

Application Number	Date of Appln	Committee Date	Ward
116582/FO/2017	12th Jun 2017	31st May 2018	Rusholme Ward

Proposal Erection of two detached residential blocks of 4 and 3 storeys forming a total of 28 apartments (27 x two bedroom and 1 x three bedroom) with car parking (28 in basement and 2 at surface level), cycle parking, communal gardens and landscaping, new access arrangements boundary treatments, waste management areas and site security offices following demolition of the existing building

Location 14-16 Birch Lane, Manchester, M13 0NN

Applicant Mr Yin Wan Li , 14 Birch Lane, Longsight, Manchester, M13 0NN,

Agent Mr Christopher Rodgers, Christopher Rodgers And Associates Ltd, Suite A9 Allied Business Park, Potter Place, Skelmersdale

Description

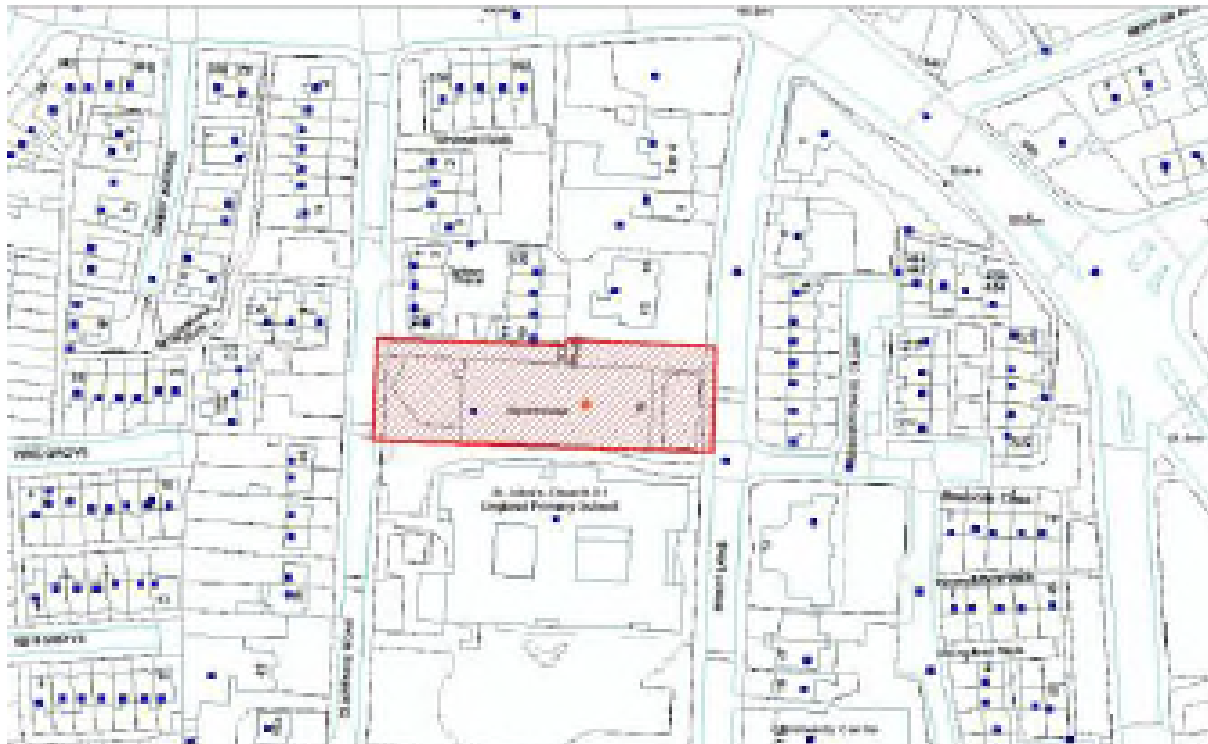
The application site is comprised of a rectangular piece of land measuring approximately 2,214 sqm with the address of 14-16 Birch Lane, Longsight. The application site has street frontages to both Birch Lane to the front and Clarence Road to the rear. The site currently includes an industrial building, which occupies the majority of the application site. The main frontage of this building is presented to Birch Lane, where the two storey element is located set back from the street to correspond with the building line of the adjacent building at 10 - 12 Birch Lane. The rear section of the site is then comprised of a substantial single storey extension that extends across a large area of the site, with further outbuildings and servicing areas presented to Clarence Road. The existing site is currently being used in connection with food manufacturing.

The site is situated between St John's Church of England Primary School to the south and residential properties to the north. The school buildings are wholly single storey and occupy a large proportion of the site. There is an existing vehicular access route along the boundary with the application site leading from Birch Lane to a car park onto Clarence Road. The remainder of the site is then comprised of outdoor play areas for the school located to the south of the site away from the application site, and fronting onto Clarence Road.

To the north of the application site are residential properties including the 2 storey mews houses at Tatton Place located off Clarence Place, and the substantial Maxwell House building at 10-12 Birch Lane that has been converted to self-contained apartments. This is a 2 ½ storey red brick building with car parking to the front onto Birch Lane and a garden area to the rear. The application site is separated from these flats and houses to the north of the site by an access road, which provides full pedestrian access linking Birch Lane and Clarence Road. Limited vehicular access is provided from Clarence Road to Tatton Place with access restricted by bollards.

