

Application Number	Date of Appln	Committee Date	Ward
117954/FO/2017	21st Nov 2017	8th Mar 2018	Crumpsall Ward

Proposal Erection of an additional floor to create 8 no. x 2 bedroom flats to form 44 no. flats in total (Class C3) together with elevation alterations involving the recladding of existing building and creation of new parking area

Location Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ

Applicant Mr Bamberger, Urban and Rural Estates, Heaton House, 148 Bury Old Road, Manchester, M7 4SE,

Agent Mr David Bitan, Debtal Architecture Ltd, 72 Bury New Road, M25 0JU

Description

The application site relates to an existing three-storey, flat roof residential block set in landscaped grounds.

The building known as Berkeley Court is bounded by Catherine Road to the north, Bury New Road to the south, Melton Road to the west and a three-storey residential end terraced building to the east. The site is partially enclosed by a low level brick wall with hedging behind, with the Catherine Road frontage largely comprising an open tarmaced forecourt.



The host building, built in the 1960s is now showing signs of deterioration. The multi-sided structure incorporates a number of integrated flat roof blocks laid out in a modular, irregular form, arranged around 4 access cores. The part brick, part rendered building presently comprises 36 x 2 bedroom flats.

The rear of the development accessed off Catherine Road, includes a hard surfaced courtyard used for informal car parking and a row of 8 detached garages also accessed from Catherine Road. Pedestrian access to the development can be obtained from Catherine Road, Bury New Road and Melton Road respectively.

In terms of the immediate surroundings, the application site is situated adjacent to a busy, north/south, main arterial route (Bury Old Rd) which links north Manchester with the city centre.

The area is largely characterised by residential properties of various architectural styles and forms and includes a mixture of individual dwellinghouses, flat conversions and purpose built flat developments.

The site is situated within the Crumpsall Lane Conservation Area which is defined by large period properties set within landscaped grounds along tree lined roads.

With reference to this application, planning permission is sought for the erection of an additional floor to the existing building to facilitate the creation of 8 x 2 bedroom flats, forming 44 flats in total.

The new storey follows the entire footprint of the existing building, with some of the corners recessed to help reduce the mass of the building and to create exterior amenity space.



It is also proposed to clad the exterior of the building in a new cladding material, with the top floor made from a light-weight zinc material. In addition, an enlarged bin store area is proposed, as well as the reconfiguration of the existing car park area and the formation of a new parking area accessed off Melton Road.

The application is a re-submission and follows the withdrawal and refusal of two earlier planning applications submitted in 2016. The current proposal seeks to overcome earlier concerns surrounding the quality of external design, the amount of parking provision and the proposed site layout.

Consultations

Local Residents/Occupiers – In response to the application as originally submitted, 6 letters of objection were received. Comments are summarised below.

- There is already inadequate parking provision at Berkeley Court, the proposed flats would exacerbate on-street parking problems.
- If permitted, the flats would create disruption and disturbance during construction.
- It is questioned whether structurally the building can accommodate an additional floor.
- The additional floor will block out daylight and sunlight to some flats.
- It is questioned where the additional refuse will be accommodated.
- Issues surrounding damp problems, the poor construction of the current building, potential for subsidence and asbestos are raised.

Following receipt of the revised proposal and a subsequent period of neighbour re-notification, 5 additional letters of objection have been received, all of which follow previous objections. Comments are again summarised below:

- There is concern that the proposed parking area off Melton Road would be used by the public and the proposal will open up the building to the wider area.
- The additional floor will cause deprivation of summer sun and winter daylight. There is also concern that overlooking issues could result.
- Part of the garden area will be lost to accommodate the increased parking provision.
- The proposed refuse storage arrangement will not work and there is insufficient space for large bins.
- Whilst it is acknowledged that the flats need repair works, the additional flats should not be used as a way of facilitating this.
- The people who bought flats on the top floor will no longer be on the top floor as originally envisaged.
- The proposal will result in the loss of amenity space and would jeopardise highway safety as children will end up playing on the street.
- A new floor and the parking area will look unattractive in the conservation area, to the detriment of visual amenity.

