

Application Number	Date of Appln	Committee Date	Ward
116157/FO/2017	31 Aug 2017	16 Nov 2017	Crumpsall Ward

Proposal Change of use of 'Roselands' from Class D1 (non-residential institution) to Class C2 (residential care facility) with associated two storey rear extensions, and erection of two 2 storey detached properties (residential care , and ancillary offices use) following the demolition of the existing bungalow to the rear of the site.

Location 4 Middleton Road, Manchester, M8 5DS

Applicant Mr Jaymin Parekh , Roselands House Limited, Parkway Business, Parkway 5 Suite, 300 Princess Road, Manchester, M14 7HR,

Agent Mr Akpan Etteh, Grantley & Grantley, Keeley House, 22-30 Keeley Road, Croydon, CR0 1TE

Description

The site is located in the Crumpsall Lane Conservation Area, and measures 0.17 hectares. The site includes the 'Roselands' building formerly occupied by a medical centre (and associated 'bungalow building), and is situated on a corner plot on Middleton Road, at the junction with Bennett Road. The is bounded by residential properties to the north , west and east on Middleton Road and Bennett Road respectively, with a large telecommunications exchange premises to the south of the site .

The development would involve the change of use of the former Roselands property from a medical centre to Class C2 supported housing accommodation, together with the erection of two associated two storey rear extensions, which would be located either side of the existing rear outrigger to the property . The proposed extensions would be built in brick to match the existing property, with a slate covered hipped roof and would incorporate string courses. The scheme would also involve the erection of two 2 storey detached properties (to be used for residential care, and ancillary offices use) following the demolition of the existing bungalow to the rear of the site.

The former Roselands property and the proposed new build property facing onto Middleton Road would be used for supported accommodation for adults who require nursing or personal care and learning disabilities (with ancillary office accommodation in each property, and a one bedroom flat at second floor level in the new build property).

The detached building proposed on the former 'bungalow site 'would comprise two no. one bed self-contained units at ground floor (supported accommodation) with ancillary offices above.

The site is an irregular rectangular shape. To Bennett Road to the north, the plot is bounded by a row of hedges and mature trees, set behind concrete fence panels.



Site Layout



Middleton Road – Proposed street scene

The vehicular access to the site is located along Bennett Road at the east end of the plot, and would be retained to serve 7 parking spaces, and a proposed cycle store. To the west, along Middleton Road, the plot boundary is a brick wall, surmounted by terra cotta coping tiles. A pedestrian access, with painted stone gate piers, is located

to the south end of the Middleton Road boundary. To the south, a metal chain link fence with concrete posts separates the boundary to the telephone exchange. There are shrubs and mature trees to this boundary. The rear boundary, to the east, is a timber panel fence with concrete posts.

Consultations

The proposal has been advertised in the local press and a site notice was displayed at the application site. Notification letters have been sent to an extensive area of local residents.

Local Residents /Local businesses – No comments received.

Arboriculturalist – No comments received.

Environmental Health – Recommend that conditions relating to acoustic insulation of the buildings form traffic noise on Middleton Road, acoustic insulation of any external plant, contaminated land , and that refuse to be stored in accordance with the submitted waste management strategy.

Flood Risk Management- Recommend that a condition is attached to any approval to require the submission of a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority.

The scheme shall also include:

- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Details of how the scheme shall be maintained and managed after completion.

Highways Services – Have advised that Bennett Road is unrestricted and there were no parked vehicles observed. Middleton Road is restricted (No waiting/No Loading) Monday to Saturday 8am to 9:30am, Monday to Friday 430pm to 6:30pm.

The site is considered accessible by public transport via bus services on Middleton Road and Bury Old Road. Crumpsall Metrolink stop is also a short walk from the site. There will be 20 full time staff to support up to 14 residents.

Car Parking/Trip Generation No trip generation has been provided. The applicant suggests that many of the staff will arrive by public transport and that the car park will be sufficient for visitors and care staff. Highways have concerns that with 20 staff members, residents' family and medical visitors the 7 space car park is unlikely to be sufficient to meet demands and some vehicles will be parked on Bennett Road. Bennett Road is currently unrestricted and although there is a low level of car parking Highways request that the applicant provides an estimate of the number of vehicles that may be at the site at peak times.

Car Park Layout The car park has 7 car parking spaces including 2 bays for disabled users. The car park layout appears acceptable in principle subject to spaces being a minimum 2.4m x 4.8m and disabled bays being a minimum 3.6m x 6.0m separated by a 6m aisle width.

Access An existing vehicle access will be retained from Bennett Road and it is proposed that the secondary pedestrian access provided from Middleton Road will also be retained. There is an existing dropped kerb to access the car park from Bennett Road. It is recommended that dropped kerbs and tactile paving is provided across the car park entrance. If the car park is to be gated the gates should open inwards and not impact the adopted footway. Should the planning application be approved, the applicant will be required to enter into a Section 278 agreement.