Birch Lane runs along the eastern boundary of the application site and Clarence Road forms the boundary to the west. There are also existing residential properties on the opposite sides of Birch Lane and Clarence Road to the application site. Notwithstanding a small number of incidental commercial uses, the surrounding area predominantly comprises of residential uses, i.e., flats and houses.

The application site can be seen on the location plan below:



Proposed Development

The proposed development involves the demolition of the existing buildings and clearance of the site to allow the formation of 2 residential blocks, offset from the north and south boundaries and separated by a centrally positioned amenity space.

During the life of the planning application, the design of the residential blocks and the number of apartments proposed has been amended and the development now comprises of the following. The two blocks consist of Block A which fronts onto Birch Lane and is 3 ½ storeys in height and Block B which fronts onto Clarence Road and is 2 ½ storeys in height.

There are 28 apartments in total with 27 no. 2 bedroom apartments and 1 no. 3 bedroom apartment with 30 car parking spaces being provided. This includes 28 parking spaces (including two disabled spaces) located within the central secure basement car park, which is accessed from a vehicular access ramp off Birch Lane. The car park would extend beneath both the proposed blocks with access from the basement area to the respective residential accommodation above would be provided by a lift in each block. There are also a further two disabled visitor spaces located to the front of the building onto Birch Lane. There are two secure cycle stores within the basement car park providing 28 spaces.

In addition to the above, Block B contains a security office on the ground floor overlooking the garden area for added security and Block A contains a management office also on the ground floor overlooking the garden area.

The central area of the site is then given over to a large communal and private outdoor amenity garden for the occupants of the development. The development includes a comprehensive landscaping scheme and good quality boundary treatments around the entire site.

Consultations & Notification Responses

Local Residents

One email was received in response to the original application that neither fully supports nor object to the proposals. The redevelopment of the application site is welcomed, but it is considered that the quality of the elevational design and layout could have been given greater consideration and more appropriately related to the surrounding context.

However, following the necessary re-consultation completed in respect of the revised development, 16 emails of objection have been received including a 11 signature petition. The objections raised are summarised below:

- Clarence Road is already a busy road, as a lot of commuters use it as a short cut. The primary school, 2 garages and a church makes the road even busier on this so called residential street. It is already difficult to find parking space during rush hours. It is considered that the new apartments will make it even busier. The street is already at bursting point in regards to traffic. Neighbours have had experience of cars being hit and drivers never stopping, resulting in residents having to pay for repairs. Also because of the high volume of cars parked, it is difficult to access driveways, due to people parking over them and also struggling for enough room to swing in. It is understood that the flats have parking facilities, but the two beds can have more than one person owning a car, and their visitors will need parking too.
- The noise and pollution is already enough that we may have to endure any more.
- It will not be safe for the children who attend the school, as the building will overlook the school. The increase in the flow of traffic directly next door to the school will be a potential hazard for school children. Children often have to cross between cars, and parents park unsafely on the zigzag yellows.
- Having a 4 storey and 3 storey building next to the school will be visually overbearing, totally out of keeping with neighbouring properties and the school.
- The construction work will affect children's studies especially year 5 sitting their SATS exams next year. The dust will not help the children. It is just silly to undertake such a project next to a school. It will have a detrimental effect

academically. It will also cause noise, pollution and dust at all times of the day and night.

- The flats will be overlooking the school and houses causing loss of privacy and overshadowing/loss of light. This clearly shows a lack of consideration for those whose properties have had the benefit of privacy and daylight for over fifty years.
- The building would block a lot of sunlight, as the sun rises from that side. It would affect privacy, as the new occupants would be able to look directly into private gardens and monitor when existing residents leave the house. This would make existing occupants very uncomfortable.
- Family member with mental health issues already struggles with the busy road, due to sensitivity to noise and public interaction. It is often difficult to drop off in front of the house on Clarence Road, as there's usually no space and he's unable to walk to the house unsupervised. The proposed development will the situation worse in relation to traffic, parking, loss of sunlight, and loss of privacy within the bedrooms and the garden.
- Surely it is not acceptable to live on top of each other, as it is unhealthy and also not environmentally friendly.
- Main points this new proposal is inappropriate; overlooking with previously private areas now being overlooked; overshadowing with the height of development causing unreasonable overshadowing; disturbance with an unacceptable intrusion in the form of noise nuisance, and general disturbance; overbearing with an oppressive impact on surrounding areas/houses/school; out of character with the 3 storey and 4 storey building appearing out of character with its surroundings; and road safety with the development leading to a significant impact upon road safety.

St John's Church of England Primary School

It was confirmed that a meeting was held between the Developers Consultants, St Johns Primary School's Headteacher and the Chair of Governors in April 2016. In response to the development proposals now submitted, it was acknowledged that the latest proposal does try to address some of the issues highlighted during this meeting. It is felt that it is important to ensure that any new development does not impact negatively on the children, and hence feel it important that the concerns highlighted during the meeting are addressed. The concerns raised were in relation to privacy, car parking, appropriate waste management, appropriate boundary treatments, adequate security and issues surrounding construction management and the safety of the school children. It is understood that some of the parents and residents of Clarence Road have submitted an objection to the development, and it is awaited to see how the reasons provided for the objection are addressed.