Local Ward Councillors – Councillor Pritchard objects on the basis that the proposal does not provide enough parking space to sufficiently accommodate those living in the building.

Highway Services – It is noted that an eastbound bus lane runs along Bury Old Road (operational Monday to Friday between the times of 07:00-10:00 and 16:00-19:00) with double-yellow line waiting restrictions in place within the vicinity of the site. Such parking restrictions are limited to local junctions along Catherine Road and Melton Road with the majority of both highways offering a level of on-street parking.

There are two vehicular access points into the site which are provided off Catherine Road, leading to a courtyard-style car parking facility (without marked spaces). A

block of eight garages is also provided on-site, although it is understood that the garages can be leased out to surrounding residents and not exclusively for Berkley Court resident use.

In addition, it is considered that the site benefits from a good level of accessibility by sustainable modes with numerous bus stops located within a 400 metre walk of the site along Bury Old Road, Middleton Road and Leicester Road. A Metrolink station is also located 750m from the site.

Trip Generation and Junction Capacity

The supporting Transport Statement has demonstrated that proposals (i.e. the additional 8 units), are unlikely to give rise to a significant increase in local vehicular trips. It is therefore considered that the proposals would not have an impact on local highway operations.

Parking

It is understood from the revised plans that seven additional parking spaces will be provided by removing some of the existing landscaping and will be accessed from Melton Road. The additional provision is welcomed by the Highways Team.

The existing solid boundary treatment surrounding the access will need to be amended to maintain permeability to a height of 900mm to ensure that child pedestrians are visible when vehicles exit the proposed car park.

The existing courtyard-style car park will be replaced with demarcated parking spaces, providing a total of eight courtyard spaces that are understood to be smaller than MCC standards.

If all 31 spaces including garage spaces were utilised by this development this would equate to a parking provision ratio of 70%. A development such as this would usually require one off-street parking space for each two-bedroom apartment, with an element of additional visitor parking. Therefore there will be a reliance upon on street parking to accommodate the short fall in parking provided.

Cycle Parking

The applicant has stated that 24 secure cycle parking spaces will be provided with this development. The inclusion of cycle parking is welcomed by the Highways Team, and greater provision of 1:1 per apartment is encouraged.

Waste Management

It is understood that the existing refuse storage and collection arrangements will be maintained, this is acceptable to the Highways Team.

Construction Management

A Construction Management Plan should be provided by the applicant prior to any

construction works beginning.

Environmental Health – No objection. Conditions are recommended with respect to acoustic insulation and to adhere to the submitted waste management arrangements.

Greater Manchester Ecology Unit - The building is a flat concrete roofed block of flats and the proposals are to erect an additional floor and to reclad the existing building.

The building is located on a busy well-lit main road in a residential area of Cheetham Hill. The building is considered to have a low potential to support roosting bats. However bats are mobile in their habits and can turn up in the most unlikely places. If bats are found at any time during the works, then work should cease immediately and advice sought from a suitably qualified bat worker. We would suggest that an informative to this effect be placed on any permission, if granted.

Salford City Council – No objection.

Greater Manchester Police (Design for Security) – Recommendations are made with respect to the standard of entrance doors. It is also advised that current access control measures and postal arrangement should be reviewed and that any intruder alarm systems to be installed are to relevant British Standards.

Other Consultations & Publicity

The proposal by virtue of the proposed floor space and the number of units to be created has been classified as a large scale major development and is also situated within a defined conservation area. As such, the proposal has been advertised in the local press (Manchester Evening News), a site notice displayed at application site and notification letters have been sent to neighbouring, nearby residential occupiers

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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.

There are no site specific policies relating to the application site. However, the following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. This requires developments in all parts of the city to create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and

protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

This is an overarching policy, the strands of which are covered on more specific policies below.

Policy DM1 (Development Management) states that new development should have regard to specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

These are all relevant to this application and addressed in more detail.

Policy T2 (Accessible Areas of Opportunity and Need) - states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers..... is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Policy EN3 (Heritage) – states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. 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.

