

The application site, while not of substantive ecological value, nevertheless supports some features of local nature conservation value, notably broadleaved trees. A relatively large number of these trees are to be removed to facilitate the scheme, although it is noted that new tree planting is proposed a part of the scheme that will go some way to compensating for these losses.

The site is also likely to support hedgehogs and nesting birds. Hedgehogs, while not specially protected in law, have suffered dramatic population declines in recent years. GMEU therefore support measures to protect hedgehogs from harm during the course of any approved development. Suitable measures are set out in paragraphs 9.95 to 9.99 of Volume 1 of the Environmental Statement submitted in support of the application. It is recommended that these measures be required to be implemented by means of a Condition attached to any permission that may be granted to the scheme.

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

Historic England – Although notified of the application because of designated heritage assets within the vicinity of the site did not consider that it is necessary for this application to be notified to Historic England.

Policy

Manchester Core Strategy

The adopted Core Strategy contains a number of planning policies relevant to the consideration of the application proposals. These are set out below:

Policy H1 – Housing Provision

This policy identifies that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027 equating to an average of 3,333 units per year although this rate will vary across the identified period. The policy identifies that the emphasis outside of the City Centre and the City's Inner areas is to increase the availability of family housing. It is expected that 90% of residential development will take place on previously developed land and sites in close proximity to centres and high frequency public transport routes.

The application proposals would contribute to the overall provision of new residential units in the City on previously developed land in a sustainable location close to services and public transport routes including Metrolink and Bus network. The proposals incorporate larger size apartments and dwellinghouses enabling a mix of size of properties to be brought forward in the wider area including family houses. On this basis the proposals are considered to accord with the policy H1 of the Core Strategy.

Policy H6 - Housing in South Manchester

This policy indicates that 5% of new residential development will take place in South Manchester over the lifetime of the Core Strategy. High density development will generally only be appropriate within district centres. Outside the district centres priorities will be for housing meeting identified shortfalls, including family housing and provision that meets the needs of elderly people with schemes adding to the stock of affordable housing.

The application proposals provide for a mix of residential accommodation across the site including higher density apartments and larger family housing which is identified as required in South Manchester. On this basis the proposals are considered to be in general accordance with policy H6.

Policy H8 – Affordable Housing

Sets out the Council's approach to assessing applications of greater than 15 residential units and provision of affordable housing or an equivalent financial contribution. 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. Either an exemption from providing affordable housing, a variation of the proportions of socially rented and intermediate housing or 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.

The applicant has provided a financial viability assessment for the application proposals. This information has been reviewed by the Council's Strategic Development Team.

Members of Committee should be aware that the Council has an interest in the land subject to the application it is through this interest that the Council has sought contributions towards affordable housing in the city and this would satisfy the requirements of policy H8. It is on this basis and as part of the financial viability assessment that in this instance, as affordable housing contributions are to be made through the land transaction with the City Council, a section 106 is not required.

Policy T1 – Sustainable transport

This policy embeds the delivery of a high quality integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. It indicates support for proposals that: improve choice by delivering alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; improve access to transport services and facilities for all; improve pedestrian routes and the pedestrian environment; facilitate modes of transport that reduce carbon emissions; reduce the negative impacts of road traffic.

Policy T2 – Accessible areas of opportunity and need

This policy indicates that the Council will actively manage the pattern of development to ensure that new development is located to ensure access to the City's main economic drivers; is easily accessible by walking, cycling and public transport; have regard to the need for disabled and cycle parking and the maximum car parking standards set out in the Core Strategy; and, includes proportionate traffic impact assessments and travel plans for all major applications.

The application site is located within a sustainable location close to Burton Road local centre, and the Metrolink and bus networks. It is also accessible by bicycle and on foot enabling future residents to access areas of economic activity in the city by a full range of sustainable transport modes. The level of car parking is considered to be adequate for the sites location and the needs of future residents whilst also providing cycle parking to broaden the range of sustainable transport modes available to future residents. The application is supported by a Transport Statement and framework travel plan to promote and encourage sustainable travel choices for future residents. It is considered that the proposals accord with policies T1 and T2 of the Core Strategy.

Policy EN1 – Design Principles and Strategic Character Areas

Developments in Manchester are expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The application site is located in the southern character area where development is expected to retain the identity and focus of activity associated with

the historic district centres and along the radial routes such as Princess Parkway, commensurate in scale with the prominence of its location.

The application proposals have been designed to reflect the former commercial nature of the site and the proximity to the wider development as well as reflecting the residential character of the wider area. It is considered that the proposals have been carefully designed with regard to the character of the area and therefore accord with policy EN1.

EN3 – Heritage

Developments that complement and take advantage of the distinct historic and heritage features of its districts and neighbourhoods will be encouraged. New developments must be designed to support the Council in preserving or where possible enhancing the historic environment.

The applicant has prepared a heritage statement in support of the application which identifies that the proposals would have a low or negligible impact upon the surrounding heritage assets and Historic England raise no objections to the application proposals.

Policy EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development

The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions: All development must follow the principle of the Energy Hierarchy, being designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies. Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.

Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.

Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies

This policy sets out that major developments are expected to meet the targets set out in the policy which are to be demonstrated through an energy statement.

The applicant has prepared an energy statement which sets out the energy strategy for the development based upon a fabric-first approach to energy efficiency and

make use of high efficiency fixed services. Energy efficiency and emission reductions have been maximised for the development.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given to how the buildings functions and through a building fabric first approach to reduce overall energy demands.

Policy EN9 – Green infrastructure

This policy indicates that new development will be expected to maintain existing green infrastructure in terms of quantity, quality and function. Opportunities to 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.