Cycle Storage It is proposed the applicant will erect a cycle store for up to seven cycles, this is supported by Highways.

Waste The waste storage area is proposed close to the entrance/exit of the Roselands site, from Bennet Road. This is to ensure easy access/egress for waste/recycling vehicles. It is not clear if the waste will be collected from within the car park or from the kerbside of Bennett Road. This should be clarified. If the waste is collected from the car park a swept path should be provided indicating that the MCC standard 11.5m refuse collection vehicle can enter/exit in a forward gear.

Further information from the applicant clarifying in that waste would be collected from the Bennett Road kerb side and that the figure of 2 staff is based on a shift rota system with no more than 5 staff present at one time has been referred to Highways officers.

3rd November 2017 – Updated comments - Highways Services have confirmed the additional information to be acceptable and have no further queries

MCC Supported Housing – Have confirmed that the SNMG group supported the application for 4 Middleton Road Crumpsall from the provider Standwalk for use of the site for supported housing.

Design for Security – Recommends that due to the scale and nature of the scheme they recommend that a full Crime Impact Statement should be submitted in order to show how crime has been considered for the proposal and the surrounding area.

The Coal Authority – The site does not fall within the defined high risk area.

Policy

The National Planning Policy Framework

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 14 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or Specific policies in this Framework indicate development should be restricted.

National Policy Framework has been related to the proposed development, with particular emphasis given to the following: These issues have been considered with reference to the core strategy policies as set out in the report.

Core planning principles in Framework - Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. In this case specific weight is given to the need to:

- i. Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- ii. Secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- iii. Take account of the different roles and character of different areas, promoting the vitality of our main urban areas;
- iv. Support the transition to a low carbon future in a changing climate, taking full account of flood risk and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources, including renewable energy; Contribute to conserving and enhancing the natural environment and reducing pollution;
- v. 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;
- vi. Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions;
- vii. 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
- viii. 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.

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

- i. Chapter 1: Building a strong, competitive economy - By securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.
- ii. Chapter 4: Promoting sustainable transport - States that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.
- iii. Chapter 6: Delivering a wide choice of high quality homes - Refers to the delivery of policies that will result in significant increases to the supply of housing. Chapter 6 specifically states that housing applications should be considered in the context of the presumption in favour of sustainable development. Local planning authorities should, subject to a range of specified criteria, seek to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- iv. Chapter 7: Requiring good design - Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.
- v. Chapter 12: Conserving and enhancing the historic environment. Refers to the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, and the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring.

"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (paragraph 56)

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

"Local planning policies should "concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally"

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 65 goes onto to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Promoting healthy communities is an integral part of delivering the Government sustainable vision, this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Paragraph 131 requires local authorities to take account of:-the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that the conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraphs 133 and 134 require the local planning authority to apply different tests to proposals that result in substantial harm or less than substantial harm to a historic asset.

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

- the nature of the heritage asset prevents all reasonable uses of the site
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation

- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible
- the harm or loss is outweighed by the benefit of bringing the site back into use

Paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

National Policy Framework has been related to the proposed development, with particular emphasis given to the outlined policies, and these issues have been considered with reference to the core strategy policies as set out in the report.

The proposed development would enable the retained building to remain in a viable use. The application is viewed in terms of safeguarding a sustainable use, which is acknowledged as the best way to ensure future maintenance and protection in accordance with paragraph 131 of the NPPF as outlined above.

It is considered that the proposed new building works would have a limited impact to the setting of the retained non designated heritage asset and the wider Crumpsall Conservation Area. It is considered that the harm is outweighed by enabling the vacant medical centre facility to remain in viable use, thereby according with paragraphs 133 and 134 of the NPPF.

Relevant Local Policies

Core Strategy

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. Appendix C of the Core Strategy has a list of superseded policies and their replacements.

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

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

Policy H1 - Overall Housing Provision

Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. Furthermore this policy identifies that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027 equating to an average of 3,333 units per year although this rate will vary across the identified

period. The policy identifies that the emphasis outside of the City Centre and the City's Inner areas is to increase the availability of family housing. It is expected that 90% of residential development will take place on previously developed land and sites in close proximity to centres and high frequency public transport routes.

The application proposals would contribute to the overall provision of new residential units in the City in a sustainable location close to services and public transport routes. The proposals would contribute to creating a mixed community by providing accommodation to meet the needs of a diverse and growing Manchester population, specifically in this instance, disabled people and people with specific support requirements, diversifying the type of available accommodation.

On this basis the proposals are considered to broadly accord with the policy H1 of the Core Strategy.