The application site is within a conservation area and is therefore directly relevant to the proposal.

Policy H1 (Overall Housing Provision) - states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for

parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;

- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.
- Character, setting and accessibility of areas and buildings (including conservation areas).

Policy H3 (North Manchester) – in terms of North Manchester and over the lifetime of the Core Strategy, it is predicted that this part of the city 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 the 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.

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

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC1 relates to residential extensions (including those to flats) and provides criteria to be considered in determining applications for extensions to residential properties.

The policy states that in determining planning applications for extensions to residential properties, the Council will have regard to:

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

Policy DC18.1 (Conservation Areas) – relates to development proposals within conservation areas and seeks to preserve and enhance the character of its Conservation Areas by considering the relationship of new structures to neighbouring buildings and spaces, the effect of changes to existing buildings and the desirability of retaining existing features.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Residential Quality Guidance (2017)

The Guide has been adopted to drive and deliver quality in developments, setting out the requirement to comply with a set of principles and space standards. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

"...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system"

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

Section 7 'Requiring Good Design' outlines the Governments expectations in respect of new developments:

"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 authorities 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 64 specifically states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Section 12 of the NPPF outlines the Governments objectives in terms of conserving and enhancing the historic environment.

Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

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

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

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

Paragraph 132 underlines 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. The more important the asset, the greater the weight 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.

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 Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG are as follows:

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other;
- form – the shape of buildings;
- scale – the size of buildings;
- detailing – the important smaller elements of building and spaces;
- materials – what a building is made from

Other legislative requirements

Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Issues

Principle

Having regard to the existing local planning policy framework and national planning guidance, the principle of additional residential accommodation is considered acceptable.

However, there are detailed matters that require consideration and these are set out and addressed further in the report. These include the question of the scale of the extension, the external changes being proposed and whether together these constitute an uplift in the appearance of the building, both to the benefit of visual amenity and the character and appearance of the Crumpsall Lane Conservation Area.

In addition, given the existing context, consideration is given to the proposed off-road parking ratio and whether or not this is likely to cause serious or detectable harm to the operation of the highway network, on-street parking provision or highway safety.

Further assessment is given to how the proposal accords with Section 12 of the National Planning Policy Framework due to the location of the application site within a defined conservation area.

The above issues must be assessed against the aforementioned policies and a judgement made as to whether there are material considerations which affect the principle of development.

Site Layout

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

In this case, the extension has been designed to follow the footprint of the existing blocks and largely entails the addition of a further floor to the entire footprint of the host building.

Internally, the 8 x 2 bedroom apartments proposed accord with the Residential Quality guide's internal space standards and vary in floorspace from 71 sqm to 124 sqm. This in excess of the minimum space standards for 2 bedroom apartments.

Access is obtained from each of the existing 4 access cores with each apartment upon entering having a corridor with storage, a bathroom and 2 bedrooms, one with an en-suite. Additionally, there is living space comprising dining areas, open lounge areas and kitchens. 4 of the apartments are to have external terrace areas enclosed by balustrades formed by the recessing of the corners of the building.

Externally, much of the existing layout is maintained with pedestrian pathways in place from Bury Old Road and Melton Road. It is however proposed to create a new vehicular access off Melton Road to serve a new parking area and for the access from Catherine Road to be formalised and enclosed.

Taking account of the above, it is believed the proposed development has been laid out both internally and externally to a satisfactory standard and in accordance with relevant policy and guidance.

Design, Scale and Appearance

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

Policy EN1 of the Core Strategy identifies that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located.

Policy EN3 of the Core Strategy is also relevant in this instance due to the position of the site within the Crumpsall Conservation Area and 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. 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 listed buildings.

The existing building has deteriorated in recent years, resulting in a building of a low aesthetic quality. The dark brown and wheat coloured brick and cream coloured rendered walls look dated, weathered and unattractive. It is understood no significant repairs may have undertaken since the complex was built in the 1960s and there are signs of disrepair.

It is understood the proposal would in part, enable works also proposed under this application to the remainder of the building, including the external fabric of the building and new windows.