The application site contains soft landscaping and buildings as well as existing mature trees and the development proposals will result in the loss of trees on site. The applicant has submitted a landscaping scheme to mitigate the loss of trees and enhance the green infrastructure and ecology on site. The approach to provide an outdoor amenity space incorporating existing mature oak trees, and vegetation buffer as well as ecological enhancements on site is considered acceptable.

Policy EN14 – Flood Risk

The policy reflects national planning policy to direct development away from sites at greatest risk of flooding, and towards sites with little or no risk of flooding. Site specific flood risk assessments are required for all development proposals on sites greater than 0.5 hectares.

The site falls within Flood Zone 1 and is at low risk of flooding, the applicant has provided a site-specific Flood Risk Assessment to accompany the application which assesses the risk from different sources of flooding as well as the risk of flooding elsewhere due to the proposed development. The FRA concludes that there are some small areas in the northern part of the site at risk from surface water flooding and Nell Lane is shown to have a medium risk of surface water flooding. The applicant has submitted a drainage strategy alongside the application which would provide flood risk protection for the new development and protect the wider catchment against increased flood risk. The Councils Flood Risk Management Team raise no objections to the proposals and have recommended a number of conditions be attached to any approval. The application proposals have fully considered the risks of flooding and mitigation is proposed to be secured by way of conditions the proposals therefore accord with policy EN14 of the Core Strategy.

Policy EN15 – Biodiversity and Geological Conservation

This policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the city. Developers are expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The applicant has provided an ecological impact assessment alongside the application which concludes that with the proposed mitigation measures any impacts on ecology would be negligible. Suitably worded conditions are proposed to ensure these mitigation measures are incorporated into the development to ensure that biodiversity enhancements are integrated into the development and accord with policy EN15 of the Core Strategy.

Policy EN16 – Air Quality

This policy indicates that the Council will seek to improve the air quality within Manchester and particularly Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers are 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. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality this includes cumulative impacts, particularly in AQMAs.

The applicant has provided an Air Quality assessment of the air quality impact of the proposed development within the submitted EIA. The assessment considers the effects of construction and traffic generation and concludes that the construction and operational phase of the proposed development are expected to have an overall non-significant impact on the surrounding area following the application of the mitigation measures set out in the assessment.

Policy EN18 – Contaminated Land

The policy outlines that the Council gives priority for the remediation of contaminated land to strategic locations. Proposals for development of contaminated land must be accompanied by a health risk assessment.

The application is accompanied by a ground conditions report that has been assessed by Environmental Health and it is recommended that a suitably worded condition be attached to any approval.

Policy PA1 – Developer Contributions

Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis:

Affordable housing

Education

Health and wellbeing facilities

Community facilities

Provision of Green Infrastructure including open space

Public realm improvements

Protection or enhancement of cultural heritage

Protection or enhancement of environmental value

Safety and security improvements

Training and employment initiatives
Highway improvements, traffic management, sustainable transport and disabled people's access
Climate change mitigation / adaptation

Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements.

The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied. These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances. In this instance works are required to the highway and a section 278 agreement will be required to deliver the highways identified by the applicant and Highway Services.

Policy DM1 – Development Management

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

- a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:
Year 2010 – Code Level 3;
Year 2013 - Code Level 4;
Year 2016 - Code Level 6; and
- (b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a material consideration in the determination of all planning applications.

There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

-an economic role, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- a social role, supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the communities needs and support its health, social and cultural well-being; and

- an environmental role, contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Paragraph 124 of the Framework indicates that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

Paragraph 126 of the Framework stipulates that local planning authorities should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.

Paragraph 128, requires developers to identify any heritage assets which may be impacted by a proposed development and describe its significance, including any contribution to that significance that may be made by the asset's setting. The level of detail should be proportionate to asset's significance and should allow the planning authority to understand potential impacts to that significance.

Paragraph 129 states Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage assets conservation and any aspect of the proposal.

Paragraph 131 states that in determining planning applications, local planning authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 133 the Framework states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

The applicant has submitted what is considered to be a proportionate level of detail in order to allow a full assessment and identification of the impacts of the proposals; the application site is located outside of Albert Park Conservation Area and the applicant has identified those other designated heritage assets in the vicinity of the application site. The proposals are not considered to give rise to substantial harm or the total loss of significance of designated heritage assets.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals will create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles of the National Planning Policy Framework.

Other Material Considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines and appropriate elevational detailing and strong design particularly to corner plots.

The proposals are considered to have been designed to reflect the sites context and relationships with the surrounding area provide strong built form and high quality of

elevation detailing and therefore accord with the principles of the Guide to Development SPD.

South Manchester Regeneration Framework

South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the SRF is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness.

The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods.

The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester. Where possible accommodate low cost home ownership within schemes to meet local need.

Siemens Princess Road Campus Development Framework November 2014

The Siemens Campus Development Framework was approved by the Council's Executive Committee at its meeting on the 26th November 2014 with the intention that it be taken into account as a material consideration by the Planning and Highways Committee when determining future planning applications relating to the site.

The framework sets out the strategic context for the development of surplus land at the Siemens' Princess Road Campus to transform the Campus with the following proposed components:

The Siemens Princess Road Campus Framework sets the context for proposals to transform the Campus with the following components proposed:

- The refurbishment of Sir William Siemens House.
- The flexibility to allow for the future expansion of Siemens through the provision of new build accommodation in close proximity to Sir William Siemens House.
- The opportunity to secure the delivery of a Sustainable Technology Hub, including office and research accommodation targeted at complimentary and synergistic occupiers.
- The delivery of a market leading private hospital which will drive forward and underpin a strategic health partnership between Siemens and Spire Healthcare; and

- A residential component on land surplus to Siemens' requirements to provide new 'executive'/family homes.