Policy H2- Strategic Housing Location

The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure as set out in the energy policies (EN4 - EN7). Housing proposals in the Strategic Housing Location, in particular in West Gorton, the Irk Valley, Holt Town and the Lower Medlock Valley, will need to take account of the flood risk issues in line with policy EN14 - Flood Risk.

This site is a strategic housing location and the delivery of development will help the delivery of the adopted core strategy.

Policy H3 - North Manchester

North Manchester, over the lifetime of the Core Strategy will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to parts of North Manchester that fall within the regional centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed use schemes as well as along high frequency public transport routes. The proposed development would broadly

accord with policy H3 by facilitating the delivery of residential accommodation in North Manchester.

Policy H8 – Affordable Housing

There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

This application does not trigger the requirement for the provision of affordable housing, being a scheme that comprises less than 15 units and the area of the site being less than 0.3 hectares.

Policy H 10 - Housing for people with additional support needs

Proposals for accommodation for people with additional support needs will be supported where:-

- There is not a high concentration of similar uses in the area already.
- Where it will contribute to the vitality and viability of the neighbourhood.
- Where there would not be a disproportionate stress on local infrastructure such as health facilities.

This proposal would lead to the creation of 13 new units of supported accommodation for clients with Learning Disabilities to meet a specific need, in areas where this type of accommodation is required. The development will therefore satisfy policy H10.

Policy T1 – Sustainable transport

This policy embeds the delivery of a high quality integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. It indicates support for proposals that: improve choice by delivering alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; improve access to transport services and facilities for all; improve pedestrian routes and the pedestrian environment; facilitate modes of transport that reduce carbon emissions; reduce the negative impacts of road traffic. The development would broadly accord with the aspirations of policy scheme in that secure cycle parking provision has been incorporated into the development, and the site directly adjoins Middleton Road and is a short walk from Bury New Road, both of which have numerous bus services.

Policy T2 – Accessible areas of opportunity and need

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

The application site is located within a sustainable location in close proximity to a range of public transport facilities. The level of car parking is considered to be adequate for the sites location and the needs of future residents whilst also providing

cycle parking to broaden the range of sustainable transport modes available to future residents. The application is supported by a Transport Management Statement.

It is considered that the proposals accord with policy T2 of the Core Strategy.

Policy EN3 – Heritage

This policy states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

The proposed development would reutilise a vacant building which is considered to be a non-designated heritage asset into active use, and would introduce a building of similar mass, scale and similar design on the Middleton Road frontage of the site, which would be sympathetic to the retained building and to the character of the Crumpsall Lane Conservation Area, in which the site is located. The two storey detached building which is proposed at the rear of the site would be located on the site of a former coach house, which was subsequently replaced with a part two part single storey building, known as 'the Bungalow' which has been used more recently for x-ray purposes in connection with the medical centre. Although the floorplate of the new building proposed in this location is slight larger, this area of the site has been developed historically. It is therefore considered that the development of a modest two story building in this location on the site would be acceptable and not detract from the wider open nature of the overall site, nor impact of the character of the Crumpsall Lane Conservation Area.

Furthermore, the bungalow building is not the original building. Planning permission for the erection of a single-storey building at rear of medical consulting suite to form an x-ray unit was approved in January 1984. It is therefore considered that the loss of this building as part of the wide overall development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

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

The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions: All development must follow the principle of the Energy Hierarchy, being designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies

Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.

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

Policy EN5 -Strategic Areas for low and zero carbon decentralised energy infrastructure

Within Manchester it is considered that the following strategic areas, indicated on the key diagram, will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies available:

- The Regional Centre, which also includes the Oxford Road Corridor and Eastlands District Centres and associated major development sites
- Airport Strategic Site
- Strategic housing location
- Strategic employment locations

Within these areas new development, regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. The Council will work with all relevant stakeholders, which may include developers, landowners, residents, community groups, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward such plans.

Where investment or development is being undertaken into or adjacent to a public building/asset or district heating network, full consideration shall be given to the potential role that these can have in providing an anchor load within a decentralised energy network or in creating opportunities for CO2 reduction funded by contributions.

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

Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.

Developments smaller than the above threshold, but involving the erection of a building or substantial improvement to an existing building will also be expected to meet the minimum target, where viable, but will not be expected to submit an energy statement.

The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows

Target 1 Network development areas: Locations where the proximity of new and existing buildings, the mix of uses and density of development provide the right conditions to support district heating (and cooling).

Target 2 Electricity intense areas: Locations where the predominant building type has an all-electric fit-out such as retail units and leisure complexes.

Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.

The proposed development would provide supported residential accommodation. Supporting documentation submitted with the application confirms that the following matters will be addressed and integrated into the detailed new build elements scheme:- sustainable drainage systems , water use reduction measures; low emission glass and high performance timber window frames, locally sourced materials and sustainable light fittings and boilers. This together with the central location adjacent public transport routes add to the sustainable credentials of the project, and broadly accord with the aspirations of policy EN6.

