

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
116984/FO/2017	4 Aug 2017	19 October 2017	Chorlton Ward

**Proposal** Erection of a fourth storey to provide 6 no. apartments (22 in total) Use Class C3), with associated elevational alterations and car parking

**Location** 102 Manchester Road, Chorlton, Manchester, M21 9SZ

**Applicant** Mr Abraham Halpern , Retail Property Investments Ltd, 4 The Cottages, Deva Centre, Trinity Way, Salford, M3 7BE,

**Agent** Mr Ralph Taylor, Paul Butler Associates, 31 Blackfriars Road, Salford, M3 7AQ,

### **Description**

This application relates to a 3-storey 1960s office building located towards the northern edge of Chorlton District Centre. The district centre is one of the largest in the city providing a range of facilities and evening economy uses. The application property is set back from the Manchester Road frontage but due to its siting and size is prominent within the street scene, the application site also contains a rear yard laid out for car parking which is accessed via Albany Road. The ground and upper two floors of the building have been historically used as offices but as set out within the planning history section of this report the property has recently been subject to two notifications of prior approval for a change of use of these upper floors to 16 no. self-contained apartments and a separate application for the use of these floors as 8 no. self-contained apartments. In addition Committee members may recall the approval of the change of use of the ground floor of the building to form 2 no. restaurant units (use class A3).



**102 Manchester Road**

The surrounding area is of a mixed use in nature, immediately to the north is the popular Unicorn Grocery and dedicated car parking and servicing area, beyond is the

former Chorlton Leisure Centre; to the east is a BT telephone exchange; to the south-east is a retirement apartment building (Cosgrove Hall Court); to the immediate south is a petrol filling station; and to the west on the opposite side of Manchester Road is Redgates Walk residential accommodation.

### **The Proposal**

The current proposal has been amended since originally submitted, a four storey rear extension has now been removed from the scheme, the proposals now subject of this report include:

- the installation of a zinc clad roof top extension to form 6 no. apartments (2 no. one bedroom apartments and 4 no. 2 bedroom apartments),
- associated elevation alterations to the remainder of the building including the insertion of new double glazed windows to the remainder of the building;
- provision of car parking spaces within the existing car park;
- secure bike store providing 23 spaces; and,
- refuse storage area that would accommodate 4 x 1100L bins, 2 x 240L bin and 3 x 330L bin. Separate provision is provided for refuse, pulpable waste, mixed recycling and biodegradable waste.

The applicant is proposing 23 no. onsite car parking spaces to be allocated for the proposed apartments and those granted prior approval (22 apartments in total).

This application does not include any internal changes to the 1<sup>st</sup> and 2<sup>nd</sup> floors although there are related external elevation changes in the form of new windows and small additional areas of cladding. The applicant has indicated that they intend to implement the previous prior approval changes of the use of these floors to form 16 apartments.

### Planning History

114453/P3OPA/2016 - Prior Approval for a Proposed Change of Use of offices to 16 flats (8 one bed, 8 two bed) – Approved 11<sup>th</sup> January 2017

115325/FO/2017 - Change of use of ground floor from office to form 2 no. restaurant units (Use Class A3), single storey front extension, external bin store, car parking, together with elevational alterations – Approved 12<sup>th</sup> April 2017

116447/P3OPA/2017 - Prior Approval for a Proposed Change of Use of offices to 8 flats (2 one bed, 6 two bed) – Approved 20<sup>th</sup> July 2017

117041/JO/2017 - Variation of condition 16 attached to planning permission reference number: 115325/FO/2017 to allow the use of unit 2 as a cafe/restaurant within class A3 with ancillary hot food take away- This application is reported elsewhere on this agenda.

### **Consultations**

Local neighbours and businesses were notified of the application and it was also subject to an advertisement and site notice. Following receipt of amended proposals a shorter period of renotification was undertaken. The following responses have been received to the notifications undertaken.

Councillor Sheila Newman and John Hacking have written to object to the proposals.