Afzal Khan MP

Comments made by a constituent were forwarded by Mr Khan MP to the Council and it was requested that they be fully considered as part of this application. The comments made have already been covered in the Local Residents section above. It

was confirmed by email to Mr Khan MP that the comments made were given full consideration in the assessment of the proposed development.

Highway Services

It is proposed that 30 no. on-site parking spaces will be provided for residential use which exceeds a 100% provision, and is acceptable in principle. This provision also incorporates 2 disabled parking spaces and two further visitor spaces. The proposed car park layout is to be accessed from Birch Lane via an existing vehicular access which is to be gated. The new access achieves a visibility splay of 2.4m by 25 metres. In terms of the gated access, the applicant should confirm that the gates are set back a minimum of 6.0m and open inwardly to ensure waiting vehicles do not impact on the adopted highway. Further information was initially required regarding the car park access / egress operation and the ramp gradients proposed within the car park, the introduction of additional double yellow line waiting restrictions to protect the vehicular access into the site at all times (through a S278 agreement), modifications to the vehicular access in terms of access width and potential impacts on the existing set of triple speed cushions located on Birch Lane directly adjacent to the site, car parking space sizes, fast charging electric vehicle points, operation of vehicles associated with ad-hoc resident deliveries / house move events and short term resident pick-up / drop-off, secure cycle parking spaces and that no existing public rights of way are to be impacted as part of the proposed development.

Following the receipt of the comments above the applicant has responded to all of the above points and agreed to enter into S278 agreements where necessary. The car parking spaces are in accordance with the standards outlined by Highway Services and electric charging points have now been provided. There are no public rights of way exist apart from the side road and those rights will remain unaffected by the proposed development. Finally, provision for 28 cycles is located in 2 stores within the underground car parking area.

Highway Services have now accepted the above responses, and confirmed that there are now no objections to the proposed development.

Environmental Health

The following comments have been received:

The additional information related to waste management is acceptable and should related to the development by condition. Further conditions have been requested in relation to the following: acoustic insulation scheme for the proposed residential accommodation against noise from nearby busy roads and schools, the acoustic insulation of any externally mounted ancillary plant, and contaminated land. Environmental Health have previously reviewed (for application 112401) the submitted Phase I Environmental Desk Study prepared by Earth Environmental & Geotechnical Ltd, Report No. A1438/16, dated June 2016, and can advise that the general recommendations for a site investigation and measures for addressing potential asbestos are acceptable. Sampling proposals should be submitted in accordance with the above condition.

Flood Risk Management Team (FRMT)

Following the submission of a flood risk assessment, the FRMT have requested conditions relating to the submission of a fully detailed surface water drainage scheme and details of the implementation, maintenance and management of the sustainable drainage scheme.

Greater Manchester Ecology Unit

The following comments have been received:

- i. Bats - The building was assessed by a suitably qualified bat worker. No evidence of bats was found and the building assessed as low risk. The assessment was agreed for the previous application. However for the previous application it was felt that more than one emergence survey was required, giving the applicant the benefit of the doubt and recommended an informative. As the assessment is now over a year old, it is recommended that an emergence survey be carried out in order to provide a more up to date assessment of the site. Prior to demolition, it is requested that the findings of at least one emergence survey are provided by a suitably experienced bat surveyor.
- ii. Nesting Birds - There are a number of mature trees on the site (though the bat assessment indicates that they may have now been felled). These will provide potential bird nesting habitat as does the building. A condition is requested that states that no works to trees or shrubs shall occur or demolition commence between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist.
- iii. Contributing to and Enhancing the Natural Environment - Section 109 NPPF states that the planning system should contribute to and enhance the natural and local environment. There are/were a number of mature trees on the site, features of ecological value. The proposed site layout indicated that the majority of these would be retained and also indicates new trees along the boundary. Subject to the detail, GMEU are happy that no net loss of biodiversity will occur as a result of the development. A condition is requested that requests the submission of a landscape plan that includes elements to mitigate for any loss of trees shrubs and bird nesting habitat.

GMP Design for Security

Support for this application is dependent on the recommendations made within the Crime Impact Statement being incorporated into the proposed development. It should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (19/05/2016 - URN: 2016/0169/CIS/01) and a planning condition should be added to reflect the physical security specification listed within section 4 of the appendices within the submitted Crime Impact Statement.

United Utilities

The following conditions have been requested:

- i. Foul and surface water shall be drained on separate systems.

- ii. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. In the event of surface water draining to the combined public sewer, the pass forward flow rate to the public sewer must be restricted to 9 l/s.

Policy Context

Local Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

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) and 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 as directed by the National Planning Policy Framework (NPPF).

The NPPF requires applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester's Local Development Framework: Core Strategy

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposed development is considered to be in accordance with policy SP1 in that a good quality residential development will be provided that contributes towards meeting housing growth in the City and the creation of a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents along with protecting the ongoing regeneration of this area.

