

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
116481/FO/2017	21st Jun 2017	8th Mar 2018	Didsbury East Ward

**Proposal** Creation of 52 additional car parking spaces (45 spaces net gain) within the Towers Business Park, including the creation of a 32 space decked car park to the south of Scotscroft House.

**Location** Towers Business Park, Wilmslow Road, Manchester, M20 2RY

**Applicant** KW Towers Limited, 47 Esplanade, St Helier, Jersey, JE1 0BD,

**Agent** Ms Emma Warren, CBRE, Belvedere, 12 Booth Street, Manchester, M2 4AW,

### **Description**

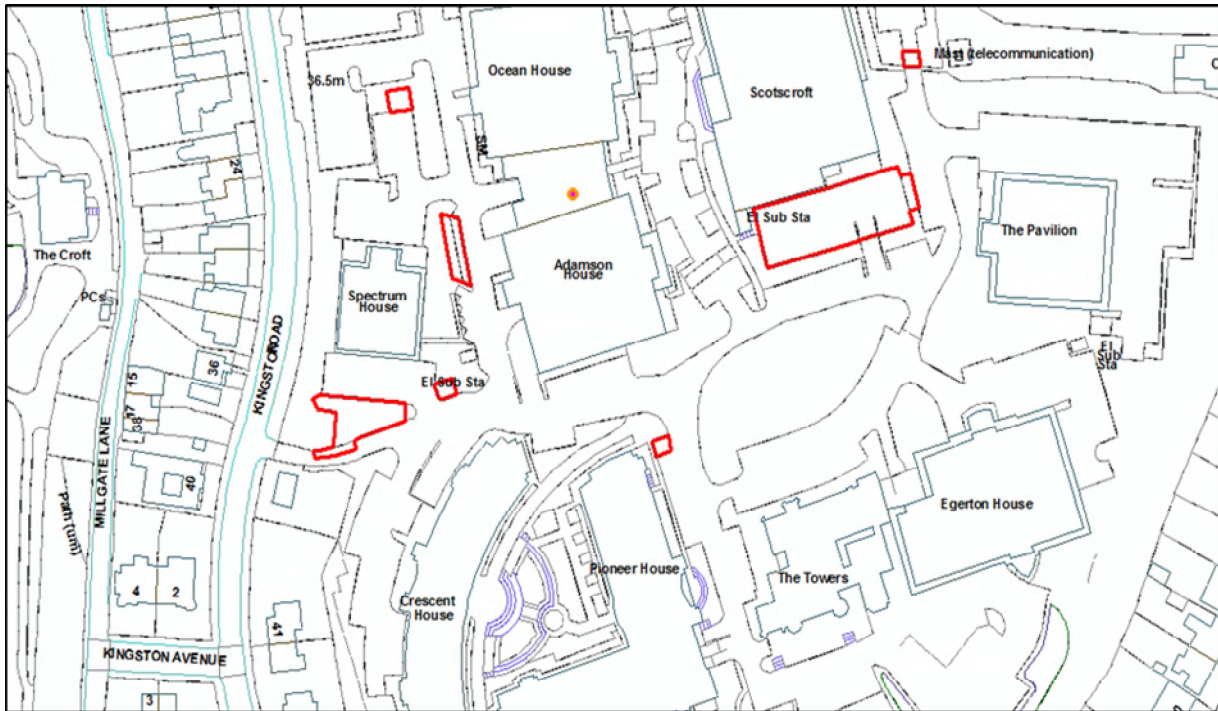
The Towers Business Park, which is located to the east of the Wilmslow Road and Kingston Road junction, consists of ten modern Class B1 office blocks and The Towers, a 19<sup>th</sup> Century former residence which has been used as offices since the 1920s. The office buildings sit within a maturely landscaped setting that is punctuated with estate roads and associated parking facilities. The Towers is a Grade II\* listed building, being listed in 1974 and the whole of the site is located within the Didsbury St. James Conservation Area.

To the north of the business park, on the opposite side of Wilmslow Road, there is a hotel and a number of dwellings and beyond those there is a housing estate. To the west and south of the business park lies a number of dwellings on Kingston Road, while to the east is Didsbury Cricket Club and dwellings on Parris Wood Road.