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

Policy EN9 – Green infrastructure

This policy indicates that new development will be expected to maintain existing green infrastructure in terms of quantity, quality and function. Opportunities to encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

The development proposals will result in the loss of 3 trees on site. The applicant has submitted plans indicating mitigation of the loss of the trees and enhancing the green infrastructure on site. The approach to retain outdoor amenity space (including retention of 9 mature trees) incorporating replacement tree planting and vegetation buffers on site is considered to be acceptable subject to a detailed landscaping drawing identifying all species of planting.

Policy EN14 -Flood Risk

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

In addition to the requirements for site-specific Flood Risk Assessments (FRAs), an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.

All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.

Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. This issue is dealt with in greater detail elsewhere in this report.

Policy SP1- Spatial Principles

Policy SP1 advises that the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas. Policy SP1 states under Core Development Principles, that 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;
- making a positive contribution to the health, safety and wellbeing of residents;
- considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income;
- protect and enhance the built and natural environment.

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible; and
Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

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

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

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

Saved policy DC18. 1 seeks to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:

- i) the relationship of new structures to neighbouring buildings and spaces;
- ii) the effect of major changes to the appearance of existing buildings;
- iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including
 - i. street trees);
- iv) the effect of signs and advertisements;
- v) any further guidance on specific areas which has been approved by the Council.

The proposal has been designed to be sympathetic to the character of the retained 'Roselands' Building and to the setting of the Crumpsall Lane Conservation Area.

Supplementary Guidance

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Under point 2.12 'Buildings should front onto streets', the Guide states that: It is important to achieve an adequate level of enclosure if streets and open spaces are to provide a sense of place and help people feel comfortable and safe. Buildings should present their main face and pedestrian entrance to the adjacent main street,

to contribute to its vitality and interest. Windows and entrances should ensure that the street is overlooked to promote informal surveillance.

The development would accord with the principles outlined above in respect of the provision of strong well defined street frontages, and surveillance. The proposals are considered to have been designed to reflect the sites context and relationships with the surrounding area providing strong built form.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (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.

North Manchester Framework

The Framework identifies Crumpall as one of the most desirable and stable areas in North Manchester in respect of housing markets, its position offering great potential to influence change in the housing market in surrounding areas. The approach is to optimise the value and benefits of existing assets and intervene in places where there are market weaknesses. This will allow the existing quality housing stock and the appealing character of its neighbourhoods to be enhanced.

Legislative Requirements

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

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

Issues

Principle

The site is in a predominantly residential area of Crumpsall. Furthermore, the application proposals are considered to be located in a sustainable location that makes the best use of existing infrastructure. Given this context and subject to consideration of the other matters set out in the remainder of this section of this report it is considered that the principle of supported housing on the application site is acceptable and is in full accordance with policy H1 of the Core Strategy Development Plan Document.

This site is being used to bring forwarded supported living options for adults with learning disabilities. The development would therefore in accordance with policy H 10 of the Core Strategy Development Plan Document.

Access

The vehicular access from Bennett Road and pedestrian access from Middleton Road would be retained, and is considered to be in a location and of sufficient dimensions to serve the proposed development.

Siting and Layout

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, require that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites.

The scheme incorporates the principles of the Guide to Development and the above policies, with the front facade of the proposed property fronting onto Middleton Road.

The proposed new buildings reflect a traditional form of development and incorporates traditional influences in the form of medium density development in a landscaped setting. This approach is considered to be in line with modern day urban design principles and the streetscape. The layout of the development is considered to be acceptable, in that it reflects the nature of development within the Crumpsall Lane Conservation Area and is not considered to be overdevelopment.

The proposals involve siting the one of the proposed two storey properties to face onto Middleton Road, with the other new building property being sited on the former 'bungalow' / coach house site.

The parking spaces are set within the curtilage of the overall development, set behind the proposed new 2 storey development in the same location as the former parking spaces serving the former medical centre. The perimeter boundary treatment would for the most part be retained, with the exception of the southern boundary with the telephone exchange where 1.8m close boarded fencing is proposed to improve privacy for the future occupiers.

Density and Scale

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status.

The surrounding area on the eastern side of Middleton Road is characterised predominantly by large three and two storey residential properties in either detached houses, terraces or semi-detached form. The scale of the frontage property would be similar to the retained Roselands building, and whilst the proposed building on the site of the former coachhouse building would be taller and have a larger floorplate it would not be out of character with the area in terms of scale and massing.

It is felt that the application secures an appropriate scale and massing to development in relation to the surrounding area. Therefore, it is considered that this development is acceptable in relation to density and massing.

Design and Appearance, and impact on Conservation Area

Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF.

