

Application Number	Date of Appln	Committee Date	Ward
114425/FO/2016	21 st Nov 2016	1 st June 2017	Didsbury East

Proposal Installation of a pitched roof to form a 2nd floor and to create 6 x two bedroom apartments (forming a total of 18 apartments) with associated elevational alterations, landscape works and the provision of 6 additional car parking spaces.

Location 1-23 Cotton Hill, Manchester, M20 4XR

Applicant Mr Andrew Roberts , Cotton Hill, Manchester, M20 4XR,

Agent Mr Ian Jones, View Associates, Mearside, Grange Road, Bowdon, Cheshire, WA14 3EE,

Description

This application relates to a 1950's apartment building (nos. 1-23 Cotton Hill, indicated overleaf by the X on the aerial photograph) located between Cotton Hill and Henwood Road. The apartment building consists of three wings located around a landscaped courtyard facing and opening onto Cotton Hill. The apartment building is predominantly red brick, topped by a flat roof and contains 12 two bedroomed apartments over two floors. To the south of the apartment building and within the curtilage of the application site is the car parking area (12 spaces) for the residents of the apartment building, this is accessed off Henwood Road. Trees are located along the Cotton Hill and Henwood Road perimeters of the site.

To the north of the site are the rear gardens of nos. 2-20 Cotton Lane (a 2 storey residential terrace), while to the south is located the side elevation of no. 42 Henwood Road, a 2 storey end-terraced dwelling. To the west and east of the site, lies nos. 24-48 Cotton Hill and nos. 13-37 Henwood Road respectively, both of which consist of 2 storey dwellings.

The applicant is proposing the following:

- Erection of a pitched roof, creating a 2nd floor to form 6 two bedroom apartments, bringing the total number of apartments to 18.
- Provision of 6 additional car parking spaces within the existing courtyard, accessed off Cotton Hill.
- Erection of a cycle store within the existing courtyard.
- Creation of new vehicular access from Cotton Hill to the existing car parking facilities.
- Associated landscaping, including the planting of 20 trees (birch, cherry and ornamental pear)

The applicant has amended the proposal since it was first submitted. The original scheme resulted in an apartment block with a ridge height of 10 metres, following amendments the proposed ridge height has been dropped to 8.3 metres (the existing height of the apartment block is 5.8 metres).



Consultations

Local Residents – Twenty five letters have been received from local residents objecting to the proposal, ten of which were received as part of the re-notification process, the points raised are outlined below:

- The development will be out of scale, out of character and overbearing in appearance compared with the exclusively 2 storey surrounding properties.
- The proposal will have an adverse effect on the residential amenity of neighbours, by reason of noise, disturbance, overlooking, loss of privacy and overshadowing. As a result it would be contrary to UDP Policies DC1.1 and DC1.2 (residential extensions), DC5.3 (flat conversions) and the *Guide to Development in Manchester Supplementary Planning Document and Guidance*.
- The proposal will represent overdevelopment and create a high density scheme.
- The full height windows on the new storey will directly overlook the first floor bedroom windows of adjacent properties causing a lack of privacy. This is particularly true of the windows on the gable ends nearest Cotton Hill.
- Cotton Hill falls within the permit zone for The Christie Hospital giving parking restrictions; Henwood Road doesn't and is 5-15 minutes walk of all hospital buildings. Consequently it has increased traffic from the public accessing facilities at the hospital and trying to avoid parking charges. As the existing car parking facilities are inadequate, the additional flats will exacerbate the traffic problems experienced on Henwood Road. Additional on-street parking will impact upon safety.

- The parking situation for the residents of nos. 2-20 Cotton Lane is already problematic, this proposal will only make the situation worse.
- Given that the proposal would be out of character and larger than the adjoining properties it would be contrary to the *Guide to Development in Manchester Supplementary Planning Document and Guidance*.
- Rather than build on the roof why not build an extension on the underused car park.
- The revised plans do seem to have resolved the privacy issue but the building would still be too tall for this residential area.

One resident is broadly in favour of the proposal, stating that the block of flats need to be updated having become run down in recent years. The resident states further that the dedicated area for refuse storage needs to be increased given the number of different bins that are available per household.

Environmental Health – Suggests the imposition of refuse storage and construction conditions.