The Framework also indicates a phased delivery approach so as to ensure the Campus' full potential is delivered expediently and efficiently having regard to commercial and market requirements.

Members may recall that the first phase of delivering the Framework was the development of the new Spire Hospital on the southern portion of the site facing Barlow Moor Road which was granted planning approval at the Planning and Highways Committee meeting held on the 19th February 2015 and has now been delivered on site.

Legislative Requirements

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder

Issues

Principle - It is considered that the principle of development of the site is acceptable. Core Strategy policy H1 prioritises new residential development to previously developed land and the application proposals are considered to be located in a sustainable location that makes the best use of existing infrastructure. Whilst sitting on a commercial site there are a mix of surrounding uses including educational and residential uses. Given this context and subject to consideration of the other matters set out in the remainder of this section of this report it is considered that the principle of residential development on the application site is acceptable and is in full accordance with policy H1 and H6 of the Core Strategy Development Plan Document.

Cycle Parking - The proposals incorporate one cycle parking space per dwelling, 44 cycle spaces are provided for the apartment building within a secure internal bike store in the basement of the building (44 cycle spaces for 91 bedrooms within the

building) .Each dwellinghouse has two cycle spaces identified within garages where provided or an individual cycle store within gardens. This level of provision is considered acceptable for the development.

Car Parking - The development would provide up to 189 car parking spaces. 134 of these spaces are to be delivered in Phase 2a for the 44 apartments and 23 dwellinghouses with the remaining 55 spaces provided within Phase 2b. This level of car parking is considered to be acceptable in this sustainable location where there is good access to public transport (Metrolink and Bus services). Highway Services have no objection to level of car parking to be provided on site.

Safety and security - The applicant has submitted a Crime Impact Statement alongside the application and has discussed the proposals with GMP Design for Security who raise no objections. All residential properties have been designed in accordance with Building Regulations Document Part Q – Security.

The apartment and mews houses car parking to the basement and rear of the apartment building would be securely gated with access only for residents and visitors in addition cycle parking for the apartments would be securely located in the basement, both areas would be controlled and maintained by the managing agent. It is recommended that a condition be attached to any approval that the development achieves Secure by Design accreditation.

Waste Management - The applicant has provided a waste management strategy for the development which has been designed in line with the Council's "Waste storage and collection guidance for new developments". An updated Waste Management Strategy has also been prepared to clarify the arrangements for the apartment building.

The apartment building contains two bin stores which would contain larger bins for refuse, recycling and organic waste. In addition each apartment would have its own organic waste bin and the kitchen units for each apartment would have sufficient space for the installation of 3 x 10 litre recycling bins. The volume of waste storage for the apartment building is identified within the applicants amended waste management strategy of providing a total of 11100 litres waste / recycling storage 44m² of bin store floor area. This meets with the requirement of 7,550 litres as confirmed by BS5905:2005 and MCC'S local policy. On the day of bin collection it is intended that the management company for the building would move the bins from the two bin stores to and from the pick up location.

All dwellinghouses have space for 4 X 240L bins, 1 for general waste, 1 for pulvable recycling, 1 for comingled recycling and 1 for food and garden waste. There is storage space within gardens for refuse bins.

Environmental Health have confirmed of their acceptance for the waste management strategy for the dwellinghouses and any further comments in relation to the updated waste management strategy for the apartments will be reported to committee.

Residential Quality Guidance – The proposals have been designed in accordance with the Councils Interim Residential Quality Guidance and all are identified as exceeding residential space standards that will be built to modern building regulation standards including for all new residences in accordance with Part M1 of the Building Regulations 2015. A number of disabled access car parking spaces are provided in the courtyard parking and across the site.

The design of the apartments and dwellinghouses and proposed layout of the site have been refined to reflect the principles established by the Siemens Campus development framework and respond to the context of the site and the need to retain some of the established landscaping on site. The central amenity space created through retaining a number of mature trees on site provides amenity space for the apartments and dwellinghouses which provide overlooking and natural surveillance of the space.

In addition an area of shrub vegetation is proposed to act as a buffer between the east of the site protecting the amenity of residential properties and providing additional biodiversity enhancements.

It is considered that the proposed design, appearance and layout of the development are considered acceptable in the context of the site and would provide a high quality addition to the residential stock in this area.

Green Infrastructure – The application is supported by an Ecological and Nature Conservation chapter within the Environmental Statement. This chapter is supported by an Ecological Appraisal, Arboricultural Impact Assessment and desk study of the site and habitats within its Ecological Zone of Influence. A bat emergence survey was also undertaken where necessary. The existing habitats on site were identified as being of limited ecological value.

The proposals would involve the removal of a majority of trees (30 individual trees and 3 large groups of trees and one part of a smaller group of trees) on site whilst retaining the highest quality mature trees as part of a landscaped amenity area within the centre of the development. The Councils arborist has not objected to these given the generally poor quality trees on site.

The proposals incorporate a landscaping scheme which introduces an area of public realm that retains existing mature oak trees in a high quality landscape. The landscaping scheme also incorporates additional tree planting of native trees (56 no.) to replace those lost to the development with a further 78 no. trees to be planted within the area of car parking to serve the Siemens site which is shown on both Phase 1 and Phase 2 application layouts to ensure delivery by either proposal. It is considered that this tree planting contributes towards the mitigation for the loss of trees as part of phase 1 and phase 2 of development.

In addition the landscaping scheme incorporates hedge planting and an area of shrub vegetation which will act as a buffer to the police station on Elizabeth Slinger Road but also enhance biodiversity on the site.

