

Application Number	Date of Appln	Committee Date	Ward
119472/FO/2018	22nd Mar 2018	31 st May 2018	Levenshulme Ward

Proposal Erection of a two storey extension, to existing apartment block, to form an additional 4no. two bedroom apartments, including alterations to the window openings of the existing apartments and alterations to the associated car parking and external gardens.

Location Land To The Rear Of 32-37 And 38-43 Haniwells, Nall Street, Manchester, M19 2GY

Applicant Mr Hani Al-salih , Haniwells Property Management, 980 Stockport Road, Manchester, M19 3NM,

Agent Mr DK Seddon, Howard & Seddon ARIBA, 64 Washway Road, Sale, M33 7RE

Description

This planning application relates to an area of landscaping and car parking situated in the north-west section of purpose built apartment development comprising of a total of 68 units, which are arranged in 3 detached blocks arranged around a 'T-shaped' internal service road. The existing flats were granted planning permission on 23 September 1998.

The site is accessed at the junction of Henderson Street and Nall Street, which provides direct access on to Stockport Road (A6) and Levenshulme District Centre. Semi-detached 2-storey housing is located to the north of the site with 2-storey terraced housing the east. An elevated section of operational railways line runs adjacent to the western boundary. Hani Wells Business Park is located to the south of the site.

The existing apartment blocks are predominantly 3-storey, with 2-storey elements related to units formed above underpasses to shared car parking courtyards to the northern and southern blocks. Further car parking, grassed areas and amenity space is located at the north-west of the site; where cycle and bin storage is also currently undertaken. The development also presents 2-storeys to Henderson Street.

The existing development has been constructed in red/orange brick and orange pantile clay roof tiles. Bands of light buff banding would be positioned above ground floor level as it intersects with the first floor. Articulation in the elevational composition has been formed through ground to eaves level recesses and the incidental lowering of roof heights above underpasses. The roofscape would incorporate a main pitch forming partial gable elevation with a lower lean-to section of roof to be formed beneath it facing towards the northern boundary. Hipped pitched roofs would be formed above the communal entrances to the existing blocks.

The boundaries to the north of the site comprise of various forms of timber panel fencing. An elevated embankment and mature trees are located to the west of the

site. The site street boundaries to the east comprise of the brick walls and railings with sliding gates (maintained in and open position) to the shared access.

The proposed extension would project from the rear elevation to units 38 and 43 by 16.4 metres and partially cover a section of brick paved courtyard parking and a communal grassed area within the north-west section of the application site. The proposed extension would be linked to the existing building to form an 'L-shaped' configuration. The siting of the proposed extension would maintain a minimum distance of 12.5 metres and 14 metres to the respective northern and western site boundaries. This arrangement would allow the retention of existing trees along the western boundary. Taking account of a single storey rear extension to 17 Eastholme Road a minimum distance of 18.5 metres would be maintained from its nearest point to the closest element of the to the closes part of the rear elevation to the proposed extension.

The proposed extension would be 2-storey with a continuous eaves height of 5 metres. The main section of pitched roof would rise to a height of 8.7 metres and project westwards by 14.4 metres before terminating in a partial gable elevation. The principal (northern) elevation would incorporate a projecting element with a width of 8.7 metres rising from ground level to the eaves: where a two section dormer feature above (incorporating ridge lines at 8.5 metres and 6.8 metres respectively) would be formed. A projecting element would be formed at the intersection of the proposed side (west) and rear (south) elevations: it would have a rearward projection of 1.5 metres and width of 4 metres. This rear element would have a hipped pitched roof with a maximum height of 7metres with eaves at 5.2 metres. The proposed elevational composition would reflect the existing building in terms of window styles and alignment, sill and lintel detailing and stone banding above ground floor level. Arched doorway and window detailing to reflect the existing would be incorporated into the projecting element of the northern elevation to highlight the proposed entrance.

Internally to the proposed extension would comprise of:

- i. 2 x 2 bedroom, 4 person apartments (one ground floor, one first floor);
- ii. 2 x 2 bedroom, 3 person apartments (one ground floor, one first floor).

Each apartment would comprise of: 2-bedrooms, living room, kitchen, bathroom, store room and hallway. Access would be gained through a communal corridor and stairway linked to the main entrance.

Externally, the car parking area would be reconfigured resulting in the realignment of 6 existing spaces and formation of 2 additional spaces adjacent to the northern boundary with 2 further parking spaces to be located adjacent to proposed western elevation of the extension. A four space cycle storage area has also been indicated adjacent to the western elevation.

Elevations of the proposed extension are shown at Fig 1 and the site layout at Fig.2.

Consultations

Local Residents – 2 emails and 1 letter of objection have been received and are summarised below:

- Object to the formation of a refuse bin storage adjacent to the northern boundaries with neighbouring houses. It is considered that the formation of additional flats would increase existing difficulties associated with the poor management of waste, including odours, flies and rodent infestation. There are reported incidence of fly-tipping and the dispersal of waste and litter within the site, which is attributed to unrestricted access to communal areas. It is not considered that the submitted waste management plan address these issues.
- The proposed extension would be disproportionately large and poorly related to its context, including neighbouring houses and the adjacent railway line. It also considered that the height and scale of the development would result in a loss of privacy, overlooking of neighbouring houses and gardens. It would also result in an undue loss of sunlight.
- The proposed development would result in the loss of an open green space, which, if retained and properly managed, could be used by residents. There are a number of children living within the existing development and it is considered that this garden space should be maintained as a play area rather than developed for additional apartments.
- The loss of open space has not been satisfactorily addressed, in terms of its lost value as both an amenity space and wildlife habitat;
- Concern is expressed regarding noise and disturbance associated with the construction of the proposed development. It is considered that construction works would result in excessive dust emissions thereby undermining air quality and the reasonable enjoyment of neighbouring gardens.