Neighbourhood Team Leader (Arboriculture) – No objection to the proposed development from an arboricultural perspective. All trees being retained should be protected in accordance to BS 5837.

Withington Civic Society – The Society broadly supports the application subject to the following reservations:

- Consideration must be given to the issue of privacy, particularly for the residents opposite on Henwood Road?
- Consideration must be given to the issue of loss of light, particularly on Henwood Road.
- The Society is concerned about the parking and traffic implications of the proposal. The Transport Statement within the application refers to this being “a *highly sustainable transport location*”. In fact the nearest bus stop is a considerable distance away, possibly 500m. The proposed flats have two bedrooms each and it seems highly likely that they will be marketed to young professionals who are likely to have more than one vehicle per flat. Henwood Road is already very congested with much on-street parking. It is noteworthy that although Cotton Hill is just inside residents parking scheme, Henwood Road and other roads going south-east are just outside it. Residents are constantly complaining about Christie staff cars parked outside their houses all day now that they have been displaced from streets nearer The Christie. Surplus cars from the new Cotton Hill flats development will exacerbate this problem.
- It is suggested that steps are taken to require the developer to contribute to traffic calming measures on Cotton Hill and Henwood Road.
- To ensure that the development contributes to the Council’s core strategy of providing a balanced community it is suggested that consideration be given to applying a condition to ensure that the new flats cannot be rented nor purchased by students.

Ward Councillors (Cllr James Wilson) – Objects to the proposal for the following reasons:

- The proposal will be contrary to the requirements of Core Strategy policy DM1 which states that development should have regard to the character of the surrounding area.
- The proposal will be contrary to UDP Policy DC1.2, which states that residential extensions do not cause an undue loss of sunlight, daylight or privacy.
- The surrounding properties are mostly two storey Victorian terraced houses and the block of flats in question stands in stark contrast to these. Were the flats to be extended to three storeys, the building would be much taller than the surrounding properties and out of character with the area. The additional third floor would be overbearing to the surrounding properties and the proposed flats on the north side of the development would overlook the adjacent houses on Cotton Lane and their gardens leading to a loss of privacy. Similarly, the gardens of the properties to the south side of the block on Henwood Road would be overlooked by the proposed flats.
- The revised plans are not sufficient to alleviate the above concerns.

Highway Services – Highway Services have made the following comments:

- Trip Generation – The application states the proposed development is predicted to generate up to 3 vehicle movements in the weekday peak hours with 21 vehicle movements during a typical weekday (7 a.m. - 10 p.m.), therefore it is anticipated the proposed development will have no significant impact on the highway.
- Site Accessibility – The site is located within a residential area, within close proximity to Withington District Centre and to the Christie Hospital. The area is well served by sustainable modes, with West Didsbury Metrolink Station located within 1 mile of the development site providing access into the city centre. Mauldeth Road and Burnage Train Stations are also located with a walkable distance of the proposed site, with additional connections provided by the bus services operational on Palatine Road.
- Parking and Access – The application states the development will retain the existing 12 car parking spaces to the side and proposes 6 additional spaces on the current grassed area facing Cotton Hill. This provides 100% parking provision for both the existing and proposed apartments which is considered to be acceptable by highways. However, ideally a disabled space should be provided and therefore this should be considered by the applicant.

The observed level of parking on Cotton Hill and surrounding streets appears moderate, however given the close proximity to the hospital and primary school, it is anticipated that the level of parked cars to be high during peak hours. Therefore, the on-site parking provision is acceptable and unlikely to contribute to additional on street parking.

All parking spaces should all accord with MCC's standard minimum requirements.

There is a proposed new access from Cotton Hill to serve the existing car park and for the convenience of the residences, together with a new access to serve the new car parking area on Cotton Hill. Although a dropped kerb does exist at present to accommodate the current pedestrian access, this will need to be widened for the new vehicular access proposed and appropriate visibility splays provided.

- Cycle Parking – The application states a secure and sheltered cycle parking provision of 100% for all units which is in line with MCC guidelines and therefore is acceptable in principle.
- Boundary Treatments – The application states the existing boundary wall to be replaced with new low level brick walls with railings and additional perimeter fencing. It is recommended that railings are visually permeable from a distance of 900mm upwards to ensure that child pedestrians are visible when accessing/egressing a site.
- Refuse and Servicing – This is anticipated to remain as existing, forming part of the on-street collection service on Cotton Hill.