It has been recommended by Greater Manchester Ecology Unit that the boundary treatments between garden spaces are designed to ensure the movement of wildlife including hedgehogs around and across the site. Appropriate conditions relating to the implementation of the submitted landscaping scheme, a Biodiversity Enhancement and Management Plan and adapted boundary treatments are recommended if Committee is minded to approve the application.

Air Quality – The applicant has provided an Air Quality assessment as part of the application submission within the Environmental Statement which has considered the construction and operational phases of development. This assessment has been assessed by Environmental Health who have confirmed that there is a need for mitigation measures through the construction phase of development to reduce and manage emissions and these should be secured through a planning condition relating to the construction management plan. There is identified negligible impacts from the proposed development which are considered not to be significant within the Environmental Statement.

Wind Assessment – The Environmental Statement has included a Wind Assessment of the masterplan proposals. In respect of this application the wind conditions at the site are expected to be safe for pedestrian use throughout the year. It is also expected to be safe during the construction phase. No mitigation is required in respect of this application.

Financial Viability Assessment (Infrastructure works and Affordable Housing) – The applicant has provided a confidential financial viability assessment as part of the application. This has been assessed by the Council's Head of Strategic Development Directorate who has confirmed that contributions for on-site infrastructure works for future phases of development and off site affordable housing contributions can be sought. Given the land interests of the Council these contributions would be delivered through the overarching land deals between the applicant and the Council to ensure that the on-site infrastructure as well as off-site affordable housing contributions are secured and made available. As contributions towards on-site infrastructure and affordable housing are to be secured through the land deal between the applicant and the Council it is considered that the development meets the requirements of policy H8 'Affordable Housing' and PA1 'Planning Obligations' in this instance.

Site Layout – The applicant has submitted a Design and Access statement to outline the design intent with regards to the internal layout of the residential development. It is the intention that the internal roads would not be adopted by the local highway authority and would be maintained and managed by the management company for the new estate. The shared surfaces proposed have been designed to lessen the impact of car parking on the street scene with a minimum width to deter street parking which is to be policed through the management plan, a number of visitor

parking spaces are proposed throughout the development. The intention is that this layout would create a high quality residential environment for future residents.

There is a secured pedestrian link between the residential development and the Siemens Campus beyond to enhance the connectivity between the residential phase and the existing and proposed commercial phases on the remainder of the site.

Greater Manchester Police have confirmed that the proposals have been well considered and laid out and support the secure access to the main Siemens Campus. The creation of shared surfacing and co-ordinated landscaping of the public realm within the development rather than a standard engineering solution promotes 'territoriality' and 'ownership' of space amongst residents and could encourage play in the street which all add to the overall supervision of the public spaces and deters crime. They also recommend that boundary treatments that enclose rear gardens that have common boundaries with secluded but accessible land should be 2.1 metres high with the main body of the fence being robust.

This approach to the layout is felt to provide a balance between reducing the visual impact of cars on the street scene and creating an attractive high quality environment for future residents as envisaged. Comments have been raised regarding permeability and the choice of boundary treatments around the site, given the comments of Greater Manchester Policy Design for Security the proposals are considered to be appropriate in this location. Proposed tree planting will assist in reducing the visual impact of those boundary treatments 2.1 metres in height which are also required to reduce levels of noise entering rear garden areas.

Ensuring that management arrangements are in place is considered to be important in ensuring that the design intent and philosophy of this arrangement is secured and therefore an appropriately worded condition is proposed.

Phase 2 b (Outline element with all matters reserved) – Phase 2b is identified on the submitted site layout drawings and would form a later phase of development. The submitted application documents indicate that the design philosophy for phase 2 b would reflect that proposed within Phase 2 a including continuing the shared street design that is set out within the initial phase of development.

It is considered that the proposals for phase 2 b can be successfully accommodated on the site in line with the parameters set out within the application submission.

Sustainability – The applicant has provided an Energy Statement and Environmental Standards statement alongside the application. This confirms that the design of dwellinghouses and apartments has sought an improved building fabric first approach to maximise energy and CO2 reduction across the life time of the dwellings rather than being reliant on the life of renewable technology. The development does allow for the introduction of renewables retrospectively, if required.

The submitted statements indicates that through the adopted fabric first approach the development would offer greater energy reduction (13%) than that offered through the use of photovoltaic panels (10%) and would ensure that the energy and CO2 savings are covered through the lifetime of the development rather than the life of a technology.

The approach to development in respect of sustainability is considered acceptable in this instance. An appropriately worded condition is proposed to ensure the development is undertaken with the method and approach set out within the submitted supporting documents.

Design – The development is of a contemporary design is intended to create its own distinct character within this part of the City. The dwellinghouses are of a mix of designs of semi-detached and mews type houses of two and three storeys in height, whilst the apartment building would provide an appropriate scale of development to form a key gateway building into the site whilst also respecting the architectural design of the adjacent Sir William Siemens House and the former Withington Hospital buildings (Grade II Listed) to the north- east of the site.

The buildings would be predominantly incorporate brickwork to provide a robust and residential feel whilst some metal cladding has been introduced to highlight entrances, balconies and other architectural details.

The proposed design of the development is considered appropriate in this location and will add to the mix of residential properties in this area of the City.

Residential Amenity - Given the distances between the proposed residential development and existing properties and the separation by a busy road (Nell Lane) it is not considered that the development would give rise to unacceptable impacts on residential amenity as a result of increased noise, comings and goings, loss of daylight and sunlight that would warrant refusal of the application.