- They believe this to be an overdevelopment of the building and the proposed fourth storey is out of keeping with nearby buildings.
- The design of the building is unattractive and will be a visual disamenity to other nearby residents, particularly the residents of Cosgrove Hall Court on Albany Road.
- There is insufficient car parking provided for the number of flats. Manchester Road has double yellow lines in front of 102, so there is no parking allowed and Albany Road at the rear already has parking pressures.
- I am also very concerned that the developer is coming forward with more planning applications for this site. As well as the permitted development for 16 flats, four additional planning applications have been submitted for this site which I find unacceptable.

Chorlton Traders Association indicate they believe the proposals to be an overdevelopment of the building and fourth storey is out of keeping with nearby buildings, the design is unattractive and there is insufficient car parking.

Unicorn Grocery - Object to this proposal. Having objected on overdevelopment grounds on the previous 16 flat proposals, we now have 22 flats in the building. The submission of the 14 flat extension on top of the 8 flat prior approval appears to be used to dodge the affordable housing threshold of 15 units. If the developer had any interest in Chorlton at all, they would know that affordable housing is in short supply, and people who work in Chorlton can often not afford to live there; they would therefore seek to include affordable housing in their proposal.

The addition of a 4th floor, turns a large ugly development into an even larger uglier development, and will be above the height of surrounding building and be an eyesore. The choice of rainscreen looks cheap and nasty. The building appearance will be detrimental to the area.

Parking provision for 16 flats was inadequate, so it is even more so for the total of 22 flats, especially when adding in the extra traffic from the takeaway/restaurant. The transport report argues that evening use on adjacent roads is less, so that residents/users of 102 Manchester Road can use it. This is incorrect. They clearly have not done any survey of Albany Road during the weekend when Unicorn is at its busiest. They fail to take into consideration that the parking restrictions on Albany Road are 7am to 7pm 7 days per week. In particular at the weekend, when the demand from the 102 Manchester Road residents will be highest, Unicorn is at its busiest, and still needs the 2-lane access afforded by these parking restrictions limiting parking to the west side of Albany Road. Equally, any use for overnight parking, as implied in the proposal, will require the car users to remove their vehicles before 7am. Which will not happen, causing congestion and access problems on Albany Road. It is important that 2-way traffic flow is possible up Albany Road between 7am and 7pm 7 days a week. The Unicorn carpark will be used by 102

Manchester Road residents/users, blocking spaces for Unicorn shoppers.

Ideally the development would be one that enhanced the area, both architecturally and facilities-wise. The numerous proposals here do the exact opposite, and show that the developer has no real interest in Chorlton and its residents, visitors and businesses.

Three residents have submitted objections to the application proposals:

- The design of the proposals does not create a strong sense of place nor respond to local character and history.
- The extensions add to the alien appearance of the building.
- The design is not sympathetic and reduces the apartments to anonymity and lack of any individual identity.
- The proposals would result in the loss of what little greenery there is.
- Traffic and congestion, the area is already heavily congested with vehicles associated with existing businesses and residential properties.
- The flats on the first and second floor of the building are too small.

In addition a 49 name petition from residents of Cosgrove Hall Court has been received. This raises similar concerns to those set out above in relation to the level of congestion in the area but also concerns regarding pedestrian safety, air quality and deliveries at anti-social hours.

GMP - Having looked at the proposals we would recommended that the passageway at the side of the building is gated at either side to prevent misuse of this space. In all other aspects we would recommend that the development is built in accordance with Secured by Design standards.

Environmental Health – Do not object to the proposals and request conditions are attached to any approval relating to that the property is acoustically insulated in accordance with the recommendation of the submitted Acoustic Report; acoustic insulation of external equipment; in accordance with the submitted waste management strategy; and, implementation of mitigation measures during construction relating to Air Quality.

It has also been recommended that a contaminated land condition be attached to any approval, however given the application has been amended and now only relates to a roof top extension it is not considered necessary to attach such a condition.

Highway Services - Within the vicinity of the site, double-yellow line waiting restrictions are present along Manchester Road's eastern aspect, together with an on-road cycle-lane and bus-stop. Onstreet parking bays (limited to 40 minutes, Mon - Sat 8am - 6.30pm) and single-yellow line waiting restrictions (no waiting Mon - Sat 8am - 9.30am and Mon - Fri 5pm - 6.30pm), are sited along the opposite side of the carriageway.