The applicant is proposing to create an additional 52 new car parking spaces throughout the business park. To facilitate these seven of the existing spaces would be lost, thereby the net gain would be 45 spaces. The majority of the proposed parking spaces, 32 spaces in total, are to be located within a decked car park at the rear of the Scotscroft Building. The remaining spaces are to be located as follows:

- 1 in the basement car park of the Scotscroft Building,
- 2 spaces to the east of the Scotscroft Building, along the boundary with the Didsbury Cricket Club,
- 1 space to the east of Pioneer House,
- 8 spaces between Adamson House and Spectrum House,
- 6 spaces to the south of Spectrum House, and
- 2 spaces to the west of Ocean House.

The location of the proposed parking spaces is shown overleaf:



To facilitate the parking spaces to the south of Spectrum House five trees are proposed to be felled (1 category U tree and 4 category C trees).

Originally the applicant proposed an additional 78 spaces, namely the above spaces plus a surface car park on the part of the business park that adjoins the Wilmslow Road/Kingston Road junction. However, following concerns about the impact upon residential amenity and the character of the conservation area the applicant amended the scheme to that now presented to the committee.

Planning permission for the decked car park has previously been granted under ref. 101468/FO/2013/S2 in July 2013. While that planning permission has been implemented and the applicant could erect the decked car park, the applicant has applied again as the location of the access ramp has been amended.

## **Consultations**

**Local Residents** – Fifty letters of objections have been received from local residents in relation to the originally submitted scheme, plus another 11 following the reconsultation about the revised scheme. In Addition, a petition containing 216 signatures has been received. The comments raised are as follows:

- One local residents is happy to support the proposal for the reduced car parking spaces though is unsure of the need for such given that most spaces remain empty and unused on The Towers premises.
- There is a lack of need for the proposed parking spaces, the current surface level parking on the site is between 28% and 34% vacant at peak times, while the parking on the Didsbury Cricket Club ground is currently consistently over 60% vacant. If many of the spaces are vacant why is there a need to provide additional parking? Do office workers park on the surrounding street due to excessive parking charges?

- Sufficient parking spaces exists on the site, yet the surrounding roads are congested with workers from The Towers who park on-street.
- The proposal requires the destruction of many trees and removal of green space, with mitigation providing far fewer trees, which will inevitably be smaller.
- The travel plan is grossly inadequate and does not fulfil the requirements set out in central government guidance. It contains a series of aspirations, but no concrete proposals other than the production of information for staff based on the site. No resources to effect any of the aspirations are identified. Given the lack of baseline data it has no targets for decreasing car use, increasing car sharing or increasing use of public transport or green methods. It also proposes that these should be only developed and enacted after the proposed parking is built. Before new development is permitted, the travel plan should be developed and implemented and should include action on ensuring better usage of the existing resources.
- There is a contrast of the inaction at The Towers on this area, compared with the Christie Hospital site, where car use is below 50%, and car sharing is actively encouraged and incentivised. Both are large sites, with multiple employers and large staff groups. The Christie approach could provide considerable guidance in this case.
- The current Transport Statement is inadequate due to its consideration solely of motorised transport onto and off the site, the absence of consideration of the availability and increased usage of public transport, and the absence of consideration of off-site parking.
- The community consultation exercise was inadequate.
- The business park is in a conservation area. The Towers themselves advertise the site as being set in 20 acres of parkland which already has become 20 acres of mainly parking land and they wish to erode what's left piecemeal. Screening of the present car parks is inadequate already especially in winter.
- No obvious mention has been made of a sustainable drainage system, more hardstanding results in an increased load of the Victorian drainage system.
- The construction phase will require the moving of a considerable amount of soil creating dust, noise and a lot of construction traffic.
- The traffic, congestion and pollution from commuters to the Towers are already causing a detrimental effect on the area, this proposal will exacerbate this.
- The Towers is perfectly placed for public transport usage.
- Wingate Drive suffers from inconsiderate parking by office workers from The Towers. It does not matter how many new spaces are provided if they are not managed correctly.