Policies

The National Planning Policy Framework (NPPF) – The NPPF was published on the 27th March 2012 and replaces and revokes a number of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) previously produced by Central Government. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining planning applications. It does not change the statutory status of the development plan, i.e. the Core Strategy, as the starting point for decision making and it states further that development that accords with an up-to-date local plan, such as the Core Strategy, should be approved unless other material considerations indicate otherwise.

The NPPF states that the planning system must contribute to the achievement of sustainable development. These are encapsulated into three categories: economic, social and environmental.

Within paragraph 17 of the NPPF, core land use planning principles are identified. The most relevant principles to this proposal are:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

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

Policy DM1, *Development Management* – This policy states that all development should have regard to 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.

Saved Unitary Development Plan (UDP) Policies – Policy DC1, *Residential Extensions*, states under paragraph DC1.1 that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a. the general character of the property;
- b. the effect upon the amenity of neighbouring occupiers;
- c. the desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. the overall appearance of the proposal in the street-scene;
- e. the effect of the loss of any on-site car parking.

The policy states further under paragraph DC1.2 that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. they are not excessively large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings);
- b. they do not create an undue loss of sunlight, daylight or privacy;
- c. they are not out of character with the style of development in the area or the surrounding street scene by virtue of design, use of materials or constructional details;
- d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

While it is not considered that Policy DC5 (*Flat Conversions*) is of relevance in this instance, it is acknowledged that a number of local residents have made reference to this policy and for this reason it is reproduced below:

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

- a. the standard of accommodation for the intended occupiers of the premises;
- b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e. adequate private outdoor amenity space;
- f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- g. the satisfactory provision of refuse storage and collection facilities.

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

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

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

Finally, policy DC5.4 states that in determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

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

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

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

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

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

Manchester Residential Quality Guidance 2016 – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Guide to Development in Manchester Supplementary Planning Guidance –

Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

For reasons to be outlined below, it is considered the proposal accords with the aforementioned policies.

Issues

Principle of the Proposal – The principle of the proposed development is considered to be acceptable. Notwithstanding this, consideration must be given to the proposal's impact upon a number of factors, including the levels of residential and visual amenity enjoyed within the vicinity of the site and the levels of pedestrian and highway safety enjoyed on the surrounding roads.

Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of the London Housing Design Guide space standards (LSS) as interim space standards for residential developments.

The amount of floor space proposed for each apartment and that required under the LSS is detailed below:

- Apartment 1 – 73.9m² (LSS - 70m²)
- Apartment 2 – 73.7m² (LSS - 70m²)
- Apartment 3 – 73.9m² (LSS - 70m²)
- Apartment 4 – 78.7m² (LSS - 70m²)
- Apartment 5 – 76.9m² (LSS - 70m²)
- Apartment 6 – 68.1m² (LSS - 70m²)

Apartments 1 to 5 meet that the interim space standards, while apartment 6 falls short, albeit by only 1.9m². However, as this shortfall is a result of the amendments required to reduce the height of the proposal this shortfall is considered acceptable in this instance. Overall that this proposal will provide sufficient living space for the future occupants of these six apartments.

Pedestrian and Highway Safety – It is not considered that the six additional apartments will generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed within the vicinity of the site, especially along Cotton Hill, Cotton Lane and Henwood Road. This has been demonstrated in the Transport Statement and recognised by Highway Services.

Highway Services have requested that appropriate boundary treatment be installed at the junction of the new access road and Cotton Hill and that sightlines should also be provided in this location. Given that the introduction of sightlines will prevent the planting of the new trees along the Cotton Hill frontage and the new access will only serve six parking spaces, it is not considered that the provision of sightlines is an appropriate solution in this instance. However, it is still considered that this new access must be engineered in such a manner so as to ensure that child pedestrians are visible when accessing/egressing the site and for this reason a condition is suggested which requires the applicant to install railings that are visually permeable from a distance of 900mm upwards.