The applicant has adopted a contemporary, quality approach to the building façade, with the use of a simple palette of three materials comprising light coloured brickwork, glazing and zinc panelling. New windows throughout in a more modern format and vertical rhythm are proposed, with infill panelling to match the cladding above.

The new storey will be largely encased with zinc cladding to allow for a lightweight finish which will help lessen the mass of the building, aided by the recessing of the corners. Living areas are to incorporate Juliet balconies with slim profile balusters coloured to match the zinc cladding.

In terms of scale, the additional floor is comparable in height to the neighbouring red brick, Victorian terrace along Bury Old Road and not excessively higher than either the three storey dwellings along Catherine Road or a more recent flat development just to the north. The building will also be seen within its own grounds, with the building set in from its boundaries.

It is therefore considered that the external changes, coupled with the increase in height, will satisfactorily assimilate into the immediate context and is of an appropriate design, scale and appearance which will not be at odds with adjoining or neighbouring built form.

It is acknowledged that there are concerns amongst some residents regarding the condition of the existing building; these include structural and damp concerns, as well as a need for general refurbishment internally and externally.

Although it is considered there is in principle scope to add a further floor to the building, aesthetically and in terms of an appropriate design this would not be acceptable in isolation without works to the remainder of the building. It is considered that the proposed extension works cannot therefore be decoupled; in addition they together offer an opportunity to deliver a much needed refurbishment and uplift to the site. The visual impact of the proposed roof extension will therefore only be

appropriate if undertaken as part of a comprehensive package of works to the host building.

It is therefore recommended if permission is granted this be subject to a condition requiring all works be undertaken.

Landscaping and Boundary Treatment

With the exception of the proposed parking area off Melton Road which is to include a landscaped buffer, the landscaping, lawned areas and boundary treatment to the Melton Road and Bury Old Road sides of the development are to be retained as part of the proposal and will contribute to the setting of the building to be upgraded.

The Catherine Road side of the complex is currently hard landscaped, unenclosed and unattractive. The open forecourt area used for ad hoc car parking is of low aesthetic value and could be said to make a negative contribution to the appearance of the Crumpsall Lane Conservation Area.

The application presents an opportunity to not only improve the appearance of the host apartment blocks, but also the Catherine Road frontage. The proposal involves the demarcation of spaces to provide a more formal layout and the erection of a low brick wall with hedging/railing above. This not only provides enhanced security to the site, but will also improve the appearance of the street-scene to the benefit of visual amenity and the character of the conservation area.

As part of the package of enhancement works it is recommended these improvements are carried out before the new flats are occupied and required by the imposition of a planning condition.

Security

Policy DM1 of the Manchester Core Strategy underlines that community safety and crime prevention is a specific issue that all development should have regard to.

In this case, it is considered that the proposed boundary treatment to Catherine Road will provide the opportunity to enclose an open area to provide an area of defensible space which will act as a buffer between the flats and the public highway.

Whilst the proposed parking area and associated access off Melton Road will open up this side of the building, it is suggested that the entrance is securely gated to provide security to residents and to prevent unauthorised use of the car park. A condition has been included in this regard. Similarly, a condition has been included which will require the submission and approval of a management plan in order to provide ongoing management of the parking area and to detail how each space is to be allocated.

Impact upon the Highway

Policy T2 of the Core Strategy states that all new developments should provide appropriate car parking facilities and also that the circumstances of each proposal should be taken into account to establish an appropriate level of parking.

Policy DM1 requires that adequate parking should be provided for all new developments and consideration should be given to traffic generation and road safety, whereas policy SP1 goes on to state that new developments should 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.

In the case of the proposed development, a Transport Statement accompanies the application which sets out existing highway conditions and assesses on-site parking provision, traffic generation, access to public transport, servicing and highway safety.

The assessment also includes on-site observations, including a brief parking beat survey. The report concludes that the parking requirements of the proposed development is adequately catered for by local provision and that there are no highway safety issues that might be exacerbated by the proposed development.