Albany Road is subject to a 20mph speed limit. Single-yellow waiting restrictions to the eastern side of the carriageway (no waiting 7am - 7pm), whilst the western aspect of the carriageway is free of restrictions.

Given the District Centre location, the site is highly accessible by sustainable modes and therefore it is considered likely that many trips will be undertaken by public transport.

The trip generation statistics provided display an increase of 11 trips daily arising from the proposed development and therefore are considered to have a negligible impact on the adjacent network.

A Car Parking Management Strategy should also be implemented and managed in order to control the allocation of spaces for the different uses.

100% cycle parking provision is noted within a secure and sheltered location at ground floor level which is accepted in principle by Highways for the promotion of sustainable residents travel.

It is recommended that a Servicing Management Plan is submitted detailing all vehicular activity associated with waste management to the apartments.

Detail is sought on proposed construction arrangements from a highways perspective covering proposals for delivery, storage and disposal / collection of materials. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams.

As conditioned upon the previous approvals for the site, it is recommended that the applicant provides a Travel Plan in order to promote the use of sustainable travel options for residents and visitors of the development

## **Policy**

### The National Planning Policy Framework (NPPF)

The NPPF was published on the 27 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. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.

The proposals are to extend an existing building to provide additional housing within a District Centre, this is considered to be an efficient use of land subject to consideration of more detailed matters within the issues section of this report.

#### Core Strategy Development Plan Document

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 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 whilst ensuring efficient use of natural resources and reuse previously developed land.

The proposals would enable the reuse of an existing building and result in the efficient use of land within the City. Consideration of the proposals design is set out in more detail within the issues section of this report.

Policy H1 – Overall Housing provision identifies the need for overall housing provision in the City up to 2027. This identifies that 90% of residential development will be on previously developed land and that new developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. Sites in close proximity to centres or high frequency public transport routes should be prioritised.

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.

This policy is relevant as the proposals are for high density development within Chorlton District Centre and would contribute towards the overall housing provision within a sustainable location.

Policy H8 - Affordable housing - relates to residential development proposals on sites of 0.3 hectares and above or where 15 or more units are proposed.

Policy C2 - District Centres – Development that's support thriving district centres will be supported, housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.

The proposals are to extend an existing building, previous approvals for the commercial use of the ground floor and residential use of the first and second floors would result in a mixed use of the building, the addition of further residential properties are considered to add to the vitality and viability of the centre through increased activity associated with the active use of the building.

Policy EN1 - Design Principles and Strategic Character Areas – All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

The site is in a prominent location on a main road within Chorlton District Centre. The design of the roof top extension therefore is of importance in the consideration of the application proposals.

Policy EN 16 - Air Quality - The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

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

Policy 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 good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.

Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

The application site is located in a sustainable location with good links to a range of public transport modes of transport. Cycle parking facilities are proposed for the building which will assist in increasing the accessibility of the site and for future residents to the facilities in Chorlton and the City's main economic drivers.

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.



### 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.

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. It is considered that the application proposals accord with the principles for residential development in South Manchester and would deliver additional housing in a sustainable location.

### Manchester Residential Quality Guidance 2016

The Residential Quality Guidance sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester.

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 flats.

### **Issues**

Principle of the Proposal – Given the existing uses on this and the nearby sites, the principle of providing additional residential units in this location is acceptable subject to the consideration of the potential impact the proposal would have upon existing levels of residential and visual amenity, pedestrian/highway safety and the impact on the character and appearance of the area.

Pedestrian and Highway Safety – Highway Services have assessed the submitted transport technical note provided by the applicant. They raise no objections to the proposals in terms of impact on pedestrian and highway safety as a result of the provision of additional apartments on the development. The additional trips

generated by the proposals are considered to have a negligible impact on the adjacent highway network.

Car Parking – Objections have been received regarding the level of car parking provided for the proposals. The building has a provision for car parking within the car park to the rear of the building accessed from Albany Road. The submitted drawing by the applicant indicates space for 23 cars within this car park.