Car Parking – Six parking spaces are proposed for use by residents of the six additional apartments and this will ensure that the 100% parking provision for the apartment block is retained. As such the level of parking provision is considered acceptable.

In terms of on-street parking facilities, Cotton Hill is subject to the following parking restrictions while there are none on Henwood Road.

- South-east side of the carriageway - is subject to a "*No Waiting Mon-Fri 10am-4pm*" restriction,
- North-west side - is subject to a "*Limited Waiting*" restriction (3 hours No Return within 4 hours Mon-Fri 8am-6pm with exemptions for Resident Permit Holders)

These parking restrictions will limit the on-street parking options available to visitors during peak hours and may result in a slight increase in on-street parking on Henwood Road during this time. However, during evenings and weekends it is considered that a sufficient amount of on-street parking will exist for local residents and visitors to the area.

Residential Amenity – At its nearest point the apartment building is 21½ metres away from the dwellings on Cotton Lane; 23 and 26 metres away from the dwellings on the opposite side of Henwood Road; 14 metres away from the side elevation of no. 42 Henwood Road and between 23 and 41 metres away from the dwellings on the opposite side of Cotton Hill. This is demonstrated overleaf.



Though the proposal will not result in the apartment block being any closer to these dwellings, it will see the introduction of a variety of windows (21 rooflights, 10 floor to ceiling windows, 2 circular windows) in the elevations that face these neighbouring properties. In the two elevations closest to the adjoining dwellings (Cotton Lane and no. 42 Henwood Road), the only windows proposed are high level rooflights, while high level rooflights and floor to ceiling windows will be inserted in the elevations opposite the dwellings on Cotton Hill and Henwood Road.

Given the distances that exist between the apartment block and the neighbouring properties, the fact that high level windows, rather than dormers, will be located in the more sensitive elevations, it is not considered that the proposal would lead to a loss of privacy nor unduly reduce the levels of residential amenity enjoyed by the occupants of those dwellings.

It is acknowledged that the introduction of additional residential units in this location will bring with a certain amount of noise, i.e. the general type of noise associated with domestic living. However, given the backdrop of the existing apartment block and the surrounding dwellings, it is not considered that this noise increase would prove unduly detrimental to the existing levels of residential amenity.

Amenity Space – Adequate amenity spaces exist in the form of communal garden areas, this level of provision is considered acceptable.

Air Quality – While it is not anticipated that the provision of the six additional apartments will have a marked impact upon air quality in this location, it is considered appropriate to attach a travel plan condition to any consent granted in an effort to encourage less reliance on cars. In addition, a construction management plan condition is suggested in order to control dust during the construction phase.

Design – The proposed roof extension is traditional in design and will utilise materials such as brick, tiles and contrasting render panels that are regular features in the neighbourhood. The elevational alterations primarily consist of improved and enlarged entrance ways into the apartment building and they have the benefit of creating more attractive focal points into the building. Overall, the design of the proposal is considered to make a positive statement and contribution to the streetscene. The proposed elevations are shown below.



Scale – The original proposal had the appearance of a third floor extension with a pitched roof. Following revisions to the scheme the overall height of the ridge has been reduced from 10 to 8.3 metres and now has the appearance of a roof extension when viewed from the side and from Henwood Road. The proposal when viewed from Cotton Hill does have the appearance of a third floor extension as but as the apartment building is set further back from the street frontage this increase in height is not visually intrusive.