**Didsbury Civic Society** – The civic society object to the proposal for the following reasons:

- The Towers Business Park is within the Didsbury St James Conservation Area and as such any application must be considered on whether its affect is to enhance or conserve the area. The intrusion of a large car park adjacent to one of its most characterful roads (Kingston Rd) and in the front of an arterial road would be extremely damaging. Furthermore the proposal has not considered any alternatives such as a Green travel plan for the site.
- In general the application is contradictory to many of Manchester City Council's planning strategies on sustainable modes of transport, maximum parking standards.
- The location is on one of the busiest bus routes in the country and within easy walking distance of both a train station and Metrolink station.
- There seems to be no reason why this car park is necessary and why it should cause both a detrimental effect to the conservation area and considerable disamenity to residents.

**Cllr A.Simcock** – The reduced scale of the car parking proposals and retention of many of the trees is welcomed. However, the proposal still raises concerns for the following reasons

- Planning history of the site - in 2013, when a previous planning application was agreed The Towers Business Park agreed to implement a Green Travel Plan. That has not been done and has a direct bearing on this application. Comparison should be made with a similar sized operation at The Christie Hospital. They have multiple organisations on site but have a really effective Gold Medal winning Green Travel Plan in operation that has reduced single car occupancy on site by a significant number thus reducing the need for additional car parking. The Towers should do similarly instead of extending their car parking facilities.
- There is sufficient car parking on site already with significant under occupancy of the parking available. Nonetheless, there is much on-street car parking around the site much to the inconvenience of residents. What policies and parking charges do The Towers and businesses on site have that are allowing both of these things to happen? These need reviewing instead of providing additional car parking provision.
- Loss of trees in a conservation area.
- The proposals would impact directly on residents living in a conservation area.
- There are no proposals in the application for a section 106 agreement which would fund on-street parking improvements which would mitigate the effect of employee parking.

**Highway Services** – Have made the following comments:

- The site is considered to be suitably accessible by sustainable modes for both staff and clients and is in close proximity to a range of public transport facilities.
- Towers Business Park does not have a pedestrian “green man” stage across the entrance to the Towers Business Park nor across the opposite Didsbury Park Road however there already a full all-red pedestrian stage so the impact on capacity will be minimal. Consideration should be given to the provision of a “green man” stage.

- The addition of the traffic from the proposed new car park is likely to be limited and there should be sufficient capacity within the junction.
- Whilst the submitted travel plan is acceptable from a highway perspective the provision of onsite secure cycle parking should also be reviewed to ensure there are sufficient cycle spaces (secure and covered) and appropriate welfare facilities (shower/changing rooms) available.

**Flood Risk Management Team** – Suggest the imposition of an informative regarding the provision of a drainage system designed to prevent the increased risk of flooding.

**Arboricultural Officer** – Raised concerns about the original application, specifically in relation to the loss of the trees at the junction of Wilmslow Road and Kingston Road. Any comments regarding the revised scheme will be reported at the Committee.

**United Utilities** – Suggests the imposition of drainage conditions.

### **Policies**

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

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

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

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

In addition to the above, Section 12 (*Conserving and enhancing the historic environment*) is of relevance:

Section 12, *Conserving and enhancing the historic environment* – Paragraph 131 states that in determining planning applications, local planning authorities should take account of:

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

Paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given the asset's conservation. The more important the asset, the greater weight it should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to loss or loss of a grade II listed building, park or garden should be exceptional.

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

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

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.

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

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

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

Policy EC 9, *South Manchester* – South Manchester is not expected to make a significant contribution to employment provision within the City. New development is expected to mainly comprise office development, although proposals for high technology industry and research will also be supported. Employment and economic development provision will be within:

1. Existing employment locations, such as Business Parks, such as The Towers, Didsbury Point, Christie Fields and Parkway; Christies Hospital; Along Princess Parkway;
2. District Centres of Chorlton, Didsbury, Fallowfield, Levenshulme and Withington. These will be suitable for mixed use development providing local needs and services.

Development proposals and planning applications should have regard to:

- Ensuring efficient use of existing employment space;
- Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations such as the City Centre, district centres, Trafford Park and Manchester Airport, particularly orbital connectivity.

Policy EN 3, *Heritage* – 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.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which are detailed below:

- Appropriate siting, layout, scale, form, massing, materials and detail.