As part of the consideration of the prior approval application for the change of use of the first and second floors to 16 residential apartments (reference 114453/P3OPA/2016) Highway Services had accepted that the provision of 13 car parking spaces within this car park for 16 flats was acceptable for this district centre location.

In addition planning approval for the change of use for the ground floor to form two number restaurant units (115325/FO/2017) allowed for 5 car parking spaces to be provided within the car park.

The current position is that the car park is intended to provide 18 car parking spaces for 16 residential apartments and 2 ground floor restaurant units. This would result in 5 spaces being provided for the 6 proposed apartment's subject of this application.

Highway Services do not object to this level of provision given the amended proposals and the removal of features previously included (supporting structures for a rear extension); the location of the proposal within an area that is highly accessible; and the provision of secure cycle parking for all flats.

Air Quality - The application has been supported by an Air Quality Assessment which assessed the impact of construction activities associated with the proposal, impacts of additional traffic generated by the proposals and whether the site was suitable for residential development. This AQA has been assessed as acceptable by the Council's Environmental Health team. The site is considered suitable for residential use from an air quality perspective, due to the low anticipated trip generation associated with the proposals, impacts were not predicted to be significant and the use of good practice control measures would provide suitable mitigation from construction activities

Construction activity – A condition was attached to planning approval for the change of use of the ground floor of the building (115325/FO/2017) for the submission and agreement of a construction management plan. Given the nature of the area and the works required to be undertaken at the property to implement other planning consents in place it is considered appropriate in this instance to attach a similarly worded condition to any approval.

Disabled access – The building would have level access and an internal lift is to be provided in the building to allow access to the apartments on the top floor.

Affordable Housing - Whilst this matter has been raised by an objector the current application proposals are below the thresholds set out within adopted policy H8 in

terms of site size (0.13 hectares) and number of units (6). As such this policy is not relevant in this instance to the consideration of the application proposals

Waste Management – Environmental Health have confirmed that they are satisfied with the proposals for waste management.

Provision of separate refuse stores for the ground floor restaurant units and upper floor residential uses has been provided. The ground floor bin store for the apartments is accessible from the ground floor lobby area (accessed by a lift and stairs) and provides space for separate bins for recyclable waste, and also biodegradable waste for residents to dispose of their waste. The size of the proposed apartments accords with the nationally described standards and are therefore considered to have sufficient space for future occupiers to segregate waste.

It is noted that waste collections for the residential apartments are to be undertaken from the building as per the existing arrangements for the building from Albany Road. Highway Services raise no objections to this existing arrangement.

Members should be aware that the planning approval for the ground floor commercial uses (115325/FO/2017) was subject of a condition requiring the submission of a servicing management plan to manage the movements of servicing and refuse vehicles associated with the ground floor units

Residential Accommodation – The proposals are for the provision of 6 apartments within a roof top extension to an existing three storey building (ground plus two upper floors). The flats proposed are of the following size and composition:

- 2no. 1 bedroom apartments (50sqm); and,
- 4no. 2 bed apartments (61-65sqm)

The apartments proposed meet the nationally described space standards and therefore assist in providing additional good size accommodation in Chorlton and meet the need for additional housing in a sustainable location, close to a range of facilities within the City.

An objector has raised concerns with the size of apartments on the first and second floor of the building. As set out in the planning history section and description of the application proposal above, the conversion of the first and second floors of the building were considered under the prior approval notification procedure. Under this process the City Council as local planning authority is unable to control the size of apartments as the only matters under consideration are: transport and highway impacts, contamination risks from the site, flooding risks, and impacts of noise from commercial premises. Whilst it is clearly disappointing that the apartments proposed to be delivered on the first and second floors would not meet the nationally described standards that the Council is working towards this is not a matter for consideration under the current proposal subject of this report.

Density of development – Objectors have raised concerns that the current proposals in association with the changes of use of the first and second floors as well as the ground floor commercial uses represent an overdevelopment of the existing building.