Policy EC2 'Existing Employment Space' states that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that the existing use is un-viable, the existing use is incompatible with adjacent uses; the existing use is unsuitable for employment having had regard to the Manchester - Salford - Trafford SFRA; or the proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

It has been confirmed through the application submission that the existing business use no longer requires all the space available at the site. The building is in a poor state and is not suitable for the existing business and therefore, it will be relocated to a more suitable site. The location of the application site amongst residential properties and adjacent to a school, actually suggests that a residential development would be more suitable here than an employment site. Therefore, on balance, the proposals are considered to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy EN1 'Design Principles' - The proposal's considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of the area. The proposed development is considered to be a good quality scheme in terms of its design and appearance and will enhance the regeneration of the area.

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies. Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 - EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands. The Design and Access Statement submitted with the application outlines the measures taken to address sustainability ratings. The building fabric is considered to be high quality and will allow energy costs to remain low.

Policy EN8 has been related to the proposed sustainable design of the proposed apartments and arrangements to secure appropriate drainage management.

Policy EN 9 'Green Infrastructure' states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The application has been submitted with a comprehensive landscaping scheme that will include a significant improvement over the existing industrial use, where built form covers the majority of the site.

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). Consideration has been given to the surface water run off from the site and a scheme will be agreed which minimises the impact from surface water run off.

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. Policy EN15 has been related to the assessment of the ecological evaluation of the site and the details of the submitted bat survey. It has also been related to arrangements for landscaping.

Policy EN16 'Air Quality' states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. The application has addressed the requirements of Policy EN16 through the submission of an air quality assessment, which details the impact of the construction of the development and the development operations itself.

Policy EN18 'Contaminated Land' 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 waste will be minimised and recycled on site and the sustainable waste management needs of the end user will be met. The applicant has a clear waste management strategy for the site which will ensure that the proposed commercial premises and residents adhered to recycling principles.

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, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised.

Policy H1 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 site 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.

Policy H 5 'Central Manchester' goes on to state that Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% 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 Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

In accordance with Policies H1 and H5 above, the development will form a high density residential scheme within an area that is expected to accommodate some housing growth. Consideration has been given to the design, siting and scale of the building along with prioritising the re-use of a previously developed site. In addition, the proposal will also provide accommodation which will be attractive to a mix of residents with the provision of 2 and 3 bedroom apartments which are generous in size, with a good amount of outdoor amenity space being provided within the central garden area. This provision of apartments will broaden the range of property types in this area, which will be attractive to families.

Policy H8 'Affordable Housing' sets out the following requirements for affordable housing or an equivalent financial contribution, as set out in Providing for Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. The development will not provide provision for affordable housing and will provide private accommodation for sale, as part of diversifying the area and offering housing choice. The matter of the delivery of affordable housing will be covered in detail later in the report.

Policy H11 'Houses in Multiple Occupation' states that change of use from a C3 dwelling house to a C4 HMO will not be permitted where there is a high concentration of residential properties within a short distance of the application site. Although the proposed development comprises apartments, this policy is relevant as conversion to HMO's once completed would not be acceptable in this location. This is discussed further in the report.

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.

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.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking. The proposals also meet the City Councils space standards. Policy DM1 has 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.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

Saved Unitary Development Plan (Saved UDP) Policies

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

Policy DC7 'New Housing Development' states that 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 has been related to the assessment of accessibility for people with disabilities. The proposal meets City Council spaces standards and will be accessible for all residents of Manchester.

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

The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

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. It states that although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations. Furthermore corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area.

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; developments should have recognisable uses or internal arrangements which help to foster stewardship, minimise the risk and fear of crime, and accommodate the public without compromising amenity and the safety of users and the provision of safe and secure car parking arrangements.
- 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.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. 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. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

Providing for Housing Choice Supplementary Planning Document (SPD) and Planning Guidance (adopted 2nd September 2008)

This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision, The City Council is committed to establishing a strategy for affordable housing provision in Manchester. It is important that everyone living in Manchester has the opportunity of a decent, affordable and accessible home and that the range of available housing both supports the City's economic growth and develops and sustains neighbourhoods, attracting families and workers.

It states that as the City's economic growth continues to accelerate the City needs to diversify its housing offer through a new policy framework to support economic success, inclusion, social and environmental improvements and the outcomes of the Community Strategy. In this context, the Council needs to ensure better opportunities are available for lower paid and lower skilled residents to access housing and share in the predicted growth. Achieving this requires a new, more sophisticated strategic approach to the City's housing strategy. It further states that the Council needs to lead on improving the quality, quantity and balance of housing supply in the City. The City Council's Affordable Housing Strategy is an important tool to secure the provision of a range of new housing suitable for existing and future residents, with an emphasis on mechanisms to enable access to home ownership.

The document highlights the need to ensure the development of homes and places to attract and retain workers at all levels in the new economy through their housing

life cycles. It promotes pathways into owner occupation by providing new financial products, skills and employment training to retain and attract working households in the city. It also seeks to make the best use of existing affordable housing in the social sector, by more efficient management and by promoting social mobility. Through the better and more integrated use of existing private housing, especially the private rented sector, improvements can be made to its quality and accessibility thereby delivering social mobility and meeting residents' aspirations. By utilising opportunities available through the planning system to assist in the provision of affordable housing the delivery of balanced and sustainable communities can be secured.