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

**Saved UDP Policies** – Policies DC18, DC19 and DB12 are considered of relevance in this instance:

Policy DC18, *Conservation Areas* – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following:

- a) The Council will seek 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
  - iv. street trees);
  - v. the effect of signs and advertisements;
  - vi. any further guidance on specific areas which has been approved by the Council.
- b) The Council will not normally grant outline planning permission for development within Conservation Areas.
- c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
- d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

Policy DC19, *Listed Buildings* – Policy DC19.1 states that in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:



- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Policy DB12, *Employment and Economic Development* – Further business development will be permitted at the following sites:- a) Towers 2000 Business Park, Wilmslow Road; b) Siemens, Princess Road. In considering proposals for the expansion and/or redevelopment of existing major employment sites in the area, the Council will have regard to the need to minimise detrimental impact upon environmental quality, the character of the area, residential amenity and traffic movements.

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

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

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

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

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers

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

**Legislative Requirements** – Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in the exercise of the power to determine planning applications for any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

### **Issues**

**Principle of the Proposal** – The principle of providing additional parking facilities has been established, given the previous planning permission for the 32 space decked car park (101468/FO/2013/S2). This planning permission has been implemented and the applicant is only seeking minor amendments to the approved decked car park. Given this and the fact that the net gain of parking spaces proposed, i.e. 45, still complies with the parking standards for Class B1 business parks (page 227 of the Core Strategy) the principle of the proposal is considered acceptable.

The parking standards states that 1 space should be provided per 35m<sup>2</sup> of office space, this would equate to 1,139 car parking spaces at Towers Business Park. The proposal would increase car parking spaces within the site to 1,038 and as a result would remain within these maximum car parking standards.

Notwithstanding the above, the impact of the additional parking spaces upon the levels of visual and residential amenity enjoyed within the vicinity of the site, along with the impact upon the character of the Didsbury St James Conservation Area, must be assessed.

**Residential Amenity** – It is not considered that the proposed car parking spaces will generate such levels of additional traffic and the associated comings and goings. so as to prove detrimental to the levels of residential amenity enjoyed by the occupants of the nearby dwellings on Kingston Road and Wilmslow Road. In addition, it is considered that the provision of the 45 additional spaces will ease some of the instances of on-street parking that exist on the surrounding residential roads, particularly those located to the north of Wilmslow Road.

Concerns have been raised about the construction process and the impact upon local residents. In order to limit the impact of this phase of the development a Construction Management Plan condition is suggested in this instance.

**Visual Amenity** – The decked car park will be located immediately to the rear of the Scotscroft Building and will be approximately 2.4 metres high above the level of the existing estate road. The decked car parking will be constructed from concrete, i.e. a concrete deck with balustrading resting on a series of stilts. As the decked car park will not be visible from the public highway, being screened by the Scotscroft Building and Adamson House it is not considered that this element of the proposal will have a detrimental impact upon the levels of visual amenity enjoyed along Kingston Road and Wilmslow Road. The decked car parking will be partly visible from the Didsbury Cricket Club access road. However, given the mature landscaping that exists along the boundary between the two sites, it is not considered that siting the decked car park in this location will have an unduly detrimental impact upon the levels of visual amenity.

The remaining surface parking spaces, while located at various places throughout the business park, will not be highly visible from the either Kingston Road or Wilmslow Road, as a result it is not considered that their siting in the locations proposed will have a detrimental impact upon the levels of visual amenity enjoyed along those two roads.

**Air Quality** – As the development has the potential to cause air quality impacts, as a result of dust emissions during construction and road traffic exhaust emissions during the operational phase, the applicant has undertaken an Air Quality Assessment (AQA).

The AQA determined that there is the potential for air quality impacts as a result of dust emissions from the site during construction. However, with the implementation of a construction management plan it is predicted that this impact will not be significant.

In terms of the impact from exhaust emissions associated with vehicles travelling to and from the site, dispersion modelling was undertaken in order to predict pollutant concentrations at sensitive locations both with and without the development in place. Review of the dispersion modelling results revealed that impacts on annual mean nitrogen dioxide and particulate matter concentrations as a result of traffic generated by the development were predicted to be negligible at all sensitive receptor locations, e.g. the nearest residential properties.