The most recent developments in the vicinity of the application site are Cosgrove Hall Court and The Quadrangle both on Albany Road/Brantingham Road to the south east of the application site. The application proposals in conjunction with the prior approval changes of the first and second floor would result in 22 apartments within 102 Manchester Road. The corresponding densities of development for these are as follows:

- 102 Manchester Road: 169 dwellings per hectare.
- Cosgrove Hall Court, Albany Road: 156 dwellings per hectare.
- The Quadrangle, Albany Road: 166 dwellings per hectare

Whilst it is acknowledged that the proposal has a higher density than other recent developments the application site is within a District Centre, where higher density mixed use developments are supported, and the proposals include suitable arrangements for car and cycle parking, waste storage arrangements and size of accommodation that meets nationally described standards.

It is therefore considered that in this instance the proposals would not represent an overdevelopment of the site.

Design and appearance – Objections have been raised with regards to the design and appearance of the proposals.

The proposals would result in the provision of a further floor on top of the existing three storey building. The roof top extension is proposed to be set back from the front elevation whilst given the positions of the lift and stairs in the existing building it would sit on the same footprint on its northern, southern and eastern elevations. The extension is proposed to be of a lightweight frame faced with zinc cladding and would sit approximately 2.7 metres from the existing parapet of the building. A dark grey zinc is proposed to reflect the colour of roof top materials in the wider area. The zinc would provide a contrast to the brickwork of the lower floors of the building whilst the arrangement of windows and finish would also reflect those proposed on the first and second floors.

The building is in a prominent location on Manchester Road but given its current condition fails to add positively to the character of the area or streetscene.





**Manchester Road looking south 102 Manchester Road is to the left of the picture beyond the car park of Unicorn Grocery**

In the wider area buildings are of varying height with three storey buildings including more recent apartment buildings on Brantingham Road/Albany Road and traditional three storey Victorian terraces on Albany Road and the BT telephone exchange building to the immediate east. Immediately to the south of the site is a lower scale petrol filling station whilst to the north is the two storey Unicorn grocery building. The part three, part four storey Cosgrove Hall Court retirement apartment building also lies to the south and east of the site on Albany Road away from the main Manchester Road frontage.



**Cosgrove Hall Court Retirement apartment building – Albany Road**



**Modern apartment building on Albany Road/Brantingham Road (Cosgrove Hall Court is in the background)**

As part of the change of use of the ground floor of the building approval was also granted for a single storey which was to be a glazed front with brick side returns to the existing building. The existing proposals also include for improvements to the windows on the first and second floors with some additional areas of zinc cladding to the rear around existing stairwells.

Bin stores are to be clad in cementitious board which are grey in colour, whilst the electrical substation to be provided on site would be a standard Glass Reinforced Plastic grey in colour.

It is considered that the proposals would result in the existing building becoming more prominent on Manchester Road as a result in the increase in the buildings height, it is acknowledged that the set back from the front elevation would also assist in assimilating the extension onto the existing building.

The choice of high quality zinc cladding material would improve the overall appearance of the building which currently fails to positively contribute to this part of Chorlton District Centre. Given the proposed improvements to the ground floor previously approved, the elevational improvements to the existing building and the roof top extension proposed it is considered that the proposals would improve the overall appearance of the building.



**Computer generate image of the proposed roof extension in context with the previously approved ground floor front extension**

Given the buildings context on a major road, located within a District Centre, and the varying heights of building in the area is it not considered that the impacts on visual amenity and character of the area are so significant to warrant refusal of the application proposals.

Residential Amenity – 102 Manchester Road is between 24 and 33 metres from the front elevation of residential buildings on the opposite side of Manchester Road to the west. The existing building contains windows facing in this direction, albeit the building was previously in use as offices, the roof top extension includes windows facing west but does not include any external balconies. Given this distance and that any views would be across a busy road it is not considered that the proposals would give rise to unacceptable impacts in terms of residential amenity on these properties in terms of loss of privacy, overlooking or loss of light.

The closest windows facing the Cosgrove Hall Court retirement apartment building to the south east are approximately 40 metres away. Given that views would not be direct and the distances between windows it is not considered that the proposals would give rise to unacceptable impacts on residential amenity of the residents of this building.