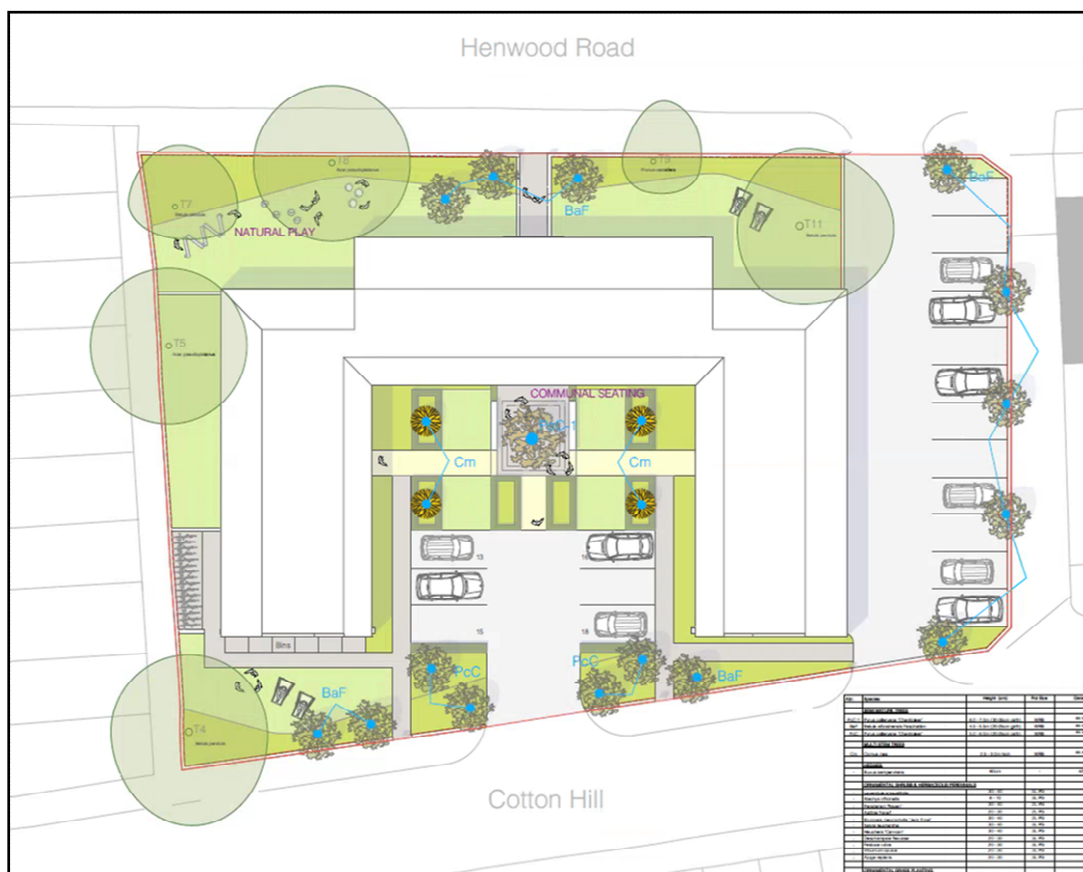
As the adjoining properties are predominantly 2 storey dwellings it is considered that the reduction in height of the proposal will result in an apartment block that is comparable in height and scale with its surroundings and therefore not detrimental to the existing levels of visual amenity enjoyed within the vicinity of the site.

Trees – Eleven individual trees and four tree groups have been surveyed and the findings are shown below:

- Category A trees (high quality) – 0 trees
- Category B trees (moderate quality) – 5 trees
- Category C trees (low quality) – 5 tree, 4 tree groups
- Category U trees (remove, any existing value lost within 10 years) – 1 tree

The majority of the trees surveyed are self-seeded and unsuitable for long-term retention and will therefore be removed. The exception are trees T4, T5, T7, T8 and T11 (3 x silver birch and 2 x sycamore) all of which are to be retained. To compensate for those trees to be removed the applicant is proposing to plant 20 replacement trees (birch, cherry and ornamental pear). As those trees to be felled are of a poor quality and they will be replaced by a substantial number of trees, their loss is considered acceptable in this instance.

Landscaping – The applicant has submitted a detailed landscaping scheme which can be seen below. It consists primarily of the planting of 20 trees (birch, cherry and ornamental pear) and the creation of a more formal garden/seating area within the courtyard area adjacent to the proposed car parking spaces. Ornamental grasses, shrubs and herbaceous perennials will be used throughout the site and in hedge trimmed planting areas located in the centre of the site and these will be complemented with two types of paving materials. The landscaping scheme is considered acceptable.



Ecology – The application will not have an impact upon any protected ecological features. Notwithstanding this, it is considered prudent to attach a condition limiting the clearance of vegetation to outside of the bird nesting season.