Given the above, the air quality impacts as a result of the development's operational phase are considered to be not significant in accordance with the Institute of Air Quality Management guidance.

**Impact upon the Didsbury St. James Conservation Area** – Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. In this instance, the application site is located within the Didsbury St. James Conservation Area and to the north of a listed building, namely The Towers, which is Grade II\* listed.

The Didsbury St. James Conservation Area, which lies nine kilometres south of the city centre, was designated in November 1970. It is centred on the historical core of Didsbury, at the junction of Wilmslow Road and Stenner Lane, and covers an extensive area. Most of the conservation area is on level ground, but there is a slope down Millgate Lane, Kingston Road and Stenner Lane where the higher land gives way to the lower level of the Mersey flood plain. Architectural styles vary from the Perpendicular of St James's Church to the Classical and Gothic of public buildings and of the more grandiose houses. The grounds of the Towers Business Park, originally parkland to The Towers, have been developed with glass office blocks.

Remnants of older and more modest houses exist in simple vernacular character. The whole of the conservation area, with the exception of playing fields, is well wooded. The trees serve not only to screen one group of buildings from another, but to provide a unifying, leafy backdrop to the whole area.

The requirement to preserve or enhance the Conservation Area is a key requirement within policy EN3 of the Core Strategy, saved UDP policy DC18, along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials.

On its own, a concrete decked car park within a conservation area would be considered inappropriate. However, in the context of an established business park such as this, the installation of such is considered acceptable, especially given that the decked car park will be sited centrally and will not be visible from the either Kingston Road or Wilmslow Road. The proposed surface car parking spaces are infill spaces dotted throughout the business park, either adjacent to existing parking spaces or on the site on low quality landscaping, such as shrubs. In total the surface car parking spaces would occupy approximately 172m<sup>2</sup> which equates to 0.3% of the 5.54 hectares site.

As the application has been amended, with the large hardsurfaced car park being omitted from the scheme, and the remaining parking spaces have either previously been approved, as in the case of the decked car park, or are infill spaces dotted throughout the business park, it is not considered that the proposal will have a detrimental impact upon the spacious and landscape character of the Didsbury St. James Conservation Area. Therefore, it is considered that the proposal results in "less than substantial harm" (paragraph 134 of the NPPF) to the character of this conservation area with public benefits of additional parking being provided to serve the existing business and reduce on-street parking.

**Impact upon the nearby Listed Building** – The proposal will have no physical or visual impact upon The Towers as the nearest parking space will be located approximately 32 metres away at the end of an existing row of parking spaces.

**Pedestrian and Highway Safety** – It is noted that the junction of the business park with Wilmslow Road can accommodate the traffic associated with the additional parking spaces. Given this, and the fact that the traffic signals at this junction contains a full all-red pedestrian stage, it is not considered that the additional traffic associated with the proposal will have a detrimental impact upon the levels of pedestrian and highway safety enjoyed within the vicinity of this junction.

**Travel Plan** – The applicant has produced a framework Travel Plan with a view to reducing the number of single occupancy car trips to and from the site; increasing the number of visitors and members of staff using sustainable forms of transport to and from the site; and increasing staff awareness of the Travel Plan and the use of sustainable modes. A travel plan condition will be attached to any planning permission granted.

Concerns have been raised about the Travel Plan attached to planning permission 101468/FO/2013/S2. A travel plan was submitted in 2013 and it was determined that further work was required on it. The applicant has been asked to confirm if this additional work has been undertaken, the response will be reported at the committee.

**Disabled Parking Spaces** – There are 10 disabled parking spaces at the business park, eight in the external areas and two within the Scotscroft building. Parking spaces are allocated at the business park and at present none of the external disabled spaces are utilised by disabled workers.

**Trees** – To compensate for the loss of the five trees (one category U and four category C) the applicant is proposing to plant six replacement trees, namely Lime trees. Five will be planted in the vicinity of the parking spaces proposed to the south of Spectrum House, the remaining tree will be planted adjacent to the two spaces next to the sub-station. The level of tree planting is considered acceptable.