The Housing Choice SPD has been referred to in the assessment of applicant's submitted statement in relation to viability and provision affordable housing as part of the proposed development.

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;
- ii. Chapter 2: Ensuring the vitality of town centres - Identifies retail, leisure and office development as uses that should be encouraged within town (or district) centres. In this case a site has come forward that presents the opportunity for the introduction of a use that would be potentially compatible with Levenshulme District Centre and would contribute to its future viability and vitality. Chapter 2 is relevant due to the proximity of the application site to Levenshulme District Centre and the provision of services and activities that would positively contribute to its future viability and vitality;
 - iii. 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;
 - iv. Chapter 7: Requiring good design - Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces'. Chapter 7 has been related to the quality of the proposed design of the building and its potential contribution to the built environment;
 - v. 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;
 - vi. 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 7 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;
 - vii. 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 the sites capability to support bat habitats and any mitigation measures that may be required to safe guard them. It has also been related to measures to address land contamination and other pollution management;

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.
- Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:
 - engineering: reducing the noise generated at source and/or containing the noise generated;
 - layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
 - using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;

- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.
- *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

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation); Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

The core principles and policy guidance contained within the National Planning Policy Framework and National Planning Policy Guidance have been directly related to the assessment of the potential impact of the development on residential amenity. Particular consideration has been given to the benefits of remediating a site affected by land contaminated leading to its redevelopment to secure a residential use that would contribute positively to the supply and diversity of local housing supply, local regeneration and the formation of sustainable communities.

Legislative context requirements

In addition to the above, the following are relevant to the consideration of this application.

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

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

Issues

Publicity

The proposal, by virtue of the size of the site, the number of residential units created, has been classified as a small scale major dwellings development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. The proposed development is not of a type listed in Schedule 1. The EIA Regulations state that the proposed development may be considered to be Schedule 2 development under Category 10, 'Infrastructure Projects', of the EIA Regulations. Sub-section (b) relates to 'Urban development projects', where the area of development exceeds 5 hectares. The Site is 0.24 ha and does not exceed the 5 hectare threshold set out in Schedule 2 10 (b) of the EIA Regulations.

The nature of the proposal falls within "Urban Development Projects", however, falls below the threshold in terms of site area (1 ha) and units size (150 units). Given the nature and scale of the proposed development for residential purposes, it is considered that the proposed development and the cumulative impacts in the immediate area would not warrant the completion of a full EIA.

Principle of the development

This is a challenging site given its configuration and constraints to past industrial use. The proposed development offers the opportunity to improve and increase housing choice in Longsight and remove issues associated with the sites existing condition. The design of the proposed development would satisfactorily safeguard the amenities of both existing and future residents, whilst also presenting a positive visual improvement.

The existing use is for the production of tofu from raw soya beans, with the application site comprising office space and car parking off Birch Lane and delivery and storage facilities off Clarence Road. The application has confirmed that the manufacturing process can be accommodated in a smaller premises and the existing site exceeds current needs. The applicant has indicated an intention to relocate the existing business use.

The external areas of the site, viewed from Clarence Road are somewhat unsightly and make little contribution to the streetscene. With the decline of the condition of the buildings, it is considered that the existing buildings are no longer fit for purpose. It is also an anomaly that these buildings are still in operation in this location given that, with the exception of neighbouring offices, this area is characterised by

predominantly residential properties. Furthermore, it is considered that there are positive benefits in securing the cessation of an industrial use in such close proximity to a school and its replacement with high quality housing.

The applicant proposes to maintain the manufacturing business at a more appropriate scale and location. Given the positive benefits of the proposed residential development, in terms of its urban design, appropriate contextual relationships and contribution to housing provision, it is considered that the continuation of an industrial use would not be advantageous to residential amenity. It is also considered that the regeneration benefits of the development would outweigh the loss of the site as an employment location

On this basis, the justification for the demolition of the building and the cessation of the existing use is justified and the requirements of Core Strategy Policy EC2 have been met.

Measures, secured through conditions, would enable the management of the future occupancy of the proposed apartments on a sustainable basis. The regeneration benefits to be attained through the implementation of the development and the environmental benefits of related land remediation are clearly set out later in this report. It is considered that the development would achieve positive urban design responses that relates to its context and surrounding streetscene, with appropriate arrangements for access and car parking.

Whilst the principle of the development is consistent with planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any undue harm will arise as a consequence of the development.

Environmental Impact of Demolition and Construction Management

The application site includes buildings of varying states of dilapidation. Given the condition of these buildings and their varying heights, internal configuration and composition, it is not considered that retention and residential conversion would be a practical or viable development option.

The applicant has acknowledged that tight development constraints of the application site and its proximity to a school and light controlled junction within a submitted a demolition and construction management plan (DCMP). The submitted plan sets out the following:

- i. Public Safety, amenity and site security arrangements;
- ii. Operating hours and noise and vibration controls;
- iii. Air, dust, water and waste management;
- iv. Soil (Sediment) and (Storm-) Water Management
- v. Construction Waste and materials re-use management;
- vi. Construction Traffic Management.
- vii. Specification of Demolition and Construction Works at each Phase of Development

It is considered that the submitted DCMP demonstrates the applicant's commitment to minimising impacts on neighbouring residents and the surrounding highways network during the demolition and construction phases. In order to comprehensively respond to the comments of Highway Services, it is considered that the submitted details should be related to a condition to ensure a reduction in the impact of the demolition and the construction on the area. Therefore, the CMP condition is considered necessary to protect the local residents, the adjacent school and the wider environment from the environmental impacts of the demolition process.