The existing flats include an informal, car park area accessed from Catherine Road which is laid out in an ad hoc fashion with no formal, marked out spaces. There is space within the curtilage of the site for 16 cars. There is also a row of 8 detached garages to the eastern side of the site. The current provision of 24 spaces for 36 flats therefore represents a ratio equating to 67%.

The proposed development now entails the provision of a further 8 flats, taking the total number of flats from 36 to 44 units.

Initially the proposal maintained the existing off road car parking space. However, due to concerns about any exacerbation of on-street parking demand as a consequence of the proposed development, an additional 7 parking spaces are now proposed within a small parking area with new vehicular access adjacent to the existing pedestrian entrance on Melton Road. This takes the number of spaces from 24 to 31, representing an increased parking ratio of 70%.

The parking beat survey has indicated that the surrounding highway exhibits spare capacity to accommodate any further on-street parking demand without adversely impacting upon nearby residential amenity. In terms of trip generation, the assessment also concludes that the proposed development will generate a minimal increase in traffic, which is not anticipated to result in a severe residual impact.

Highway Services concur with the view that the proposed development would not materially affect the operation of the local highway network as a result of trip generation or increased parking demand.

It is considered that the proposed off road parking ratio is not dissimilar to the existing situation and actually constitutes a marginal increase in off road parking availability.

Although it is recognised the potential for increased traffic is a concern locally, on balance it is believed that there is sufficient space along with unrestricted surrounding roads to accommodate any shortfall in parking spaces without undue negative effects upon residential amenity. It is also noted that the proposal includes the provision of 24 covered cycle spaces and the site is in a highly accessible location with good pedestrian linkages and proximity to public transport.

Residential Amenity

Policies DM1 and SP1 of the Core Strategy indicate that consideration should be given to the effects of development upon the amenity, living conditions and the well-being of residents.

Given the residential context of the site and immediate area, it is unlikely that the occupants of 8 additional flats associated within an existing flat development would give rise to significant increased levels of activity or associated noise and disturbance.

It is nevertheless important to protect future and nearby occupiers from any undue noise and disturbance and therefore a condition is recommended with respect to acoustic insulation.

The proposal would result in the loss of a small grassed area which forms part of the landscaped setting of the building. Whilst this loss is regrettable, ample landscaped grounds will remain in order to serve the communal amenity needs of existing and prospective occupiers.

Representations have been received expressing concern about occupants of existing top floor flats no longer being on the top floor. It is acknowledged that is an unfortunate situation for occupiers who purchased/rented the flats on the premise they would be on the top floor. However, the impact from activity associated with 8 additional apartments above existing occupiers would not be such to warrant a refusal of permission.

Further representations raise concern about the possible loss of daylight/sunlight as a result of the proposed flats, as well as increased overlooking.

In this instance it is not considered that there would be significant impact in either regard. The height of the additional floor, combined with the distance between the facing wings would not result in undue loss of light and when weighed against the amount of vertical sky available, the position of the sun and the amount of diffuse daylight likely to reach existing window. It is not therefore felt that any impact would be significant.

In terms of any overlooking, the footprint of the additional floor mirrors that of the floors below. As such, the orientation and position of windows would maintain the same relationship as the existing situation.

A number of the representations received comment on the poor condition of the existing building and the need for refurbishment. The proposal offers the opportunity

for refurbishment and as already noted it is important the works set out in the application are delivered together. The roof extension would in itself not be acceptable physically without the works to the remainder of the building as its design and appearance is reliant on the latter being undertaken. In its entirety the building would be upgraded to the benefit of residents.

Waste Management

Policy DM1 of the Core Strategy refers to the need for all new development to have regard to refuse storage and collection.

A communal refuse storage area to serve the development already exists adjacent to the detached garages. The dedicated area is enclosed and ventilated and is capable of accommodating an increased number of receptacles to cater for the uplift in waste generated. The existing access for refuse collection vehicles is to be maintained

Internally, the occupants of each apartment will be responsible for storing their own waste and transferring it to the central bins store ahead of collection

It is understood the building manager is/will be responsible for taking the bins from the store on the day of collection where the development will be serviced from the roadside by the City Council. An arrangement not untypical of most residential environments.