Councillor Dzidra Noor – Reports that local residents have previously made representations regarding the poor management of the existing apartment scheme. Despite the intervention of the Neighbourhoods Team this remains an on-going issue. Councillor Noor is concerned that the construction of additional apartments would increase waste within the site and without appropriate management would lead to visual disamenity, odours and potential rodent infestation. It is also considered that existing car parking is insufficient and the formation of additional apartments would lead to additional traffic generation and on-street car parking.

Councillor Basat Sheikh – Is aware of and supports the comments of Councillor Noor. Furthermore, given the previous difficulties associated with the management of the application site, the amenity value of the proposed development is questioned.

Highways Services – The following initial comments were received:

- i. Amendments to secure the laying out of the car parking area to accord with City Council standards;

- ii. It is understood that the existing waste management and servicing arrangements would be retained, which would be acceptable from a highways perspective;
- iii. A 4 space cycle store has been proposed, which is considered to be acceptable;
- iv. Detail is sought from the applicant in relation to any proposed construction or fit out arrangements, where there is an impact on the highway.

Environmental Health – A condition has been requested to ensure that the City Council requirements in relation to land contamination are complied with. The applicant has submitted a revised waste management plan which meets the requirements of Environmental Health and is related to the development by condition. The following comments have been received in respect of the potential noise impact from the adjacent railway line on the proposed development:

- i. The submitted acoustic report recommends a number of mitigation measures to address noise from the adjacent railway line, including glazing and ventilation specifications, which are acceptable with regard to the internal use of the proposed houses;
- ii. The acoustic report also makes reference to the provision of an acoustic fence around amenity areas. Whilst the proposed specification of the proposed acoustic fence would not reduce external noise levels to the usually acceptable criteria [of the British Standard], an appropriate acoustic barrier would certainly provide some mitigation against the noise from the nearby railway line. It is therefore recommended that if planning permission is granted, it should be conditioned to ensure the installation of suitable acoustic fencing that meets the usually required criteria.

Flood Risk Management Team – Should planning permission be granted the condition is requested relating to the submission, approval and implementation of scheme for surface water drainage layout for the site, based on sustainable drainage principles.

City Council Arboricultural Officer – The following comments have been received:

- i. It is considered that the existing trees could be retained to safeguard amenity and as a natural sound and barrier from the railway line to the rear of the development;
- ii. If the trees are to be retained, the developer would need to work in accordance to BS:5837 to ensure the root protection zones are not damaged during construction.

In response, the applicant has confirmed that the trees along the western boundary would be retained.

Greater Manchester Police Design for Security – The following recommendations have been made:

- i. The proposed is built to Secured by Design standards, and that a condition is put in place to ensure accreditation before occupation;

- ii. There should be one entrance into the apartments (north elevation);
- iii. The main communal entrances to the apartments should operate on a audio/video access control system, allowing residents to vet visitors before granting them access in to the building;
- iv. All apartment doors should be certified to BS PAS 24;
- v. Lighting to all parking areas should be in accordance with BS 5489, with an average lux level 20 and a uniformity level of no less than 25%.

In response the applicant has indicated that a condition requiring the incorporation of the comments of Design for Security would be acceptable. The applicant has also amended the proposed layout to secure a single entrance to the building, which meets the requirements of Design for Security.

Greater Manchester Ecology Unit – Request that a pre-commencement condition be included requiring a survey of the area by an appropriate specialist to determine the presence of badgers and informed a construction method statement to ensure that any identified setts are not disturbed. The condition also include arrangements to ensure the long term protection of any badger habitats that the any be identified as part of the survey.

Issues

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

- i. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
- ii. Specific policies in the NPPF indicate development should be restricted.
- iii. 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).
- iv. 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'.
- v. 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.

The NPPF has been related to the proposed development and the following specific paragraphs and policies are considered to be particularly relevant:

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

- i. Chapter 1: Building a strong, competitive economy - By securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future. Chapter 1 has been related to the contribution of the development the supply of housing in the city;
- ii. Chapter 4: Promoting sustainable transport - Outlines Government objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Chapter 4 has been related to the provision car parking arrangements and consideration of measures to reduce reliance on private car usage;
- iii. Chapter 7: Requiring good design - Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces'. Chapter 7 has been related to the quality of the proposed design of the extension and its potential contribution to the built environment;
- iv. Chapter 8: Promoting healthy communities - States that the planning system has an integral role in promoting healthy communities as part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces. Chapter 8 has been related to the quality of the proposed urban design and standard of accommodation, alongside measures to ensure that the development would not unduly impact upon the surrounding residential context;
- v. Chapter 10: Meeting the challenge of climate change, flooding and coastal change - States that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, There is a focus upon supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Chapter 10 is relevant given the identified land conditions, which require appropriate mitigation. It has also been related to the delivery of sustainable design to reduce carbon emissions and measures to ensure satisfactory waste water and drainage management.

- vi. Chapter 11: Conserving and enhancing the natural environment - Is a key consideration and highlights that efforts should be made to increase biodiversity at development sites and safeguard wildlife habitats. It also states that measures should be put in place to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate Core planning principles - Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan making and decision-taking. Chapter 11 has been related to consideration of the need to safeguard protected species.