**Loss of Landscaping** – Now that the application has been amended the loss of existing landscaping has been kept to a minimum, i.e. 3% of the business park site. The areas of landscaping that will be lost are of a low quality, consisting of low lying shrubs, lawn or paved areas and in one case an area of five low quality trees. It is not considered that the loss of these areas of landscaping will have a detrimental impact upon the spacious landscaped setting of the business park or the wider Didsbury St. James Conservation Area.

**Drainage** – The comments of the Flood Risk Management Team are noted and in this instance an informative regarding the provision of a suitable drainage system is considered appropriate.

**Ecology** – The proposal will not have an impact upon any ecological features.

### **Conclusion**

The proposed parking spaces will not have a detrimental impact upon the levels of residential and visual enjoyed within the vicinity of the site or upon the spacious character of the Didsbury St. James Conservation Area. Given this, and the fact that the parking spaces will contribute to alleviating existing on-street parking issue, the proposal is supported.

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

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

**Recommendation      APPROVE**

### **Article 35 Declaration**

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

### **Conditions to be attached to the decision**

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

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

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

- a) Drawing no. 3583, stamped as received on 7th September 2017
- b) Drawing no. 3583 02C, stamped as received on 1st February 2018
- c) Drawing no. 3583 03A, stamped as received on 1st February 2018
- d) Drawing no. 3583 05B, stamped as received on 1st February 2018
- e) Drawing no. 3583 06B, stamped as received on 1st February 2018
- f) Drawing no. 3583 07A, stamped as received on 1st February 2018
- g) Drawing no. 3583 09B, stamped as received on 27th February 2018

- h) Drawing no. 3583 10A, stamped as received on 1st February 2018
- i) Drawing no. 3583 11A, stamped as received on 1st February 2018
- j) Drawing no. 3583 12, stamped as received on 30th May 2017

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

3) Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations of the deck parking facility have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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) Before the development hereby approved is first occupied a Travel Plan, based on the Framework Travel Plan (Cora IHT), stamped as received on 30th May 2017, 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).

5) 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.

6) The tree replacement scheme approved by the City Council as local planning authority shown on drawing no. 3583 09B, stamped as received on 27th February 2018, shall be implemented not later than 12 months from the completion of works. If within a period of 5 years from the date of the planting of the trees, those trees or any trees planted in replacement for them, 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.

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

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



- h) measures to control noise and vibration during construction, that shall base the assessment on British Standard 5228, with reference to other relevant standards.
- i) a scheme for recycling/disposing of waste resulting from demolition and construction works

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

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

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 116481/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:**

MCC Flood Risk Management  
Highway Services  
Neighbourhood Team Leader (Arboriculture)  
Didsbury Civic Society  
United Utilities Water PLC  
United Utilities Water PLC  
Highway Services  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
Didsbury Civic Society