Overall, the principle of the waste management practices are considered acceptable and Environmental Health have confirmed that the uplift in waste can be satisfactorily accommodated. However, a condition is recommended to ensure compliance with the submitted strategy and reinforce the waste management strategy.

Impact upon the Conservation Area

Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 refers to the need for local planning authorities to pay special attention to the desirability of preserving or enhancing the character and appearance of designated areas.

This point is supported by Policy EN3 of the Core Strategy, along with Section 12 of the NPPF, which underline that consideration must be given to the impact of new developments on heritage assets.

Saved Policy DC18.1 of the UDP states further that proposals within conservation areas should seek to preserve and enhance the character of conservation areas by considering the relationship of new structures to neighbouring buildings and spaces, the effect of changes to existing buildings and the desirability of retaining existing features.

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

Whilst primarily the focus for residential dwellinghouses, saved policy DC1 of the UDP is also applicable to this application and refers to criteria to be considered for residential extensions, including flats. Amongst the policy criteria, it states that regard should be had to the general character of the property, the effect upon the amenity of neighbouring occupiers and perhaps most pertinently, the overall appearance of the proposal in the street-scene.

Paragraph 131 within Section 12 of the NPPF in particular 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.

In this case the existing building is of limited architectural value and not reflective of the nearby Victorian and period developments which largely comprise of masonry construction and principally give rise to the designation of the conservation area.

The host building is considered to make a negative or at best, neutral contribution to the Crumpsall Lane Conservation Area.

The proposed elevational changes will significantly enhance the appearance of the existing building and utilises materials which are sympathetic to its context. The proposed changes will ultimately provide an uplift to the appearance of the building, resulting in a positive impact upon the local and wider street-scene and therefore according with the key objectives of local policy and national guidance for development in conservation areas.

It is acknowledged the additional floor will increase the scale of the building and its perception. However, the increased scale will still allow the building to sit comfortably in the street-scene and will be no higher than neighbouring buildings, including the Victorian terrace which adjoins the site to the east. The cumulative changes will add to the local distinctiveness and assimilate easily into the wider context. When compared to the existing appearance of the building, the proposed changes result in significant environmental improvements to the benefit of the character and appearance of the conservation area.

Air Quality

Given the existing residential use of the site, the number and position of the residential units and the modest increase in parking spaces, it is considered that the impact upon air quality would not be significant, particularly given the sustainable location and limited increase in the number of apartments.

Consideration has also been given to the impact during construction and a condition of the approval includes the need to submit and agree a Construction Management

Plan which needs to include mitigation measures to suppress dust during the construction phase.

Affordable Housing

Due to the number of units proposed as part of this application, the proposed development falls below the threshold prescribed by Policy H8 of the Core Strategy which requires consideration to be given to the provision of affordable housing.

Access

The existing building does not include a lift and therefore the proposed apartments will not be fully disabled accessible. The provision of a lift would significantly alter the design and footprint of the building and would involve changes to the internal layout of existing apartments. As such, it not considered a viable proposition on this occasion.

Comments from third parties

Comments have been received about the condition of the existing building in addition to concerns about structural implications of the extension.

Externally, the proposals, as noted offer an opportunity to upgrade the building and it is important the works set out in the application and which are integral to one another are carried in their totality. In isolation the design and appearance of the extension for example would be unacceptable.

Internal defects would not fall under the remit of this application for consideration; however, if the proposal was to be implemented the structural condition of the building would be a matter for assessing under the Building Regulations.

Conclusion

On balance, it is considered that the proposal represents an appropriate and satisfactory form of development which meets key objectives to provide high quality, residential accommodation which contribute to a vibrant and sustainable neighbourhood.

It is felt that given the surrounding environmental context, coupled with the design, scale and appearance of the building, the proposed development enables the development to integrate into its surroundings without any undue harm to the amenity of nearby residents or the character and appearance of the conservation area.

The development contributes and responds effectively with the character, scale, massing and varying height of adjoining buildings. As a consequence, the physicality of the structure coupled with elevational changes are satisfactory, representing an improvement to both the appearance of the host building and the appearance of the street-scene and conservation area.