Refuse Storage – There is currently no refuse storage facility on site. To rectify this the applicant is proposing to provide facilities in the form of a purpose built structure located along the Cotton Hill frontage of the building. The storage facilities will take the form of the following:

- General waste – $18 \times 110 = 1980$ litres i.e. 2 x 1100 Litre bins or 6 x 360 litre bins
- Pulpable – $18 \times 55 = 990$ litres i.e. 1 x 1100 Litre bin or 3 x 360 litre bins
- Mixed – $18 \times 55 = 990$ i.e. 1 x 1100 Litre bin or 3 x 360 litre bins
- Food – $18 \times 5 = 90$ i.e. 1 x 120 Litre bin

The length of bin store required to house the above is 7.5 metres, however a 9 metre long bin store is shown to allow for flexibility in the type of bins to be used. In addition, individual households will have access to the kitchen recycling caddies in order to recycle food waste. A condition is suggested which will ensure that these facilities remain in-situ.

Cycle Parking – A communal cycle storage facility, which can house approximately 16 bikes, is to be sited to the north of the apartment building, in addition, two further storage spaces are to be provided within the renovated porch area. This will ensure that there is 100% cycle storage provision where there is currently none. A condition will be attached requiring elevational details of the cycle store to be submitted, this will ensure it will be both secure and acceptable in design terms.

Boundary Treatment – Low brick walls topped with railings are proposed along the perimeter of the site and this is considered acceptable. However, given the comments of Highways Services in respect of permeable railings, a condition will be imposed requiring details of the permeable railings to be submitted, installed and thereafter maintained.

CONCLUSION

This 1950s apartment block is in need of improvement and the provision of the additional apartments will help to facilitate this. It is considered that the elevational alterations combined with the comprehensive landscaping scheme will improve the streetscene and the resultant levels of visual amenity enjoyed within the vicinity of the site. Furthermore, the proposal has been substantially amended to lessen its impact upon neighbouring properties and this has resulted in a proposal that is comparable in height and scale to these properties and one that will not lead to overlooking.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Conditions to be attached to the decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

1. Drawing no. LYR.046_M100 rev A, stamped as received on 13th April 2017
2. Drawing no. (PL)003 rev A, stamped as received on 13th April 2017
3. Drawing no. (PL)004 rev C, stamped as received on 13th April 2017
4. Drawing no. (PL)005 rev C, stamped as received on 13th April 2017
5. Drawing no. (PL)006 rev C, stamped as received on 13th April 2017
6. Drawing no. (PL)007 rev C, stamped as received on 13th April 2017
7. Drawing no. (PL)008 rev C, stamped as received on 13th April 2017
8. Drawing no. (PL)009 rev C, stamped as received on 13th April 2017
9. Drawing no. (PL)010 rev C, stamped as received on 13th April 2017
10. Drawing no. (PL)011 rev B, stamped as received on 13th April 2017
11. Drawing no. (PL)012 rev A, stamped as received on 13th April 2017
12. Drawing no. (PL)013 rev A, stamped as received on 13th April 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) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

4) Notwithstanding the details shown on the approved drawings, the type and specification of the boundary railings shall be submitted to and be approved by the City Council as local planning authority. The boundary railings shall be installed in accordance with the approved details and thereafter maintained.

Reason - In the interests of pedestrian and highways safety and visual amenity, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

5) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by the residents of the apartment building
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

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

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

6) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

7) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing no. LYR.046_M100 rev A, stamped as received on 13th April 2017, shall be implemented not later than 12 months from the date of completion of the building works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

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

- (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
- (b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- (c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

9) No vegetation clearance or building demolition should occur between the 1st March and 31st August in any one year unless nesting birds have been shown to be absent by a suitably qualified person and this has been agreed in writing by the City Council as local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policies EN9 and EN15 of the Core Strategy.

10) The proposed car parking shall be surfaced, demarcated and made available for use prior to the development hereby approved being occupied

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policies SP1 and DM1 in the Core Strategy Development Plan Document.

11) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the City Council as local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- a) the designated route for construction and delivery vehicles
- b) the parking of vehicles of site operatives and visitors
- c) loading and unloading of plant and materials
- d) storage of plant and materials used in constructing the development
- e) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- f) wheel washing facilities
- g) measures to control the emission of dust and dirt during construction
- h) a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy Development Plan Document.