The proposals have been designed and sited to minimise impacts on surrounding uses which includes educational uses, a police station and commercial buildings and to protect future residential occupiers of the development through the provision of acoustic fencing and suitable acoustic insulation of properties to be secured by way of an appropriately worded condition.

Highways – The applicant has submitted a Transport Assessment and an addendum note. Highway Services are satisfied that the proposals do not give rise to unacceptable impacts on highway or pedestrian safety subject to the applicant entering into a section 278 agreement relating to carriageway markings, Traffic Regulation Orders, kerb re-alignments, dropped kerbs, tactile paving and provision of pedestrian refuge on Nell Lane. An appropriately worded condition is proposed to ensure that the identified improvements are secured through a section 278 highways agreement.

In addition Highway Services have indicated that the developer should contribute towards upgrading the bus stops on Princess Road in accordance with TfGMs bus

stop design guidelines and that it would be beneficial to the local community of funding was sought from the applicant. In considering requests for section 106 contributions the tests set out in the Community Infrastructure Levy Regulations 2010 must be met. It is not considered that such a request for a contribution towards upgrading bus facilities is necessary in this instance to make the development acceptable in planning terms and would therefore not meet the tests set out within the CIL Regulations.

Construction works - It is anticipated that as a result of construction works there would be some temporary short term impacts such as dust and noise. In order to minimise these impacts it is considered appropriate that a condition be attached to any approval for the submission of a construction management plan that sets out measures such as wheel wash facilities for construction vehicles, hours of working and routing of construction traffic and as recommended within the Environmental Statement a Dust Management Plan.

Heritage – The application site is in the vicinity of a number of designated heritage assets. Albert Park Conservation Area is located approximately 400 metres to the east of the site and the nearest listed buildings are the Old Withington Hospital site (Grade II) to the north and the Alcock monument (Grade II). There are no designated heritage assets located on the application site.

Given the application sites location to the identified heritage assets it is not considered that they would give rise to harm. The scheme has been assessed against the National Planning Policy Framework and any harm from the proposals is less than substantial to designated heritage assets in the vicinity of the application site.

Local Labour – The applicant has confirmed that they are willing to work with the Council to ensure that access to construction jobs is available for local people. An appropriately worded condition is proposed to be attached to any approval.

Conclusion - The proposed development would provide modern contemporary design residential buildings. It is considered that the proposals will form an important phase of part of a wider development of the Siemens Campus. As such the proposals are considered to accord with local and national planning policies as well as the principles set out in the recently approved Development Framework for the Siemens Campus.

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

Recommendation APPROVE

Article 35 Declaration

The application has been determined in a positive and pro-active manner. Any issues that have arisen through the course of the application including further clarification on matters relating to highways have been discussed with the applicant. In this instance appropriate conditions are proposed to be attached to any approval.

Conditions

1) a) The development of Phase 2a as identified on drawing reference PL1414.1-P-003 00 'Illustrative General arrangement plan' as received by the local planning authority on the 18th November 2016 must be begun not later than the expiration of three years beginning with the date of this permission.

b) Applications for approval of reserved matters for the development of Phase 2b as identified on drawing reference PL1414.1-P-003 00 'Illustrative General arrangement plan' as received by the local planning authority on the 9th December 2016, must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

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

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

House Type 1.0 Mews 15054 (PL) 110 D; House Type 2.1 Semi 15054 (PL) 111 D ; House Type 2.2 Semi 15054 (PL) 112 D; House Type 2.2V Semi 15054 (PL) 113 D; House Type 2.3 Semi 15054 (PL) 114 D ; House Type 2.4 Semi 15054 (PL) 115 D; House Type 2.4V Semi 15054 (PL) 116 D; House Type 2.5 Semi 15054 (PL) 117 D; House Type 2.6 Semi 15054 (PL) 118 D; House Type 3.1 Semi 15054 (PL) 119 D; House Type Semi 3.2 15054 (PL) 120 D ; House Type 4.1 semi 15054 (PL) 121 D ; House Type 4.3 Semi 15054 (PL) 122 D ; House Type 4.4 Semi 15054 (PL) 123 D all prepared by Calderpeel as received by the local planning authority on the 18th Novemeber 2016

Apartment Floor Plans 1 of 3 15054 (PL) 180 E; Apartment Floor Plans 2 of 3 15054 (PL) 181 E; Apartment Floor Plans 3 of 3 15054 (PL) 182 E; Apartment Elevation

Plans 1 of 3 15054 (PL) 190 E; Apartment Elevation Plans 2 of 3 15054 (PL) 191 E; Apartment Elevation Plans 3 of 3 15054 (PL) 192 D; Proposed streetscene A-D 15054 (PL) 300 E all prepared by Calderpeel as received by the local planning authority on the 18th November 2016
PL1414.1-P-003 00 'Illustrative General arrangement plan'; PL1414.1-P-004 Tree Retention and removal; PL1414.1-P-006 'Softworks'; PL1414-P-018 Eastern Boundary treatment; PL1414.1-P-005 'Hardworks'; Princess Road, West Didsbury Masterplan Design and Access Statement October 2016 prepared by Planit IE
PL1414.1-P-007 'Boundary treatments'; PL1414.1-P-009 'site sections' all prepared by Planit and received by the local planning authority on the 18th November 2016
Residential Phase Masterplan Design and Access Statement prepared by Calderpeel as received by the local planning authority on the 18th November 2016

Crime Impact Statement prepared by GMP Design for Security ref 2014/0775/CIS/02
Illustrative Drainage Strategy prepared by Booth King drawing reference 500 P3
Energy Statement prepared by the Energy Council reference 96552ES
Environmental Standards Statement prepared by the Energy Council 96552SS RevA
Flood Risk Assessment reference 2016s4925 v2.0 prepared by JBA Consulting
Environmental Noise report reference 6355803/01/v04 prepared by Bureau Veritas
Residential Travel Plan reference VN50552 prepared by Vectos
Statement on residential ventilation strategy reference 6355803/01 prepared by Bureau Veritas
Waste Management Strategy reference 96552WMS prepared by the Energy Council
Ground Investigation Report reference 41787 (February 2016) prepared by Ian Farmer Associates
TV Survey reference 8872A prepared by Pager Power
Environmental Statement Volume 1, 2 and Non-Technical summary
All received by the local planning authority on the 18th November 2016
Planning Statement prepared by Deloitte as received by the local planning authority on the 9th December 2016
Transport Addendum note prepared by Vectos as received by the local planning authority on the 16th February 2017

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.