Car parking would be rationalised and increased on site. On balance and for the reasons set out in the report this is considered to be acceptable.

Finally, it is recognised and acknowledged there are some concerns arising from the proposal and not all can be addressed through this application. Where these do fall within the scope of planning these have been set out and where necessary it is recommended appropriate conditions be imposed.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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) Notwithstanding details submitted, no above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be implemented in accordance with the approved 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.

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

Drawings numbered 001, 002, 005, 006 and 007 stamped as received by the City Council as Local Planning Authority on 23rd October 2017 and revised drawing numbered 008/2 received by the City Council as Local Planning Authority by e-mail dated 9th February 2018.

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.

4) Prior to first occupation of the additional flats hereby approved or within 12 months of work commencing whichever is the sooner, the work approved to the existing building, which includes new cladding and windows as set out on plans numbered 001, 002, 005, 006 and 007 stamped as received by the City Council as Local Planning Authority on 23rd October 2017 shall be carried out and completed in full and thereafter retained.

Reason – In the interests of visual amenity and in order to protect the character of the conservation area, pursuant to saved policy DC18.1 of the Unitary Development Plan for the City of Manchester and policies EN3, DM1 and SP1 of the Manchester Core Strategy.

5) Notwithstanding details submitted, no development shall take place until there has been submitted to and approved in writing by the local planning authority a detailed plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed prior to first occupation of the additional flats hereby approved. The 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.

6) Notwithstanding details submitted, no development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as Local Planning Authority. This should include landscaping around the proposed parking area off Melton Road. The approved scheme shall be implemented not later than 12 months from the date the additional flats hereby approved 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.

7) The submitted waste management strategy as shown on drawing numbered 008/02 received by the City Council as Local Planning Authority by e-mail dated 9th February 2018 shall be fully implemented prior to first occupation of the additional flats hereby approved and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) Before the development hereby approved commences a scheme for acoustically insulating the residential accommodation against noise from Bury Old Road shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved noise insulation scheme shall be completed before any of the additional flat units are occupied.

Reason - To secure a reduction in noise from Bury Old Road and in order to protect future residents from noise nuisance, pursuant to saved policy DC26 of the Unitary Development Plan for the policies SP1, H1 and DM1 of the Core Strategy.

9) 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.

10) The parking areas indicated on drawing numbered 0008/2 received by the City Council as Local Planning Authority via e-mail dated 9th February 2018 shall be fully demarcated and surfaced prior to first occupation of the additional flats hereby approved and shall be available for use by the occupiers of Berkeley Court.

Reason - To ensure sufficient off street parking for the development, pursuant to saved policy DC5 of the Unitary Development Plan for the City of Manchester and policies DM1, T2 and SP1 of the Manchester Core Strategy.

11) The additional flats hereby approved shall not be occupied until space and 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. The approved space and facilities shall then be retained and permanently reserved for bicycle parking for residents of the Berkeley Court.

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 in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

12) 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:

- Display of an emergency contact number;
- 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; and
- Sheeting over of construction vehicles.

The 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 Manchester Core Strategy.

13) The additional flats hereby approved shall not be occupied until there has been submitted to and approved in writing by the local planning authority, a plan indicating the design and material of a vehicular access gate to the car park area off Melton Road. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

Reason - In the interests of visual amenity and security, pursuant to policies DM1, EN3 and SP1 of the Manchester Core Strategy.

14) Prior to first occupation of the additional flats hereby approved, a Management Plan for the operation and management of both car park areas shall be submitted to and approved in writing by the City Council as Local Planning Authority. Details shall include how spaces are to be allocated. The development shall only be occupied in accordance with an agreed Management Plan which shall remain in operation so long as the development is occupied.