Sections 16, and 66 of the Listed Buildings and Conservation Areas Act 1990 requires that special consideration is given to the preservation of the significant fabric and setting of listed buildings and conservation areas. Development decisions should, therefore, accord with the requirements of the NPPF and in the case of the proposed demolition, to section 12 (Conserving and Enhancing the Historic Environment).

It is a fundamental requirement of the NPPF that planning proposals contribute to the achievement of "*sustainable development*" (NPPF Paragraph 7). In order to meet this key planning objective, in this instance, it is essential to ensure that the development of the site sustains and contributes to the stimulation of a thriving historic environment.

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

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be.

The scheme would involve the retention and refurbishment of the Roselands building, and enable the conversion of the interior to a viable long term use appropriate to the area, thereby retaining the non-designated heritage asset as a focal point in the street scene.

The current proposals are to refurbish and re-use the building for supported housing accommodation, retaining the existing building, but with the addition of two rear extension to infill two recessed areas to create a rear elevation which would be flush with a centrally located rear outrigger on the rear elevation.

The proposed development would create good quality residential accommodation that would not detract from the appearance of the site and the Crumpsall Lane Conservation Area. The proposed buildings have a traditional design that utilised the positive features of the site and surrounding properties. The properties have been designed to incorporate the materials used in the local area i.e. brickwork with brick detailing, and to be sympathetic to the existing surrounding buildings and address the street with building frontages and elevational interest. It is expected that the materials would be similar to the retained Roselands building, but it is suggested that a materials condition is attached to any approval, so that specifications of the materials to be used on all external elevations of the development can be agreed prior to commencement of works, in order for the impact to be fully assessed in terms of the potential impact on the setting of the Conservation.

Therefore, it is considered that the design and external appearance of the development is acceptable, and will add to the diversification of the type of residential accommodation in this area of the City. It is also considered for the reasons outlined above that the overall approach to the conversion of the building as part of the overall development is one of retention and repair and as such, and on balance the proposed works are acceptable.

Furthermore, as advised earlier the bungalow building is not the original building on the site, having gained planning in January 1984. It is therefore considered that the loss of this building as part of the wide overall development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

In view of the above it is considered that the proposed development would on balance be consistent with sections 7 and 12 of the National Planning Policy

Framework policies SP1, DM1, and EN3 of the Core Strategy and saved UDP policy DC 18.

Residential Amenity - Given the distances and relationships between the proposed residential development and existing properties, having regard to the relationship of the existing building on site to surrounding residential property, it is not considered that the development would give rise to unacceptable impacts on residential amenity as a result of increased noise, comings and goings, loss of daylight and sunlight or overlooking that would warrant refusal of the application.

It is acknowledged that there are residential properties directly to the east of the site, and to the north of Bennett Road, and there would be an increase in the amount of development on the site compared to the current site. However, as this is a residential proposal and the site is already occupied by a former residential property, which until recently was in use as a medical centre, there should not be a significant increase in the noise generated from the site, as the general activity would be limited to residents / care staff leaving and returning to the accommodation, rather than the numbers of patients previously attending the medical centre. Furthermore, the proposed residential buildings are not taller in height higher than the properties on Bennett Road. It is therefore not considered that the development would have a significant impact on any of the surrounding terraced and detached properties. The proposed properties would not be located in close proximity to any existing dwelling houses and therefore would not have an adverse impact in terms of residential amenity through overshadowing.

However, the siting of the proposed building on the site of the former 'bungalow' /coachhouse site would introduce bedroom windows in proximity to the boundary with the BT Hub telephone exchange. At present this boundary comprises a mix of palisade fencing in some areas, and overgrown planting in others. In order to safeguard the privacy of future residents on the ground floor, the planning agent has confirmed that a 1.8m close boarded fence is proposed to improve privacy for the future occupiers. It is recommended that a condition is attached to any approval to require finalised details of the extent/ final location and elevational design of the proposed fencing to the southern boundary.

Furthermore, the planning agent has submitted revised plans confirming that the lower sections of all windows in the southern elevation of this property would be obscured. It is recommended that a condition is attached to any approval that all first floor windows facing the southern boundary have opaque glazing at the lower part of the window to safeguard privacy.

The proposals have been designed and sited to minimise impacts on surrounding residential occupiers through the internal arrangements and suitable acoustic insulation of properties to be secured by way of an appropriately worded condition. Given the loss of 3 trees on site, and areas of shrub planting, plans indicating mitigation of the loss of the trees (three replacement trees along the eastern/south eastern boundary), and enhancing the green infrastructure with replacement shrub planting the southern boundary have been received. It is however, recommended that a landscaping condition be attached to any approval to enable consideration to be given to the species of trees to be assessed. It is recommended that this condition

requires mitigation for the loss of the three trees. This issue is considered in greater detail elsewhere in this report

Flood Risk

The application is accompanied by SUDS Design to RIBA 2, Flood Risk Assessment and Waste Management Plan (ref: QA17/032). There are no surface water bodies on the site.