It is considered that the proposed development has been satisfactorily related to and accords with the NPPF.

Planning Policy Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The NPPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the NPPG:

- i. Design - Good quality design is considered to be an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design;
- ii. Flood Risk Planning and Flood Risk - The proposed development has been assessed to determine if it represents a flood risk;
- iii. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making;
- iv. Land affected by contamination - States that the contaminated land regime under Part 2A of the Environmental Protection Act 1990 provides a risk based approach to the identification and remediation of land where contamination poses an unacceptable risk to human health or the environment.
- v. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location;
- vi. Water supply, wastewater and water quality: Considerations for planning applications - It is stated that this will depend on the proposed development, its location and whether there could be concerns about water supply, water quality or both.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.'

The following City policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The development has been appropriately related to policy SP1 , in relation to the quality of the proposed development, its relationship to the surrounding context and improvement to the supply and mix of tenure in the local area. It would deliver and sustainable development that would be related appropriately to local transport infrastructure and services.

Policy EN1 (Design Principles and Strategic Character Areas) - States that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. It is considered that the proposed development has been appropriately related to the design, appearance and character of the existing development. It would also represent a proportionate development that would related positively to the scale of neighbouring 2-storey housing. On this basis policy EN1 would be accorded with.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - Has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency.

Policy EN 8 (Adaptation to Climate Change) - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Given the magnitude of the proposed development, the provision of an environmental standards statement would not usually be required. However, the proposed development would utilise modern construction techniques and thereby achieve a high standard of environmental sustainable design, which would accord with policy EN4 and EN8.

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Policy EN14 has been related to the assessment of the need for appropriated arrangements for drainage and reduction of flood risk in association with consultation with statutory bodies.

Policy EN15 (Biodiversity and Geological Conservation) - States, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation. Development should wherever possible seek to maintain, enhance or restore existing geology. Policy EN15 has been satisfactorily related to the assessment of the ecological evaluation of the site and the need to safeguard wildlife habitats and the arrangements for landscaping.

Policy EN 16 (Air Quality) - States that the Council will seek to improve the air quality within Manchester. Policy EN16 has been related to the potential impact of additional traffic, which is not considered to be of sufficient magnitude to significantly affect the existing circumstance with any additional impact offset by additional landscaping. Satisfactory measures can also be achieved to managed air quality during the construction period. Accordance with policy EN16 would thereby be achieved.

Policy EN18 (Contaminated Land and Ground Stability) - States that any proposal for development of contaminated land must be accompanied by a health risk assessment. This application has been assessed by the Contaminated Land Section whose recommendations are capable of being related to the development by condition.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements.

Policy H1 (Overall Housing Provision) – Has been related to the contribution of the development to improving the quality of the existing housing stock and achieving a standard of design that safeguard residential amenity and gives privacy to both its residents and neighbours. It is considered that these objectives have been achieved in this case.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. The policy states that the Council will support proposals that, amongst other things:

- i. Improve choice by developing alternatives to the car;
- ii. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- iii. Improve pedestrian routes and the pedestrian environment;
- iv. Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

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, including the regional centre and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities.

Policies T1 and T2 have been related to measures to reduce reliance of private car usage, securing managed levels of car parking, as well as, taking advantage of access to local public transportation links and facilitating walking and cycling as alternatives to private car usage.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development to ensure that development has regard to the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

Policy DM1 points a- h (inclusive) have been related to the assessment of the proposals with regard to its potential impact on residential amenity and the contextual relationship of the new building and its functions on the local built environment.

Saved Unitary Development Plan (Saved UDP) Policies -The following saved Unitary Development Plan policy is also considered to be relevant:

Part 1 policy

Policy E3.3 - This policy is relevant given the views of the site from the adjacent railway line and it is thereby necessary to ensure that the proposed development contributes to the improvement of the appearance of such an important route. This is to be achieved through improvements to the appearance of adjacent premises; encouraging new development of the highest quality and ensuring that landscape schemes are designed to minimise litter problems.

Part 2 policies

Policy DC1 (Residential Extensions) – The following aspects of policy DC1 are relevant to the consideration of the planning application:

Policy DC1.1 - In determining planning applications for extensions to residential properties, the Council will have regard to: the general character of the property; the effect upon the amenity of neighbouring occupiers; the desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs; the overall appearance of the proposal in the street-scene and the effect of the loss of any on-site car parking.

Policy DC1.2 - Extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

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

Policy DC1.6 - For the avoidance of doubt, policies DC1.1 to DC1.4 apply to domestic houses, flats, houses in multiple occupation, nursing homes, rest homes and hotels.

It is considered that the proposed development would secure a proportionate addition to the existing building, which would be appropriately related to the surrounding context and thereby accords with policy DC1.

Policy DC7 (New Housing Development)

Policy DC7.1 The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

Policy DC7.1 has been related to the assessment of the proposed arrangements to ensure appropriate accessibility for people with disabilities.

Policy DC26 Development and noise – States that consideration need to be given to:

- a. The effect of new development proposals which are likely to be generators of noise and
- b. The implications of new development being exposed to existing noise sources which are effectively outside planning control.

The requirements of policy DC26 have been related to the potential for additional noise to be generated by the development. Consideration has also been given to the potential for the proposed development to be affected by nearby noise generating uses (including the adjacent railway line) and the provision of suitable mitigation measures. It is considered that the development is capable of achieving a satisfactory scheme of internal and external noise attenuation and therefore policy DC26 would be accorded with.

Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

The following paragraphs are of particular relevance:

- i. Section 2 Design - Paragraphs 2.3 and 2.7 - Discuss the importance of new development to surrounding neighbourhoods and the character of its streets, in terms of its layout, design, scale, massing and orientation of its buildings to achieve a unified urban form to enliven the neighbourhood and its sustainability. The density of the development has also been assessed to ensure the proposed levels are informed by the characteristics of an area and the specific circumstances of the proposals;

Paragraphs 2.13, 2.14, 2.15 and 2.18 - Discuss the importance of urban design and the contribution of new buildings to the streetscape and the appearance and character of the local environment;

Paragraphs 2.25 and 2.31 - States that proposed street layouts are accessible for people to use with designs having regard to the impact a new development on the local traffic network and on the nature and number of likely movements arising from it;

Paragraph 2.39 - Refers to the Council's intention to protect important wildlife habitats and take full account of the effects of new development on wildlife itself;

Paragraph 2.45 - Has been related the proposals in terms of its provision of a mix of housing within an established neighbourhood and is therefore relevant to the analysis of the character of the area surrounding the application site;

Paragraph 2.57 - States that: 'the size, appearance, location and means of access to waste storage areas should be integrated into the design of developments from the outset'. The provision of satisfactory arrangements for the storage of waste and recyclable material is considered to be particularly important given the intensity of the proposed use. Paragraph 2.57 has also been considered in conjunction with

- i. Section 3 Accessibility - Highlights the importance of ensuring that new development is inclusively designed and accessible to all;
- ii. Section 4 Environmental Standards - Identifies the need to ensure that development is environmental sustainable and designed to reduce carbon emissions. It also identified the need to ensure the provision of appropriate waste management. The need ensure that the impact of the construction of new development on local areas and communities is suitably managed and minimised is also identified in this section of the guide;
- iii. Section 6 Parking Guidelines - Paragraphs 6.2; 6.4, 6.5 and 6.6 provide guidelines for car parking, including the quality, function and appearance of car parking areas, as well as the adequacy and inclusivity of provision. Paragraph 6.4 discusses the circumstances where parking in front of the building line may be appropriate subject to mitigation through landscaping;
- iv. Section 7 Housing Density and Mix - Paragraph 7.4 states that the composition of the residential development has been assessed to determine if the development positively contributes to the range of housing choices and assists the sustainability of these neighbourhoods;
- v. Section 8 Community Safety and Crime Prevention - Relates the importance of creating safe environments through the incorporation of informal surveillance and crime prevention measures as an integral part of new development. Paragraphs 8.5, 8.6 and 8.7 - State that the development should promote community safety and crime prevention and has been related to the security arrangements to be incorporated into the proposed development including it shared spaces and communal areas;
- vi. Section 10 Internal Design Principles and the Provision of Space within Housing - Requires an assessment of the residential units to ensure that the internal design principles and the provision of space within housing are appropriate.

The above considerations have been related to the assessment of the design principles presented as part of the submitted planning application and are considered to be acceptable.

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

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case officers and the applicants (through their appointed representatives) engaged in pre-application discussions to determine the parameters of the height, siting and design of the proposed extensions. Discussion was undertaken following the submission of the planning application to ensure improvements to the design of the extension, related security measures, noise attenuation and the lay-out of car parking. Further discussion was also undertaken regards the operation of the substantive site, including arrangements for waste management, site maintenance and landscaping. On the basis of the above, it is considered that sufficient information has been provided to allow the full assessment of the proposed development.

Principle of the development – The proposed development relates to an existing apartment scheme and, notwithstanding the close proximity of the Hani Wells Business Park, the surrounding area is predominantly residential. The proposed development would contribute positively to the City Council objective of continued housing growth. The proposed development responds to this residential context, in terms of its siting, height and subservience to the existing adjoining building. A clear demarcation has been maintained between the proposed extension and the adjacent railways line. Whilst the development would result in the loss of some of the existing green space within the north-west section of the site, it is considered that a meaningful and usable amenity area would be maintained. The assessment of the proposed development has been related to the substantive operation of the site

thereby securing a mechanism (through conditions) to improve site management arrangements for the overall site to the benefit of residential amenity. The proposals would secure the provision of appropriate levels of car parking with the delivery of new cycle storage and enhancement of existing cycle storage by condition. The quality of the proposed apartments would meet required space standards with the proposed design related to the style and appearance of the existing buildings. On balance, it is considered that the proposed development would respond appropriately to the existing buildings and its surrounding context.

Residential amenity – It is acknowledged that siting to the proposed extension would affect the relationship of the site to housing beyond the northern boundary. However, it is the case that the proposed extension would maintain a minimum distance of 13 metres and 12.5 metres would be maintained between the proposed extension and the single storey elements of 15 and 17 Eastholme Drive respectively and 22 metres to the nearest 2-storey elements. The closest projecting element of the extension would incorporate kitchen windows face towards the splayed space between the nearest the semi-detached houses at 15 and 17 Eastholme Drive, thereby avoiding direct overlooking between habitable room windows, which are screened by approximately 1.8 metre high 'waney' lap fencing. The rear windows of which are substantially screened by existing boundary fencing. On balance, it is considered that the siting of the proposed extension would be satisfactorily related to the northern boundary. The area adjacent to the northern boundary is hard surfaced and used for car parking. It is not considered that the reconfiguration of car parking would affect the relationship to neighbouring housing.