Viability and Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options.

Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives. A further key strand to the consideration of this issue is scheme viability.

A viability assessment has been submitted, which demonstrates that in its current form the development is viable. The assessment identifies that there are abnormal costs associated with the demolition of the existing building and structures, high costs associated with the provision of a large underground car parking area and costs for the necessary contamination mitigation. These are legitimate costs that must be factored into the viability assessment.

The viability appraisal indicates that the development costs are abnormally high and that profit levels are low, which results in the scheme being financially very marginal. This has been confirmed by an independent assessment carried out on behalf of the Local Planning Authority. In this instance, to incorporate affordable housing would significantly impact on viability.

The viability appraisal would also suggest that the scheme as proposed is not viable on a speculative basis and even if it was a direct occupier development (eg by an RP) the level of profit would remain low. Unless sales values can be significantly increased, or site density increased then it would be difficult to support the inclusion of affordable housing, either through the provision of affordable units on site or by a s106 contribution. Given the comments about the viability of the scheme, then if it transpires that the owner / developer of the site is unable to proceed with the current scheme, then any revised scheme that perhaps excludes the underground car parking amongst other changes would need to be subject to a new viability assessment.

In itself, it is considered that the apartment mix would positively contribute to the quality and diversity of residential accommodation in the locality. Following the assessment of the submitted viability statement, it is considered that the development is capable of being delivered with subsequent sustained occupation based on the proposed apartments being presented for sale on the open market. In

light of the above, the proposed development would therefore meet the criteria for exceptionality and comply with Core Strategy policies H1 and H8.

Density, Layout, Scale and Design

The application as originally submitted was assessed and considered to be unacceptable due to the bland overall appearance of the two new blocks, especially as the blocks both had a flat roof with very little architectural interests to the street elevations. Therefore, it was necessary to negotiate a more appropriate scheme for this site.

As stated, the original proposals included the provision of 2 blocks with a flat roof design and very little architectural interest to elevate the buildings within the streetscene. Following detailed discussions with the applicant, amended drawings were submitted for consideration that included the following design changes;

- Flat roof replaced with mansard roof, dormer windows added to the Birch Lane and Clarence Road elevations,
- Entrances enhanced with a new extended porch area and protruding first floor element above with a feature added curtain walling panel to Birch Lane;
- Improved vertical emphasis with tall curtain wall panels and contrasting brick panels in buff brick.

Following the proposed amendments to the scheme, it is now considered that the development appropriately relates to the constraints of the application site, which is considered to have capacity for the proposed number of units. The provision of 28 no. two and three bedroom apartments along with a substantial underground car park and ample outdoor amenity space for the future occupants is considered to be an appropriate form of development for this site. The proposed block buildings are only 2 ½ storeys to Clarence Road and 3 ½ storeys to Birch Road, which is not considered to be substantially tall in comparison to the existing surrounding buildings.

The proposed development will remove a low quality, previously developed site, on this main radial route into the City Centre. The site currently has a negative impact on the visual amenity of the area and, as such, this planning application provides an opportunity to improve the visual quality of this key site.

As part of pre-application discussions, the applicant agreed to pursue a design response that separated the development into two separate blocks with a central amenity space. The development has been assessed with these design parameters in mind.

Therefore, as outlined above, the development now includes the provision of 2 blocks of accommodation, one fronting Birch Lane and one fronting Clarence Street, with a central underground car park for all the residents and a substantial amenity garden area above. The garden area also provides natural ventilation to the carpark below. The proposed blocks are set back from the pavements on Birch Lane and Clarence Road to be in line with the existing buildings along these streets, however they do properly address both Birch Lane and Clarence Road with a pedestrian entrance from the street, a post area and access to a stair and lift.

There are 30 car parking spaces in total with 28 parking spaces (including two disabled spaces) located in the secure basement carpark and a further two disabled visitor spaces located to the front of Block A onto Birch Lane. Vehicular access to the underground ground carpark is from Birch Lane.

It is considered that the applicant has secured a satisfactory set back from street boundaries to Birch Lane and Clarence Road. It is considered that the development has thereby achieved a satisfactory relationship to the wider streetscene, a setting for the positioning of the composite building and the provision of space to facilitate the external servicing of the development. The proposed building would be set back from the northern and southern boundaries to ensure that there would be a clear demarcation between public and private space and to ensure appropriate relationships to the neighbouring school and housing. This approach would improve the security of the building from the adjacent footpath.

Overall the siting and layout of the development maximises the relationship with the surrounding road network and site boundaries. Whilst the proposed buildings will be close to surrounding sensitive receptors, the siting and layout provides a logical arrangement.

The site layout can be seen in the plan below:



The proposed development would be related to the height characteristics and relationships of the existing buildings to neighbouring built form. In so doing, the development reflects the relationship to the neighbouring school and Maxwell House.