3) Prior to the commencement of the residential development hereby approved, a local labour agreement, relating to the construction phase of the residential development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter whilst works are in operation.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester

4) Prior to the commencement of any development or phase of development a Construction 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 Management Plan and shall include:

- The routing of construction traffic;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles including any haul roads;
- identification of site operative's car parking;
- construction site layout including areas of material storage;
- access arrangements for pedestrians;
- 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 during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete
- Identify advisory routes to and from the site for staff and HGVs;
- A Dust Management Plan to include measures to control the emission of dust and dirt during construction and those matters contained within the Mitigation Measures section of Chapter 7 of the Environmental Statement ;
- A community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works.

Reason - In the interest of pedestrian and highway safety, and to ensure that the proposed development is not prejudicial or a nuisance to adjacent dwellings pursuant to policy DM1 of the Core Strategy. Details are required prior to works commencing on site as the impacts of construction works to deliver the development require mitigation.

5) Areas of existing landscaped planting on site shall only be cleared in accordance with the recommendations for site clearance set out within the Environmental Statement Volume 1 paragraphs 9.95 and 9.96. If hedgehogs are discovered on site during vegetation clearance works then a refuge shall be established whilst construction works are taking place in accordance with the recommendations set out within paragraph 9.97 and under the supervision of a suitably qualified person. Written confirmation of all measures undertaken shall be provided to the City Council as local planning authority after vegetation clearance works have taken place on site.

Reason – In the interests of protecting wildlife that may be present on the site pursuant to policy EN9 of the Core Strategy.

6) No tree felling or pruning works or vegetation clearance should take place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent by a suitably qualified person prior to such works

being undertaken and that written confirmation that no birds would be harmed and/or that there are appropriate measures in place to protect nesting bird interest on the site has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to protect wildlife from works that may impact on their habitats, pursuant to policy EN9 of the Core Strategy.

7) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the approved drawings, documents and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the use or occupation of the phase of development within which the retained tree is located 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 SP1 and DM1 of the Core Strategy

8) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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

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

current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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.

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 DM1 and EN18 of the Unitary Development Plan for the City of Manchester.

10) Notwithstanding the approved plans, prior to the commencement of the development (or phase thereof), a scheme for the drainage of surface water from the development in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and details shall be submitted to and approved in writing by the City Council as local planning authority.

The scheme shall include:

- Percolation tests should be undertaken in accordance with Building Research Establishment Digest 365 and in locations and at proposed depths of each proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours should be submitted. Infiltration in made ground should be avoided and care should be taken to avoid propagation of any contamination recorded on site through surface water infiltration;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements);

- An 40% uplift to account for climate change impact should be considered in line with revised climate change allowances published by the Environment Agency 2016;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

The development shall then be constructed in accordance with the approved details, within a previously agreed timescale. Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - The application site is located within a critical drainage area and in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

11) Notwithstanding the approved drawings prior to the commencement of above ground construction works for the residential development hereby approved, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved materials shall then be used in the construction of the development.

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.

12) Prior to the commencement of the residential development hereby approved a scheme for acoustically insulating the residential accommodation against noise from Princess Road and Nell Lane shall 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 local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policy DM1 of the Core Strategy.

13) Prior to the commencement of above ground construction works a schedule for the submission of landscaping material samples for approval by the local planning authority and timescales for the implementation of the approved landscaping scheme as identified on the approved drawings references PL1414.1-P-006 'Softworks'; PL1414-P-018 Eastern Boundary treatment, and PL1414.1-P-005 'Hardworks' shall be submitted to and agreed in writing by the local planning authority. The approved scheme shall be subsequently implemented in accordance with the agreed

timescales, materials and landscaping scheme. If within a period of 5 years from the date of the planting of any tree, hedge or shrub, that tree, hedge or shrub or any tree, hedge 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, hedge 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.

14) Notwithstanding the approved drawings, within 3 months of the commencement of construction works a Biodiversity Enhancement and Management Plan for the site based upon the principles set out within Chapter 9 of the Environmental Statement and Appendix 9.1 'Preliminary Ecological Appraisal (R-2531-01) shall be submitted and approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason – To secure the biodiversity enhancements for the site pursuant to policy EN9 of the Core Strategy.

15) Prior to the commencement of any works to construct the access road (excluding haulage roads required for construction works) as identified on the approved plans, full technical detailed designs and specifications of all required highway works and including: carriageway markings, Traffic Regulation Orders, kerb realignment, dropped kerbs, tactile paving and any required pedestrian refuge islands shall be submitted and approved in writing by the City Council as local planning authority. The development shall be undertaken in accordance with the agreed details.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

16) Prior to the installation of any boundary treatment on site as identified on drawing reference PL1414.1-P-007 'Boundary treatments' details of the materials and finishes of all boundary treatments shall be submitted and approved in writing by the City Council as local planning authority. The details shall include measures incorporated into garden boundaries to facilitate the movement of hedgehogs across and around the site. The approved boundary treatments associated to each residential dwellinghouse shall be installed prior to the first occupation of that dwelling and thereafter be retained and maintained.