The formation of the proposed extension would necessitate the reconfiguration of existing apartment windows within the western elevation. This would involve the widening of ground, first and second floor windows in the northern elevation to allow the formation of a four section window with a cross bar to match windows in the proposed extension. Existing soldier course lintels and sills would be extended. The enlarged lounge window would replace the existing lounge window within the western elevation at each floor. Existing kitchen windows to flats are currently located in the side wall with an outlook towards the western boundary. These windows would be enclosed by the proposed extension and replaced with mechanical ventilation.

The intersection of the existing eastern elevation and the proposed southern elevation would produce a close relationship between existing lounge windows at the ground and first floor and adjacent bedroom windows in the corresponding floors to the proposed extension. The applicant has attempted to address this issue by reducing the width to the proposed bedroom window to minimise the potential for overlooking.

Concerns relating to site management, including arrangement for the storage and collection of waste are discussed in this report and are considered to be capable of being addressed through conditions. It is considered that the potential impact of the development on residential amenity have been appropriately assessed and on the basis of the submitted and the imposition of a necessary condition. It is that the formation of new and reconfiguration of existing fencing would be related to and existing car parking area and would not significantly affect the existing circumstance

with regard to vehicle movement within close proximity of the site boundary with neighbouring houses.

Site management – Discussions have been undertaken with the applicant's agent, which have sought to respond to the concerns raised by ward councillors and local residents regarding the appearance and maintenance of the external areas of the overall site. The applicant has agreed to a site management condition to be put in place before the occupation of the proposed apartments:

- i. A waste management plan detailing arrangements to ensure that the required number of bins are maintained on site and returned to the respective bin enclosures following collection of waste etc. It should also confirm details of the future management of the bin storage areas;
- ii. The provision of secure cycle enclosures rather than cycle hoops and a covered shelter as part of the proposed development and the refurbishment and retention of existing cycle facilities;
- iii. A comprehensive landscaping scheme;
- iv. A comprehensive scheme relating to the maintenance of external communal areas, including trees and landscaping. It should also ensure that external areas are kept tidy and free from litter.

These conditions would be enforceable as on-going requirements of any planning permission.

Waste management – The applicant has reviewed the proposed waste management arrangements in response to the comments of Environmental Health and has confirmed that existing facilities would be upgraded to accord with City Council guidance. Drawings and revised waste management proforma have been submitted to demonstrate how this would be achieved across the site in two locations serving apartments to the north and south of the substantive site. The proposals would increase the size of the existing 2 allocated storage spaces. The following would be provided:

General waste: 7 x 1100 litre and 1 x 240 litre containers
Pulpable recycling 4 x 100 litre containers
Mixed recycling 4 x 1100 litre containers
Food waste 2 x 1100 litre containers

The bin storage enclosures would incorporate vertical timber boards with the individual bins and containers incorporating lids. The existing arrangements for the collection and storage of waste would be amended to take account of collection requirements. These arrangements have been assessed by Environmental Health and are considered to be acceptable.

A condition has been recommended requiring that the submitted waste management plan (comprising details of the siting and appearance bin storage enclosures with specified capacities), shall be implemented prior to the occupation of the proposed apartments and maintained in situ thereafter. It is the case that the bin storage would be located in a revised configuration adjacent to the northern boundary. However, it is considered that the screening afforded by the bin enclosures and provision of new

bins with lids would respond positively to residents' concerns regarding odours. The site management plan would also incorporate arrangements for the maintenance of bins throughout the substantive site. The layout of the existing site would allow the collection of waste from 2 collection points and these arrangements would remain in place. The site management plan would ensure the returning of bins to the storage areas following collection alongside arrangements for the general tidying of the site. On this basis it is considered that the concerns of residential amenity have been positively responded to.

Residential space standards - The proposed development would deliver a mix of residential units of varying sizes that have been assessed against the Residential Quality Guidance. The proposed development complies with this guidance both in terms of the achieved internal space and the quality and appearance of its elevational design.

Future use of the development - A condition has been included for purposes of clarity and to confirm that the authorised development relates to the formation of 4 apartments for Class C3 occupation. A separate condition has been included to facilitate the appropriate future use and management of the authorised apartments limiting their future occupation to Class C3 (a) not precluding occupation by two unrelated people sharing a property. This condition is also required to avoid the proposed apartments from being used as houses in multiple occupation.

Height, scale and massing – The proposed extension has been limited to 2-storeys (with a maximum height of 8.7 metres) to secure an appropriate magnitude of development and an appropriate relationship to neighbouring housing. The retention of mature trees would further reduce the impact of the height of the proposed on views to and from neighbouring houses to the north of the site and across the site from the adjacent railway line. The inclusion of 2-storey built form would reflect and existing characteristic of the existing building and would secure a necessary degree of subservience to the main building. The composition of the principal northern elevation of the extension has been suitably articulated through its roofscape and formation of a projecting central element thereby relieving its bulk and massing. The termination of the main section of the roof and the formation of an adjoining lean-to element would help to demarcate the space between the extension and the western boundary. On balance, it is considered that the proposal would represent a proportionate addition to the existing building and is considered to be acceptable.

Siting – It is considered that the positioning of the proposed development represents a logical extension to the building, which secures an appropriate relationship to the northern boundary and houses beyond. A minimum distance of 14 metres would be maintained to the western boundary would thereby allow the retention of existing trees and the screening they provide to views from the proposed extension and the adjacent elevated railway line. Within the context of the site and the configuration of the adjoining building it is considered that the siting of the proposed extension would be appropriately sited.