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: 114425/FO/2016 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Withington Civic Society

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:

Withington Civic Society

Councillor Wilson

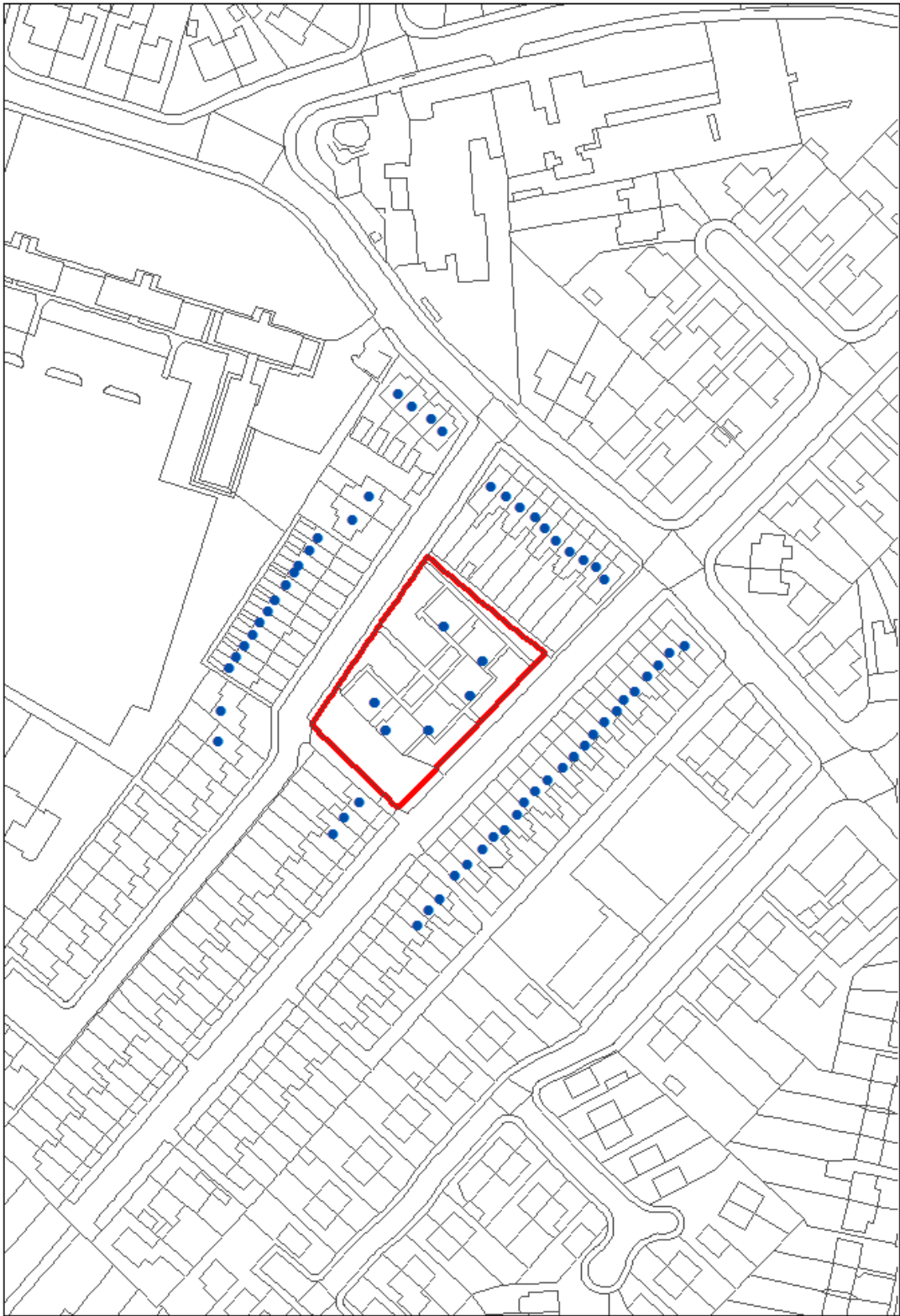
4, 6, 8, 10, 12, 16, 18, 22 Cotton Lane, Manchester, M20 4UX


13, 22, 26, 30, 38, 42, 48 Cotton Hill, Withington, Manchester, M20 4XR

15, 17, 37, 42 and 51 Henwood Road, Manchester, M20 4XG

No Address Supplied

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



 Application site boundary  Neighbour notification
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