This site falls within EA Flood Zone 1 with a risk of Fluvial/Tidal flooding not exceeding 1 in 1000 annual probability, with a low risk of surface flooding. The report recommends that the scheme include permeable surfacing over a 0.6m deep gravel base layer acting as an infiltration blanket in respect of the car park area.

However, in view of the concerns expressed by the Flood Risk Management, in relation to the details of surface water drainage systems for events up to a 1 in 100 year. It is proposed to attached a condition to require the submission of a surface water drainage which includes the points raised by the Flood Risk Management team in relation to site investigations in locations and at proposed depths of the proposed infiltration devices, assessment of over land flow rates for extreme events that is diverted away from buildings (including basements, together with a layout with overland flow routes ,and how the scheme shall be maintained and managed after completion.

Noise

The proposed supported housing accommodation is not expected to give rise to significant noise levels, however the location of the existing and proposed building on Middleton Road would be affected by traffic noise for Middleton Road which is a main route in to Manchester.

The comments received from the Head of Regulatory Services, in respect of acoustic insulation for the scheme have been considered. In view of those comments and the matters outlined above, to ensure that the residential amenity of future residents is not adversely affected by noise, it is recommended that a condition is attached to require acoustic insulation to safeguard the amenity of future occupiers, and that any external plant is required is either chosen to comply with appropriate noise levels or is insulated.

Supported Housing

The proposed development would introduce supported housing for disabled adults. The supported group have assessed the proposed development and taken into consideration the existing level of provision within the locality. The scheme is considered to be acceptable on the basis of the need for this accommodation for the identified client group. The carer provider has a long track record of working with closely with Adult Social Care.

Affordable Housing

There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

This application falls below the triggers for the requirement for affordable housing as set out in Core Strategy policy H8 for the provision of affordable housing, the application

Sustainability

The applicant has provided a Design and Access Statement alongside the application. This confirms measures that are proposed in the design of the buildings to sustainability rather than being reliant on the life of renewable technology. The approach to development in respect of sustainability is considered acceptable in this instance, but it is recommended that a condition is attached to any approval to require that an Uncertified post construction Sustainability Review is undertaken to provide evidence once the building has been erected that it has been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

Green Infrastructure

The application site currently contains two buildings. The garden area to the north of the site is laid to lawn, with mature trees to the boundaries, with the area of the site to the back of pavement on Middleton Road being at a raised level to the remainder of the site. There are areas of shrub planting under part of the tree canopies along the boundaries to Middleton Road and Bennett Road. The proposed development would necessitate the removal of a sycamore tree (poor quality category 'U'), a lime (category 'U') a group comprising 6 leylandii and a Lawson cypress (category C) together with areas of shrub planting, and part of a category 'C' hedge (laurel and leyland cypress). A further diseased tree (category 'U' Sycamore) not affected by the proposed works, is also proposed to be removed. With the exception of the lime tree to be removed to improve the access to the site the remainder of the trees and shrubs to be removed are not along the boundaries of the site, and thus their removal would not adversely impact on the streetscene. The remaining mature trees along the boundary with Bennett Road and Middleton Road would be retained. It is recommended that a condition is attached to any approval to protect the retained trees during construction works.

The applicant has submitted plans indicating mitigation of the loss of the trees (three replacement trees along the eastern/south eastern boundary), and enhancing the green infrastructure with replacement shrub planting the southern boundary, and in the retained garden area between the building and the parking area on site. The approach is to retain an outdoor amenity space incorporating tree planting and vegetation buffers on site. It is considered to be acceptable, subject to a detailed landscaping drawing as although the species of shrub planting has been specified, the species of proposed trees have not. It is therefore recommended that a landscaping condition be attached to any approval to require the implementation of a tree mitigation scheme, and enable consideration to be given to the species of trees to be fully assessed.

Ecology – The application is accompanied by a Preliminary Ecological appraisal and Bat survey report. The Preliminary Ecological appraisal was undertaken on 22nd June 2017, with the Preliminary Bat roost assessment carried out on 5th July 2017.

The findings of the field survey were that the site has low ecological value, no bat roosts were present either in the building to be demolished or the building to be retained. The habitat would also only be low in value to bats. The report recommends that any trees to be removed are done so under the supervision of a licensed bat ecologist. It is therefore recommended that a condition is attached to ensure the development is undertaken in accordance with the Preliminary Ecological appraisal and Bat survey report, and that a further condition is required to ensure that any trees to be removed are not felled during the bird nesting season.

There is Japanese Knotweed within scattered scrub in the southwestern corner of the site, and also present on adjacent land off the site. It is therefore recommended that a condition be attached to any approval to require that the Japanese Knotweed is treated.