It is considered that the height and proportions of the proposed buildings would secure a necessary presence within the streetscene.

The proposal would introduce a similar height and mass to Birch Lane as the existing building to be demolished. However, the new Block A building would remain lower than the existing Maxwell House building on the adjacent site. It is acknowledged that the development would include additional height in the streetscene to Clarence Road through the formation of a new 2 ½ storey building rather than the single storey extension being demolished. However, this additional height has been diminished through the inclusion of a mansard roof design that allows an additional floor of accommodation to be provided, but with a much reduced visual impact.

The comparison between the existing and proposed building heights can be seen below:



Figure 8: Existing streetscape to Birch Lane

Figure 13: Existing streetscape to Clarence Road



Figure 9: Proposed streetscape to Birch Lane



Figure 14: Proposed streetscape to Clarence Road

It is considered that the increase in height across the site would be satisfactorily related to the lower rise of school buildings through the maintenance of spaces between proposed and existing built form. Especially in relation to Block A at the Birch Lane end of the site, the proposed relationship is actually improved over the existing buildings, due to an increased space between the new building and the existing school. As can be seen in the image Figure 14 above, the new Block B is marginally higher than the adjacent houses at Tatton Place, however again the impact of this height is reduced through the mansard roof design.

Furthermore, it is considered that the proportions of the proposed blocks would be relieved through the articulation within the composition of the elevations and the incorporated arrangement of windows and brick coursing details. Therefore, on balance, it is considered the development responds to the established height and proportions of built form in this area.

It is considered that through negotiations with the applicant in relation to the overall design, the design of the proposed development is now considered to be acceptable and adopts many of the key characteristics of the surrounding area.

In relation to the concerns regarding the potential overlooking to the adjacent school buildings and the existing residential properties, further design changes included:

- Habitable windows to the side elevations at first floor level and above were either removed or replaced with oriel windows looking north or south to prevent overlooking,
- Non-habitable windows from first floor level and above to the side elevations would contain obscured glass to prevent overlooking, and
- Rooflights to east and west elevations would also have obscured glazing.

In relation to materials, the principle is to include red brick walls with buff brickwork panels and artstone copings. The windows will be set back within the masonry reveal with buff brick soldier course heads and buff bullnose brick cills which project out from the face. Some panels are in buff brick with contrasting red brick soldier courses and cills. Curtain wall window panels are used to emphasise the verticality of the elevation. Soldier courses, lintels and brick cills will be included in the masonry in a contrasting colour to the main wall. It has also been confirmed that the walls to alleyway below first floor could be coated with anti-graffiti clear coatings to enable easy cleaning.

The proposed design of the development can be seen in the images below:



Block A - Elevation facing Birch Lane



Block B – Elevation facing Clarence Road

It is considered that the proposed design of the building presents a coherent design response that is appropriately related to existing buildings within the vicinity of the site and the streetscene. The building has a simple elevational form that has been influenced by the neighbouring Villas with articulation secured through the arrangement of windows and reveals. The use of a mansard roof is a design characteristic that is found within the existing neighbouring built form. The expanse of brick work would be relieved through the use of feature brick window surround elements and curtain walling.

A condition has been included to ensure that, before the commencement of above ground construction works, 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.

On this basis, it is considered the development would positively contribute the urban form, and the density, layout, scale, and design are consistent with the guidance provided within Core Strategy policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

Proposed Residential Accommodation

The mix of housing has been designed to take into consideration existing and future housing needs in this area of Longsight. The proposals include a mix of residential unit types and sizes including 2 to 3 bedroom apartments. The residential units have been designed with consideration to the space standards outlined in the Manchester Residential Quality Guide.

The proposed development would comprise of apartment types that respond to the configuration of the respective apartment blocks. There are 28 apartments in total with 27 no. 2 beds with a floor area ranging from 69sqm to 82sqm (including 2 accessible) and 1 no. 3 beds comprising minimum floor area of 123sqm. On the basis of the internal spaces provided, the development would either meet and exceed the space standards outlined within the Manchester Residential Quality Guide.

It is considered that the proposed apartments are an appropriate size and provide well-sized, well-designed living, sleeping and storage spaces. The shared amenity and circulation spaces have been designed in order to give a sense of place to the development. All shared lifts, stairs and corridors are generously dimensioned up to the front doors of the well designed, proportioned and decently sized apartments.

On the basis of the above, it is considered that the development would exceed the space standards and provide a quality of occupation that would positively relate to the adopted Residential Quality Guidance. It is considered that the proposed design would respond positively to the constraints of the site. The density of the proposed development has been related to the prevailing character of neighbouring residential development. Within this urban context, it is considered that a satisfactory quality accommodation has been achieved, with appropriate arrangements for waste management, amenity space and car parking.

Residential amenity

It is acknowledged that there are existing residents living within the houses and apartments immediately surrounding the application site, and there would be an increase in the amount of development on certain parts of the site compared to the existing business use. Concerns have been raised from these residents in relation to loss of privacy, an overbearing and overshadowing impact on windows and gardens, and in general on the amenity currently enjoyed by the occupants of these existing buildings.