Design – The design of the proposed extension has been related to the composition of the existing roofscape with regard to the formation of main pitched roof with partial gable and component hipped dormers. The use of arched windows and doorways is

another incorporated reflected characteristic of the existing building. Windows style s have also been related to the existing building. A condition has been included to ensure the use of match roof tiles and brickworks, including the contrasting brick banding courses. It is therefore considered that the appearance of the proposed extension would be appropriately related to the character and appearance of the existing building and thereby produce a quality of development that would positively contribute to the residential and visual amenity of the area.

Accessibility – The applicant has indicated that the proposed extension has been designed to meet Part M of the Building Regulations in respect of securing access for people with disabilities. This would include the formation of level doorway thresholds and an accessible WC to the larger ground floor apartment. The proposed stairways would also be accessible to people with ambulant disabilities. It is considered that these arrangements would be appropriate.

Highways issues and car parking – The original development was approved with 100% car parking provision. The proposed development would reconfigure 6 existing spaces and the formation of 4 additional spaces. The proposal would therefore marginally increase overall car parking provision within the substantive site. The applicant has responded to the comments of Highways Services in relation to the layout of car parking to support the proposed apartments. The details of any amendments to the layout of car parking areas to facilitate revised bin storage areas can be satisfactorily addressed through the related condition.

Cycle parking – It is considered that the proposed provision of 4 cycle parking would be proportionate to the proposed number of apartments and would offer future residents alternative to private car usage. A condition has been recommended to ensure the provision of a suitably designed structure for cycle storage to be implemented as part of the development. The recommended site management plan would also secure the reinstatement and maintenance of existing 10 space cycle storage.

Noise – The planning application has been fully assessed with view to the impact of the operational railway line on the amenity of future residents of the extension. Conditions have been recommended in response to Environmental Health comments and to ensure that the development is undertaken in accordance with the submitted measures relating to internal noise attenuation. The applicant has agreed to a separate condition relating to agreement and implementation of external noise attenuation measures including the siting and specification of acoustic fencing. It is also the case that the retention of trees would also aid noise attenuation. With regard to noise during construction, it is the case that some disturbance would be inevitable. However, measures to control excessive construction noise can be controlled via other regulatory authorities.

Air quality –. It is considered that any impact on air quality during construction would be mitigated against through the recommended construction management plan, including dust suppression. The development would encourage car usage through cycle provision and landscaping, which would contribute positively to air quality through reduction in pollution from carbon emissions.

Secured by Design – In response the applicant has indicated that a condition requiring the incorporation of the comments of Design for Security relating the development to the standards of Secured by Design would be acceptable. The applicant has also amended the proposed layout to secure a single entrance to the building, which meets the requirements of Design for Security. On this basis, the development would respond positively to security and provide measures to reduce crime.

Land conditions - A condition has been recommended to address known land contamination issues. The applicant has been made aware of the necessity to apply this condition in order to ensure that satisfactory land remediation is.

Flood Risk – The applicant has confirmed that the recommended sustainable drainage condition would be acceptable.

Landscaping –. It is the case that the green open space relates to the surrounding residential development and is not publicly accessible. Its partial development would not therefore reduce local open space provision. However, it is considered to be necessary to compensate for the loss of some of this green space associated with the implementation of the development and to improve the appearance of the substantive residential scheme. A condition has been recommended to ensure the provision of a comprehensive landscaping scheme and related arrangements for its future maintenance.

Trees – A condition has been recommended requiring the retention of identified trees along the western site boundary with the railway line. A separate condition has been recommended to ensure the implementation of tree protection measures during construction.

Ecology – A condition has been recommended in response to the recommendations of GM Ecology Unit in respect of wildlife habitat protection.

Construction Management – A condition requiring the submission, approval and implementation of a construction management plan has been recommended in the interests of highway safety and residential amenity.

Conclusion -The proposed development offers the opportunity to improve and increase housing choice in Levenshulme. The design of the proposed development would be satisfactorily related to existing buildings and the surrounding context. Measures, secured through conditions, would enable the management of the future occupancy of the proposed housing to secure its potential sustained occupation. It is also considered that the development presents the opportunity to secure improved site management arrangements to address the concerns of neighbouring residents and to safeguard local amenity. The approval of planning permission is therefore recommended in the light of the above and subject to the schedule of related conditions.

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 polices 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

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case officers and the applicants (through their appointed representatives) engaged in pre-application discussions to determine the parameters of the height, siting and design of the proposed extensions. Discussion was undertaken following the submission of the planning application to ensure improvements to the design of the extension, related security measures, noise attenuation and the lay-out of car parking. Further discussion was also undertaken regards the operation of the substantive site, including arrangements for waste management, site maintenance and landscaping. On the basis of the above, it is considered that sufficient information has been provided to allow the full assessment of the proposed development.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Planning application forms received 22 March 2018

Existing site plan 13214/01 Rev B

Proposed site plan 13214/06 Rev D all received 17 May 2018,

Proposed floor plans 13214/07 Rev C 30 April 2018

Proposed elevations 13214/08 Rev B received 30 April 2018

Existing apartment floor plans and elevations 13214/09 Rev A received 22 March 2018

Location plan 13214/10 Rev A

Refuse Storage Proposals 13214/12 Rev B

Design & Access Statement Ref: 13214/D&A Rev A.

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 for the City of Manchester.