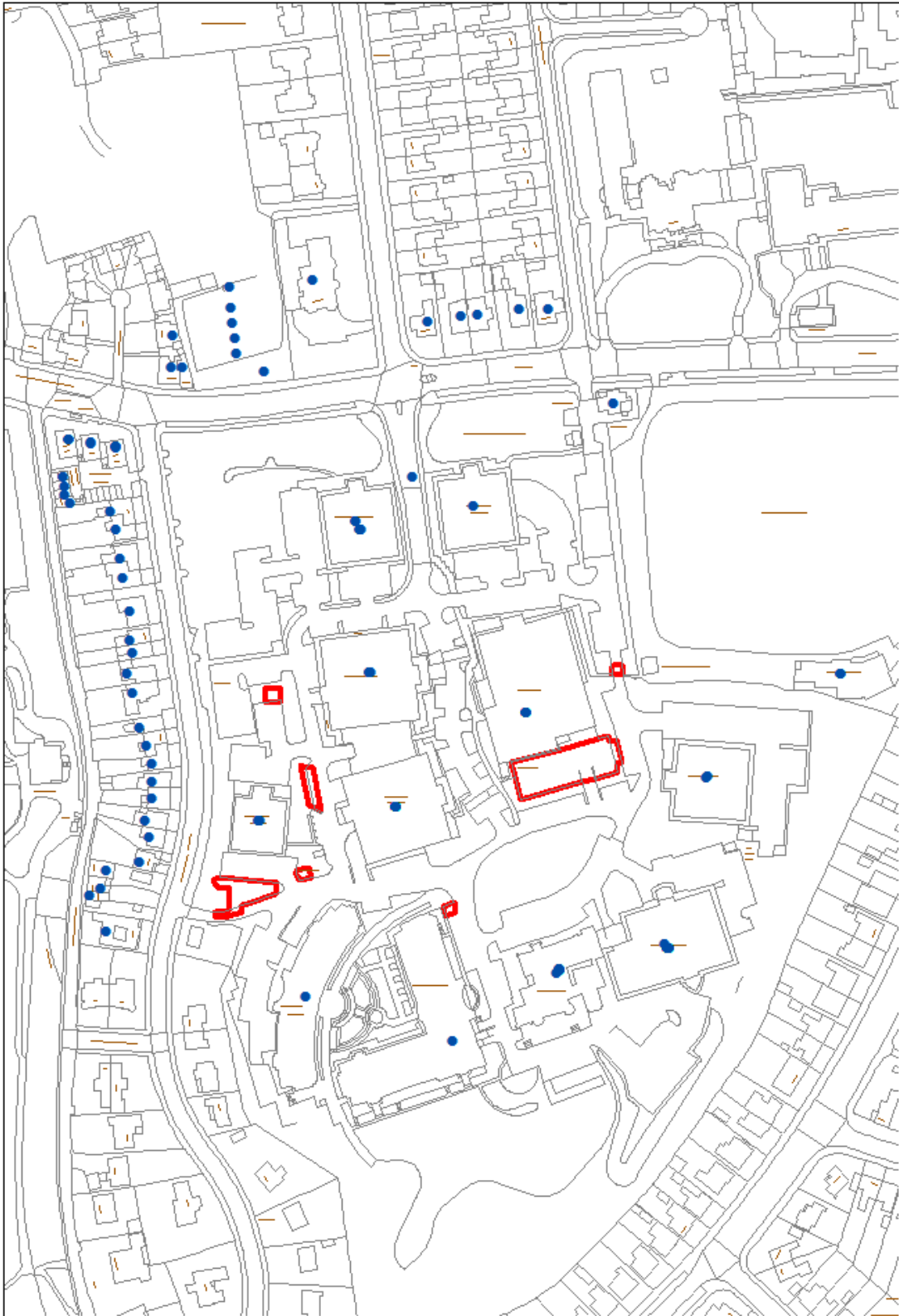
A map showing the neighbours notified of the application is attached at the end of the report.

### **Representations were received from the following third parties:**

United Utilities Water PLC  
Didsbury Civic Society  
Cllr Simcock  
84 Mellington Avenue,  
4 Kingston Road,  
26 Ruabon Rd,  
19 Wingate Drive,  
84, Mellington Avenue,  
482 Parris Wood Road,  
822 Wilmslow Road,  
12A Elm Road,  
20 Elm Road,  
8 Kingston Road,  
35 Wingate Drive,

6 Kingston Road,  
8 Bamford Grove,  
15 The Grove,  
30 Kingston Road,  
28 Kingston Road,  
32 Kingston Road,  
14 Kingston Road,  
36 Kingston Road,  
12 Kingston Road,  
6 Kingston Road,  
18 Kingston Road,  
Petition and Letter Of Objection, Signed By 216 People  
8 Victoria Avenue,  
32 Kingston Road,  
17 The Grove,  
.Ruabon Rd,  
25 Wingate Drive,  
56 Kingston Road,  
35 Wingate Drive,  
15 Wingate Drive,  
9 Hesketh Avenue,  
823 Wilmslow Road,  
18 Kingston Road,  
28 Kingston Road,  
7 Wingate Drive,  
4 Kingston Road,  
20 Kingston Road,  
6 Kingston Road,  
8 Kingston Court,  
32 Kingston Road,  
17 Brayton Ave,  
18 Kingston Road,  
3 Marton Avenue,  
17 Marton Avenue,  
4 Kingston Rd,  
6 Kingston Road,  
12 Ruabon Road,  
21 Wingate Drive,

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



 Application site boundary  Neighbour notification  
© Crown copyright and database rights 2018. Ordnance Survey 100019568