Windows in the proposed extension facing south are limited in number and again given relationships and distances to surrounding residential properties it is not considered the proposals would give rise to impacts on residential amenity.

The main entrance to the building is located on the front elevation facing Manchester Road. Whilst there would be potential movements of residents from the rear parking area to the front it is not considered that these additional comings and goings would give rise to impacts on residential amenity.

**Conclusion** - For the reasons outlined above the application proposals are considered to be appropriate for this District Centre location. The proposals would provide additional residential accommodation of an appropriate size within a sustainable location that would contribute to the vitality and viability of this part of Chorlton District Centre. It is acknowledged that the roof top extension would alter the appearance of the building in the area although these impacts are not considered to warrant refusal of the application.

**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 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 proactive manner as required by article 35 of the Development Management Procedure Order 2015 as amended. In this instance the City Council as local planning authority sought amendments from the applicant to reduce the visual impacts on the character and appearance of the area.

**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:

Drawings:

(E-4)0103 Rev1 'Third floor - roof extension proposed'

(E-3) 0100 Rev 4 'Ground floor plan'

Received by the local planning authority on the 29th September 2017

(E-4)0200 Rev 1 ' Proposed elevations' received by the local planning authority on the 14<sup>th</sup> July 2017

Documents:

Waste Management Strategy appended to the Planning Statement prepared by Paul Butler Associates dated 12th July 2017

Air Quality Assessment prepared by Redmore Environmental reference 1790r2 dated 4th August 2017

Crime Impact Assessment Version A reference 2016/0931/CIS/02 prepared by GMP Design For Security

Noise Assessment prepared by Azymuth Acoustics reference A1749 dated 7th November 2016

Highways Technical Note reference 170630/SK21679/TN04(-02) prepared by SK Transport Planning

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 any development on site a construction management plan shall be submitted to and approved in writing, the plan shall include:

- Contractor parking arrangements;
- Delivery, storage, disposal and collection of materials arrangements.



The development shall be subsequently undertaken in accordance with the approved plan.

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

4) The materials to be used on the external surfaces of the extension hereby permitted shall match those as set out on the approved drawings and submitted application form.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Manchester Core Strategy.

5) The development hereby approved shall be undertaken in accordance with the acoustic insulation mitigation measures as set out within the Acoustic Report prepared by Azymuth Acoustics dated 7th November 2016. A verification report supported by appropriate evidence that the approved mitigation measures have been installed shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development hereby approved.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.

6) The cycle parking details as indicated on the approved plans 'Proposed ground floor plan (E-3) 0100 Rev 4' and shall be installed prior to the first occupation of the residential accommodation and be maintained and retained thereafter.

Reason - To ensure that adequate secure cycle parking is available to residents of the development.

7) Prior to first occupation of the development hereby approved the car parking spaces for residents of the development, as indicated on the proposed ground floor plan 'Proposed ground floor plan (E-3) 0100 Rev 4' shall be demarcated and subject to appropriate signage as being available for the sole use of residents of the approved development. The demarcation and signage shall be maintained and retained thereafter.

Reason - To ensure that adequate car parking is available to residents of the development in the interests of highway and pedestrian safety.

8) 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 those residing, attending or employed within the building;

- ii) a commitment to surveying the travel patterns of residents and staff 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 occupation 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 ensure that measures are in place to reduce the dependency of residents and staff within the building from accessing the building by car pursuant to highway and pedestrian safety.

9) Before first occupation of the development any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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 equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

10) The approved scheme for the storage and disposal of refuse as indicated on the approved plans and documents contained in condition 2 of this approval 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 of the Core Strategy.