Air Quality – Middleton Road is a route which has air quality issues, however the existing and proposed buildings facing onto Middleton Road are located 10 metres from the back of pavement. Given the observations from Environmental Health officers it is proposed to attach a condition to require an air quality assessment, as it is not clear whether any mitigation measures would be required to the proposed buildings.

Demolition- A pre- demolition assessment of single storey building (ref: LHC29151) has been submitted to accompany the application. It is considered that this building can be demolished using conventional methods. As this building is a more recent replacement of an earlier building on this site, does not have historical significance, does not have any roosting bats, and is not readily visible from outside the site, the removal and subsequent replacement of this building is considered to be acceptable, in the context of its location within the Crumpsall Lane Conservation Area. Furthermore, the demolition of the building is considered to only have a local impact, and as such an Environmental Assessment is not deemed to be required in this instance.

Cycle Parking - The proposals incorporate secure cycle parking (7 spaces) in a cycle store shown on plan ref: 1161/ARC203/P04. The proposed cycle storage is primarily for use by staff or visiting professionals. The level of provision is considered acceptable for the development.

Car Parking - The development would provide 7 car parking spaces, (two of which would be for disabled users). Although 20 staff would be based at the site, the applicant advises that this is an approximation to cover the client group over a 7 days a week, 24 hours a day, and they do not anticipate more than 5 staff members to be present any one time. Furthermore, the applicant has advised that based on evidence of the other sites they operate across Manchester that the majority of their support staff use public transport. The applicant is also anticipating recruiting staff from the local area. Given the location of the site on a number of bus routes on Middleton Road, and a short walk from services on Bury New Road, this combined with metrolink services on Middleton Road at Bowker Bank Station and Crumpsall Station and the cycle storage provision, the level of on-site car parking is considered to be acceptable. Furthermore, unrestricted on street car parking is available on Bennett Road.

Safety and security - The site is currently bounded by a high boundary treatment with the exception of Middleton Road. Design for Security officers recommendation that full Crime Impact Statement should be submitted in order to show how crime has been considered for the proposal and the surrounding area, has been noted, and applicant confirmed that a Crime Impact Statement has been commissioned. It is recommended that a condition be attached to any approval that the development achieves Secure by Design accreditation in line with the recommendations of the awaited Crime Impact Statement.

Waste Management - The applicant has provided waste management details for the development of the Roselands site. There will be two x 1100 Litre containers on site containing general waste from all three buildings in a bolted storage facility (highlighted on the site plan, No: 1611/ARC203/P04 B) These containers will be collected on a weekly basis. Recycling bins for Glass/Tins/Cans, Paper/Cardboard, Garden/Food waste are also proposed (1 x 240 litre Puplable recycling, 1 x 240 litre mixed recycling; and 1 x 23 litre caddy for food recycling), which would be collected on a fortnightly basis. Clinical waste (1x 240 litre bin) would be collected weekly between April to September and fortnightly during the remainder of the year.

The applicant has confirmed that the waste would be collected from the Bennett Road kerbside, and their operations policy will include reference to the waste being brought out on collections days and the emptied bins being returned

Furthermore, the applicant in submitted documentation has confirmed that residents and staff who will live at Roselands House will be encouraged to take an active part in the recycling of their rubbish.

It is recommended that the development is conditioned so that the waste management strategy is fully implemented in accordance with the submitted information.

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

Conclusion - The proposed development would provide much needed specialised residential accommodation contributing positively to the character of the residential area within which it is located. Any impacts upon residential amenity can be mitigated through the imposition of planning conditions. As such the proposals are considered to accord with local and national planning policies.

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

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval the application for the reasons outlined in this report. Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application in regard safeguarding of privacy, tree mitigation, and parking needs.

The applicant sought pre-application advice from the City Council prior to the submission of this planning application and advice given at this stage was incorporated into the design of the submission.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Design and Access Statement, Traffic Management Plan, Waste Management Strategy , Waste Management Proforma, Topographical Survey AC/017/01; pre-demolition assessment of single storey building (ref: LHC29151)
Plan ref: 1611/ARC203 /P01 (Location & Existing Site Plan); 1611/ARC203 /P02 A (Existing floor plans and elevation); 1611/ARC203 /P03 A (Existing rear building) stamped as received 3rd May 2017;
Topographical Survey AC/017/01; Heritage Statement June 2017 stamped as received 21st June 2017;

Preliminary Ecological Appraisal and Bat Survey Report; stamped as received 21st July 2017;

SUDS Design to RIBA 2, Flood Risk Assessment and Waste Management Plan (ref: QA17/032).stamped as received 31st August 2017;

1611/ARC203 /P04 B (Location and proposed site plan); 1611/ARC203 /P05 B (Floor plans – Main Building); 1611/ARC203 /P06 B (Floor plans and elevation – new building); 1611/ARC203 /P07 B (Floor plans and elevation – new building); 1611/ARC203 /P08 A (Existing street scenes)
1611/ARC203/09 A (street scenes) (as amended by 1611/ARC203 /P06 B (Floor plans and elevation – new building) in respect of additional chimney details to new build property to Middleton Road); 1611/ARC203/10 (boundary treatment) stamped as received 1st November 2017;

E-mail dated 1st November 2017 from the planning agent confirming matters in connection with waste collection, boundary treatment, staffing and car parking.