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 and to enhance the biodiversity of the site in order to comply with policies SP1, EN9 and DM1 of the Core Strategy.

17) Prior to the installation of any external lighting on the site, full details of the type, height, location and direction of illumination of external lighting shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be subsequently installed in the development.

Reason – In the interests of residential and visual amenity and ensuring adequate illumination of external areas is provided in the interests of safety and security pursuant to policy DM1 of the Core Strategy.

18) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.

19) Within one month of the practical completion of the apartment building hereby approved or before the apartment building is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area as identified in the TV Baseline Survey (pre-construction) by Pager Power 2016 a study containing the following with regard to television reception in the area shall be submitted to and approved in writing by the City Council as local planning authority:

- Assess the impact of the development on television signal reception within the potential impact area identified in the approved TV Baseline Survey (pre-construction) prepared by Pager Power against the baseline survey results.
- Identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the TV Baseline survey.

Any measures identified and required must be carried out either before the approved apartment building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

20) Prior to first occupation of the dwellinghouses and apartments hereby approved, details of the maintenance and management plan for areas of incidental and communal areas of landscaping and roads within the curtilage of the development site shall be submitted to and agreed in writing by the City Council as Local Planning

Authority. The approved agreement shall remain in operation at all times whilst the development is occupied.

Reason - To safeguard visual amenity and the character of the area, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

21) Prior to first occupation of any part of the development, a residential Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

22) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of any sustainable drainage scheme approved under condition 10 of this permission shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include the following:

- 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.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - The application site is located within a critical drainage area in the interests of controlling surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

23) The development (or phase thereof) 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 secure by design accreditation.

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

24) The development shall incorporate the scheme for the storage and disposal of waste as set out within the Waste Management Strategy prepared by the Energy Council received by the City Council as local planning authority on the 16th February 2017 and be retained and maintained thereafter.

Reason - In the interests of public health pursuant to policy DM1 of the Core Strategy.

25) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the first occupation of the relevant phase of development hereby approved. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development in order to comply with policy DM1 of the Core strategy.

26) The development (or part phase thereof) hereby approved shall be implemented in accordance with the measures as set out within the Energy Statement prepared by the Energy Council reference 96552ES and Environmental Standards Statement prepared by the Energy Council 96552SS RevA as received by the City Council as local planning authority on 18th November 2016. Within 3 months of the completion of the construction (or part phase thereof) of the 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 within 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.'

27) 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 extensions or additional development shall be erected under Part 1, Class A (extensions) unless expressly permitted by the City Council as local planning authority.

Reason - Alterations to the proposed development could have an adverse impact on the visual amenity of the area contrary to the provisions of Core Strategy policy DM1.

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 integral garages hereby approved shall be converted to living accommodation unless expressly permitted by the City Council as local planning authority.

Reason – The loss of off-street car parking could give rise to additional on-street parking to the detriment of highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

29) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) none of the dwellinghouses or apartments shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the 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 policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

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: 114529/OO/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:

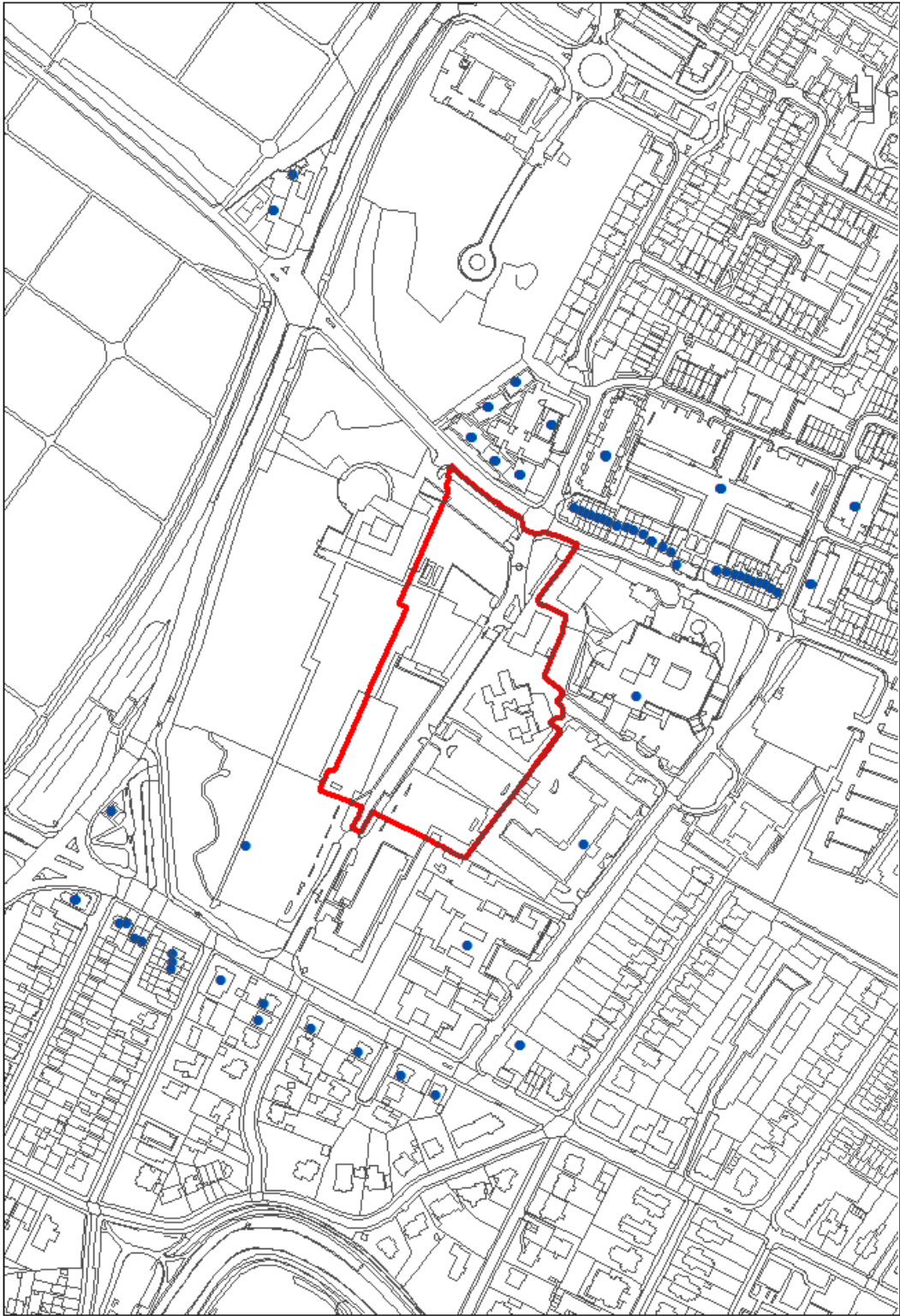
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
South Neighbourhood Team
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
West Didsbury Residents Association