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 116984/FO/2017 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:**

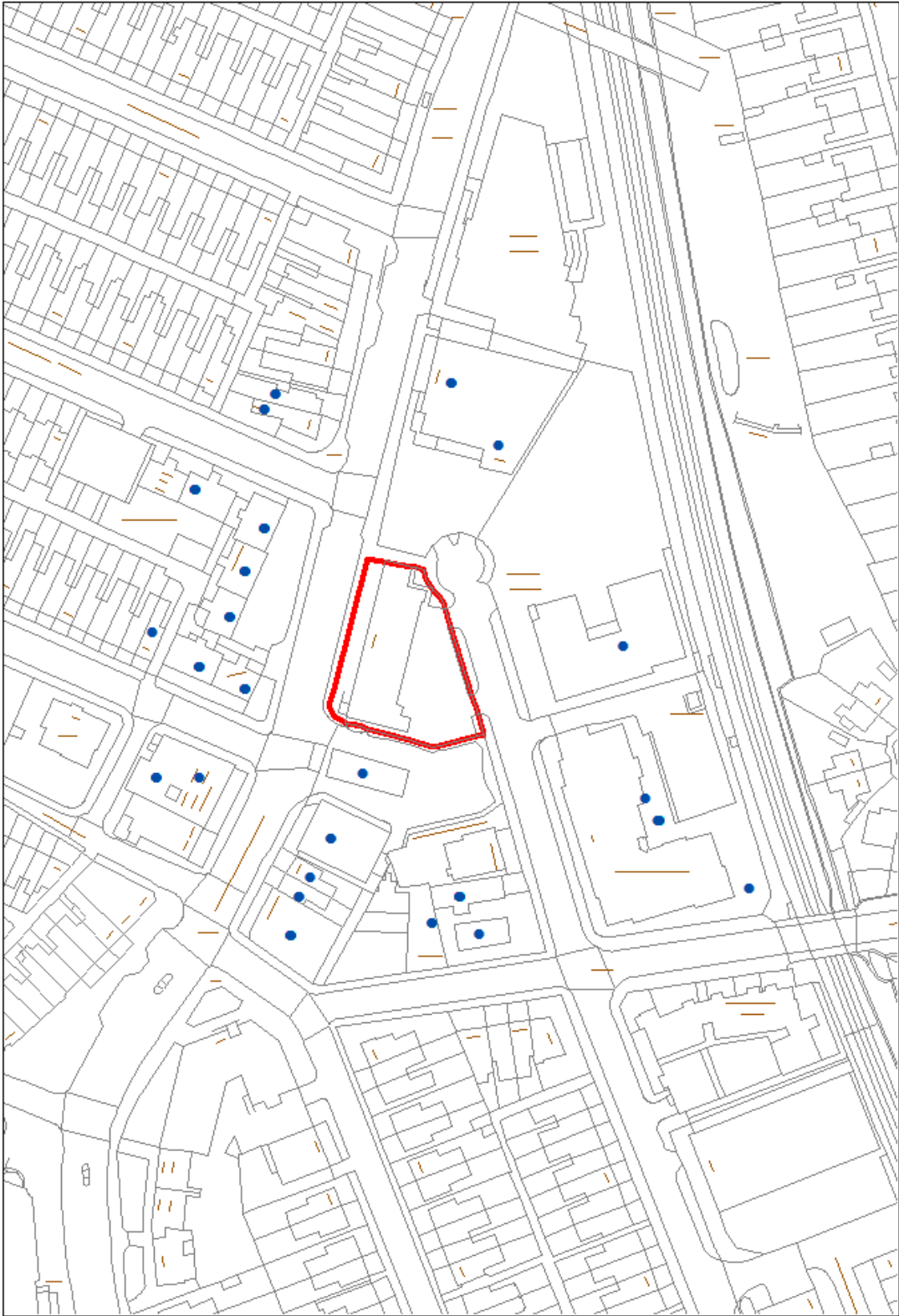
Highway Services  
Environmental Health  
Greater Manchester Police  
Chorlton Civic Society

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:**

Flat numbers 1,3,4,6,8, 9,  
10,11,14,15,16,17,18,19,20,21,22,23,24,26,27,28,29,30,32,  
34,35,36,37,38,39,40,41,42,43,44,45,46,and 48 Cosgrove Hall Court,  
Unicorn Grocery, 89 Albany Road,  
Chorlton Traders Association  
554 Wilbraham Road

**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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