Reason - To prevent unauthorised parking and to ensure there is sufficient parking provision for residents of the development, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 117954/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

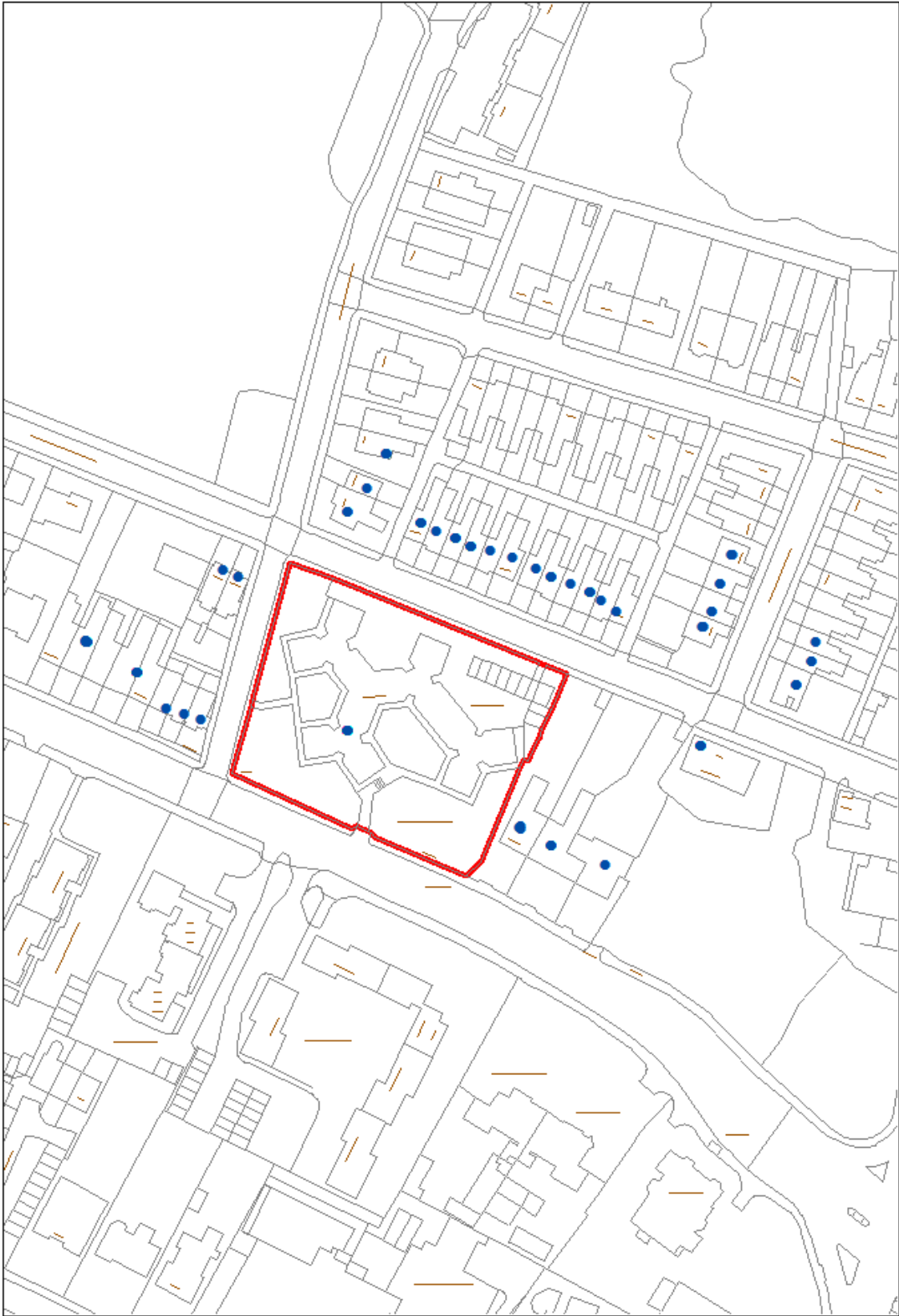
Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit
Salford City Council
Highway Services



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:

Highway Services
Environmental Health
Greater Manchester Ecology Unit
Salford City Council
22 Catherine Road, Crumpsall, Manchester, M84HA
32 Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 2, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ

Relevant Contact Officer : Steven McCoombe
Telephone number : 0161 234 4607
Email : s.mccoombe@manchester.gov.uk



 Application site boundary  Neighbour notification
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