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

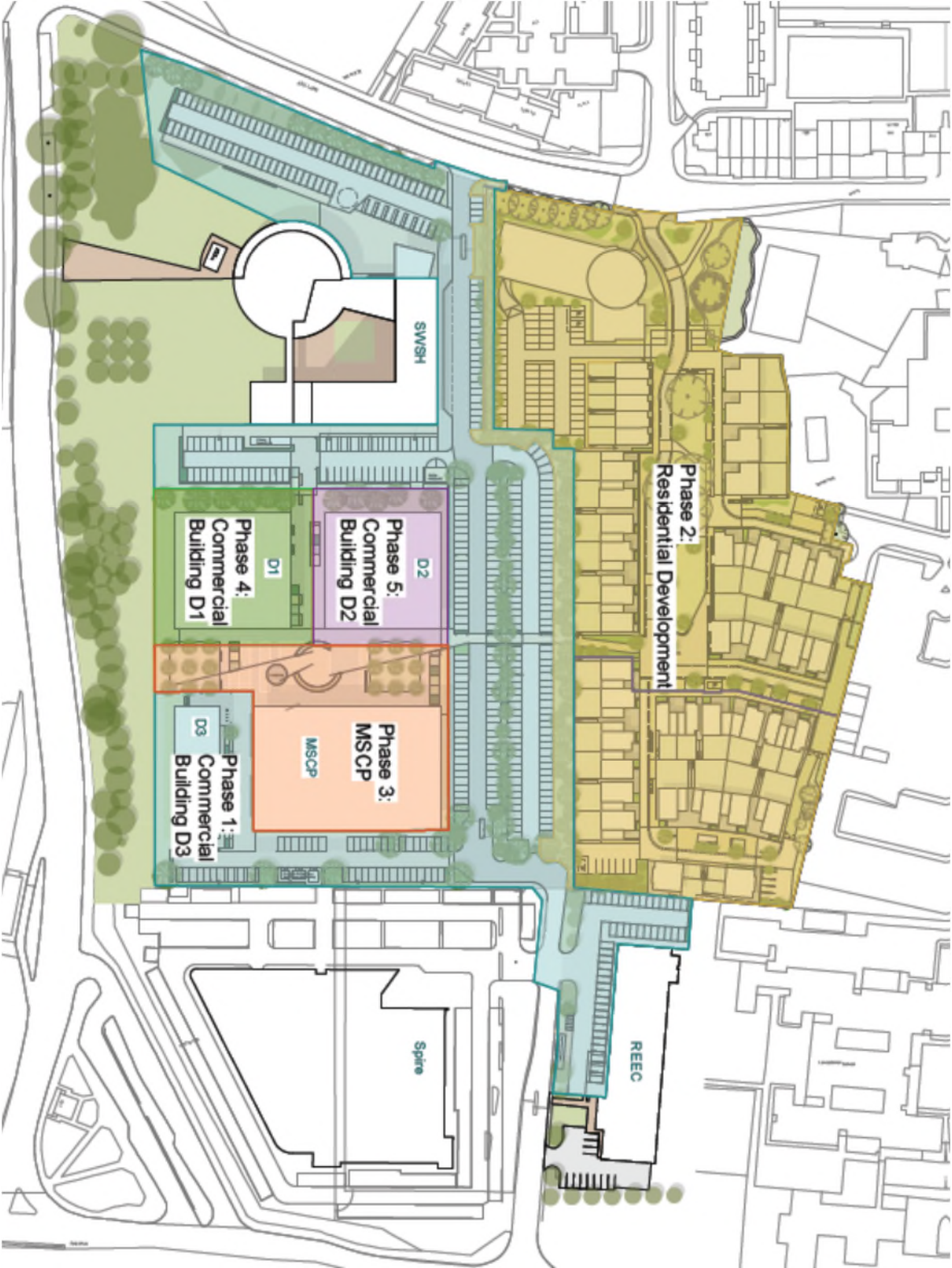
Representations were received from the following third parties:

165 Barlow Moor Road Didsbury M20 2ZA

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk



 Application site boundary  Neighbour notification
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The illustrative Masterplan for the phases of development at Siemens Campus



Site Layout plan with Nell Lane to the top