3) No above ground construction works relating to the authorised development shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The planning permission hereby granted relates to the formation of 4 apartments (Class C3).

Reason – For the avoidance of doubt and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential units shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1, H11 and DM1 of the Core Strategy for the City of Manchester.

6) Before first occupation of the authorised apartments, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing perceived overlooking of existing living room windows and windows to bedroom 2 of apartments 1 and 3 as shown on drawing referenced 13214/07 Rev C. The

development shall fully implemented in accordance with the approved scheme, which shall be maintained in situ thereafter.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

8) Before the commencement of the authorised development, a comprehensive construction management plan shall be submitted to and approved in writing by the City Council as local planning authority, which shall define and specify:

- a. The undertaking of demolition within an area enclosed by hoardings and fencing identified in an approved site management drawing;
- b. Extracted materials would to be segregated into skips within the site for removal to licensed waste sites;
- c. Defined access and egress routes for demolition and construction traffic, including staff, delivery and construction vehicles, including HGVs;
- d. Methodology for the undertaking of demolition and on-site processes;
- e. Identified measures to control dust and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles / streets are to be cleaned and the sheeting of vehicles entering and leaving the site during the demolition and construction period;
- f. Identified vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- g. Identified measures for the management of on-site construction vehicles and plant machinery in order to reduce emissions;
- h. Measures for securing the site, including on-site security and lighting.

The construction, forming part of the development hereby authorised, shall be implemented in accordance with the agreed construction management plan. If any at any time when the use is operating / being constructed causes any pedestrian or highway safety concerns which in the opinion of the City Council, as LPA, are detrimental to adjoining and nearby residential properties or highway and/or pedestrian safety, within 1 month of a written request, a scheme for the mitigation against the impacts shall be submitted for approval in writing by the City Council, as Local Planning Authority and once approved, such mitigation measures shall be implemented, with a timescale previously agreed in writing with the City Council, as Local Planning Authority, and thereafter maintained during the demolition/ construction phase of the development.

Reason - In the interest of pedestrian and highway safety and residential amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester, policy DC26 of the Saved Unitary Development Plan and guidance contained within the National Planning Policy Framework (Chapters 8, 10 and 11).

9) Prior to the commencement of the development, a surface water drainage layout for the site, based on sustainable drainage principles shall be submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

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

10) The development is to be undertaken in accordance with the submitted waste management scheme comprising: drawing referenced Waste Management Proforma, Refuse Storage Proposals Ref: 13214/12 Rev B and Proposed site plan 13214/06 Rev D all received 17 May 2018. The construction of bin storage enclosures shall be implemented in accordance with the details of drawing Refuse Storage Proposals Ref: 13214/12 Rev B in full to the occupation of the authorised apartments and maintained in situ thereafter.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

11) Before the first occupation of the authorised apartments, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing arrangements for site management: including grounds maintenance of external communal areas, maintenance of relating of authorised bin storage enclosures and arrangements for presenting waste and recycling containers / bins to a designated collection point and their return to the designated bin storage areas. The approved scheme shall be fully implemented upon first occupation of the authorised apartments and remain in place thereafter.

Reason - In the interests of residential amenity pursuant to policies SP1, DM1 and EN19 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

12) Before the occupation of the authorised development shall be fully implemented in accordance the noise attenuation specifications relating the fabric of the authorised extension as set out in documents referenced: Environmental noise Assessment Project No PA146 Ref: LG0811166NR Dated Henderson Street M19 9GY by Peak Acoustics Ltd and drawings referenced 13214/06 Rev C, 13214/07 Rev C and 13214/08 Rev B. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied and retained in situ thereafter.

Reason - To secure a reduction from the railway line running adjacent to the western site boundary in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and saved Unitary Development Plan policy DC26.

13) Before the occupation the authorised apartments, a scheme shall be submitted to and approved in writing by the City Council and local planning authority details the height, length, siting, appearance and specification of acoustic fencing to be located along the northern site boundary. The approve scheme shall be implemented in full prior to the occupation of the authorised apartments and retained and maintained in situ thereafter

Reason - To secure a reduction from the railway line running adjacent to the western site boundary in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and saved Unitary Development Plan policy DC26.

13) If any external lighting relating to the authorised apartment block and / or its car parking area, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

14) Before the occupation of the authorised apartments hereby approved, car parking areas and service road shown and all hard surfaced external areas as shown on drawing Proposed site plan Ref: 13214/06 Rev C shall be demarcated, surfaced and made available for use. The car parking area and access road shall be maintained in situ prior to the occupation of the authorised apartments and remain in situ thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

15) Before the occupation of the authorised apartments, a scheme shall be submitted to and approved in writing by the City Council, as local planning authority, detailing the specification of tree, shrub and other planting (including the provision of native species to aid bio-diversity) and details of materials to be used in the formation of hard surfaced external areas. The scheme shall also include details of future maintenance following the implementation of the approved details. The approved planting shall be undertaken in the first full planting season following the occupation of the authorised apartments. The implemented scheme shall be maintained in accordance with hard and soft landscaping management arrangements, which shall remain in place thereafter. 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 for the City of Manchester.

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

- a. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
- b. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- c. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with a scheme to be submitted to and approved in

writing by the City Council as local planning authority prior to the commencement of construction works. The details of the approved plans and particulars shall be implemented in full 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 for the City of Manchester.