Arboricultural Impact Assessment

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 above ground structures 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. The development shall be implemented in accordance with the approved materials.

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) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:-

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles; and
- Hours of Construction.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Core Strategy for Manchester

5) No development shall commence until details of the measures to be incorporated into the development to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

6) The development hereby approved shall undergo an Uncertified Sustainability Review to demonstrate the achievement of a BREEAM rating of at least a three star sustainability rating under the code for sustainable homes. A post construction Sustainability Review document demonstrating achievement of rating of at least four star sustainability rating under the code for sustainable homes shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of the building hereby approved is first occupied. The Sustainability Review document will provide evidence once the building has been erected that it has been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

7) The car parking shall be surfaced, demarcated and made available for use before the development is occupied, in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. The car parking spaces shall then be available at all times whilst the building is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

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 [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of 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 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).Travel Plan

9) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Middleton Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason - To safeguard the amenities of the future occupiers of the residential accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 H1, and DM1 of the Core Strategy for Manchester.

10) Before first occupation of the development the building, any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location 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.

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

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

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

12) The development hereby approved shall be implemented in full accordance with the Waste Management Strategy , Waste Management Proforma received on 3rd May 2017, and plan ref: 1611 /ARC203/P04 B , and e-mail dated 1st November 2017 from the planning agent. The details of this 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 the amenities of the occupiers nearby properties in order to comply with policies SP1 and DM1 of the Core Strategy for Manchester.

13) Notwithstanding the details shown on plan ref: 1611/ARC/203/P04 B, no development shall commence until a hard and soft landscaping treatment scheme (including a replacement tree strategy, and a management and maintenance strategy,) has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. 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.

14) The development hereby approved shall be implemented in accordance with the Preliminary Ecological appraisal and Bat survey report received in 3rd May 2017

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.

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

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

16) 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.

17) 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.

18) Development shall not commence until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

The scheme shall also include:

- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Details of how the scheme shall be maintained and managed after completion.

Reason: - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

19) Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Japanese Knotweed on site. The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of Japanese Knotweed, which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

20) No part of the development shall be occupied until the facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority, and in accordance with the locations shown on plan ref: 1611/ARC203/P04 B. These facilities shall then be permanently retained and reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport, pursuant T1 and DM1 of the Core Strategy for Manchester.

21) Full detailed designs (including specifications) of any off site highways works (including the installation of tactile paving to the existing vehicle cross over on Bennett Road shall be submitted to and approved in writing by the City Council as Local Planning Authority, within 3 months of the development commencing. The development shall be implemented in accordance with the approved details prior to any residential unit being first occupied.

Reason - In the interests of highway safety, pursuant to policy T1 of the Core Strategy for Manchester.

22) The lower sections of windows in the southern elevation of the Roselands building and the proposed two storey building on the former 'bungalow 'site, shall be obscure glazed (as annotated on plan refs: 1611/ARC203/05 B and 1611/ARC203/07 B) to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent; and shall remain so in perpetuity.

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

23) Notwithstanding references to boundary treatment annotated on plan ref 161/ARC203/P10, a plan indicating the positions, design, materials and type of boundary treatment to be erected together with the proposed timing of the erection of the boundary treatment shall be submitted to and approved in writing by the City Council as Local Planning Authority, within 3 months of the development commencing. The development shall be implemented in accordance with the approved details prior to any residential unit being first occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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 in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

24) Prior to commencement of development, an air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority. Any measures identified within the approved assessment shall be implemented prior to the occupation of the development, and shall be retained in situ at all time thereafter

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution., pursuant policies EN16, and DM1 of the Core Strategy for Manchester.

Informatives

1) Developers are advised to assess the suitability of sustainable drainage systems in accordance with paragraphs 051, 079 and 080 of the revised NPPF Planning Practice Guidance (PPG) for Flood Risk and Coastal Change.

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: 116157/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:

Neighbourhood Team Leader (Arboriculture)
Environmental Health
MCC Flood Risk Management
Highway Services
MCC Supported Housing Monitoring Group
Neighbourhood Team Leader (Arboriculture)
The Coal Authority
Greater Manchester Police
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
MCC Supported Housing Monitoring Group
The Coal Authority

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:

Relevant Contact Officer : Sue Wills
Telephone number : 0161 234 4524
Email : s.wills@manchester.gov.uk



 Application site boundary  Neighbour notification
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