17) Before the commencement of the authorised development, a scheme shall be submitted to and approve in writing by the City Council as local planning authority, relating to measures to protect badgers in the locality during the construction period. The scheme shall be based on a survey of the likely presence of badgers and their presence in the location and shall include measures to safeguard their long terms protection, which shall be implemented prior to the occupation of the authorised development and maintained in situ thereafter.

Reason - To ensure appropriate safeguards for a protected species pursuant to policies SP1 and EN15 of the Core Strategy for the City of Manchester.

18) Before the occupation of the authorised development, the cycle storage enclosure as detailed in approved drawings referenced: Proposed site plan 13214/06 Rev D all received 17 May 2018 and Cycle shed proposals 13214/11 Rev A shall be implemented in full and maintained in situ thereafter.

Reason – In the interests of residential amenity and to promote sustainable transportation options pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester.

19) Before the occupation of the authorised development a scheme shall be submitted to and approve in writing by the City Council as local planning authority, detailing measures to ensure doors, windows, locks and external lighting meets Secured By Design standards. The development shall be implemented in accordance with the approved scheme, which shall be maintained in situ thereafter.

Reason - In the interests of residential and visual amenity, to reduce the risk of crime and maintain and the character and appearance of the streetscene pursuant to policies SP1, EN1, C1, C2 and DM1 Core Strategy for the City of Manchester.

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: 119472/FO/2018 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.

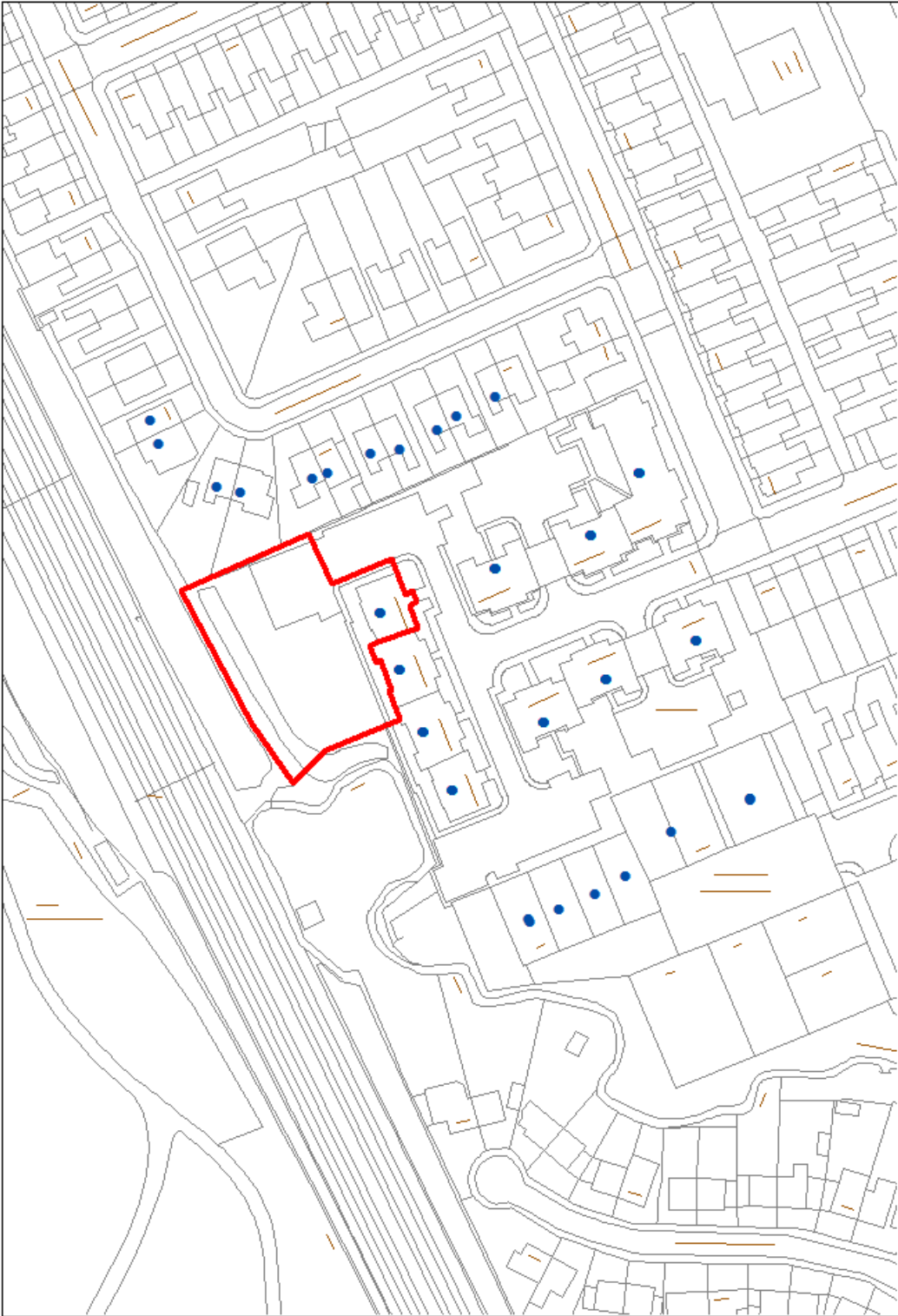
The following residents, businesses and other third parties in the area were consulted/notified on the application:


Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Greater Manchester Police
United Utilities Water PLC
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)

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

Representations were received from the following third parties:

Relevant Contact Officer : Carl Glennon
Telephone number : 0161 234 4530
Email : c.glennon@manchester.gov.uk



 Application site boundary  Neighbour notification
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