However, it is considered that the substantive development would be a development of high quality with an appropriate balance of built form and garden / amenity space. The site currently comprises a low quality industrial use with little landscaping, so the redevelopment would improve the visual appearance of the site to the benefit of this neighbourhood and the residents that live there. It is considered that the siting and arrangement of windows would be appropriate, subject to the implementation of the obscured glazing identified on the submitted drawings. The proposed apartments have been related appropriately to neighbouring housing with distances across Tatton Place reflecting the traditional interfaces between housing in the locality.

Habitable windows to the west and east elevations have been eliminated with the use of oriel windows and it is considered that this stepped elevation approach increases the privacy distances to an acceptable level. Non-habitable windows such as kitchen and bathroom windows and secondary bedroom windows have been obscured with etched glass as part of the glazing unit rather than the application of a film, which could be removed by residents in the future. It should be noted that windows to the existing properties are non-habitable stair or bathroom windows and the school is predominantly single storey with non-habitable windows. It is also considered that the boundary fences and landscaping will assist with the retention of privacy.

Noise insulation would be secured through the recommended condition, to ensure mitigation of impacts from nearby residential uses.

Therefore, it is considered that this poor quality site will benefit from these well designed good quality buildings, and that the development will not create a significant adverse and harmful impact on the outlook experienced from the residential property windows. The minor impact on the sunlight received by some properties will be outweighed by the significant improvement to the environment within this immediate area. Therefore, it is considered that the proposals are in accordance with Policy DM1 of the Core Strategy.

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 28 apartments to Class C3 purposes. 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.

Highways Issues and Car Parking

The revised drawings replicate the previously indicated arrangement for car / cycle parking and vehicle access / egress. The proposed car park would accommodate 28 car parking spaces in a basement area, along with 28 cycle storage spaces. Two further accessible parking spaces would be formed in the garden area facing towards Birch Lane, with the vehicular access for the ramp to the underground parking area also being via Birch Lane. These details have been assessed by Highway Services and are considered to be acceptable.

The proposed development would secure an appropriate ratio of car parking spaces to flats with a small provision of visitor car parking. The submitted transport assessment refers the potential provision of a residential travel plan to reduce private car usage, which is discussed below. The applicant has responded appropriately to the comments of Highway Services and on the basis that vehicular access and egress would be taken from Birch Lane.

A condition has been included to address the design of the plant room doors to avoid any obstruction of the accessible car parking space. A condition has been included to exclude the proposed introduction of new bollards on the adjacent footpath as this would affect a right of way, which has not been identified for consideration of the application forms.

Significant concerns have been raised by local residents and parent of children that attend the local school, that the levels of increased traffic and parking from the proposed development would be unacceptable. As outlined above, the proposed development includes the provision of 100% car parking provision and 100% cycle parking provision and therefore, there should be not be unacceptable levels of harm as a result of on-street car parking created on either Birch Lane or Clarence Road as a result of this development. The vehicular access into the site is from Birch Lane and therefore, there will be no impact from increased traffic levels on Clarence Road, which is predominantly where most of the objections relate to.

It is also not considered that the comings and goings associated with a residential use would have a significant detrimental impact on the pedestrian or highway safety of those visiting the adjacent primary school. If parents dropping off and collecting children from the school are parking in an inappropriate and unsafe manner, this is a matter for the school to address and manage rather than the proposed development being considered.

In relation to any off-site highways works, a condition has been included to ensure the appropriate undertaking of off-site highways works. The issue of the management of construction traffic on the area has already been covered earlier in this report.

The applicant has submitted a traffic and transport assessment that discusses the context of the site in relation to local centres and sustainable transport links to the city centre. On this basis, the submitted report states that a residential travel planning would be capable of being successfully implemented in this case thereby reducing future reliance on the use of private car usage. On this basis, a travel residential plan condition has been recommended to respond to the comments of Highway Services.

On balance, it is considered that the development would not adversely affect the local highways networks, the current parking issues in the area or the daily operations of the adjacent primary school, and that the traffic generated by the proposed development is capable of being satisfactorily managed.

Boundary treatment

The applicant has indicated a low wall and railing treatment to the streetscene, a low wall and railing treatment stepping up to a higher low wall and full height railing adjacent to the two blocks and central amenity area to the northern boundary and a 2.4m high close boarded fence to the southern boundary with the primary school.. However, it is considered further information is required in relation to the final detail of proposed boundary treatments around the site and therefore, a condition has therefore been included.

Sustainable Energy Standards

The submitted Design and Access Statement includes a chapter detailing the potential measures that could be incorporated into the development, the design and the implementation of construction to reduce carbon emissions. The following measures have been identified:

- i. Energy efficiency - Heat gains and losses to be limited through enhanced thermal insulation of the building fabric that are considered (by the applicant) to be beyond minimum statutory requirements. Natural ventilation would be achieved to all habitable rooms via openable windows;
- ii. Renewable energy - The orientation of the flat roofscape would allow the potential provision of solar panels in a south-east to south-west orientation supplementing heating and hot water;
- iii. Water management - All hard surfaces to footpath areas and external road surfaces would incorporate sustainable drainage to recover surface water. This would be coupled with the use of rainwater harvesting from the roof could be utilised to reduce fresh water use for flushing toilets and garden watering;
- iv. The landscaped area would introduce small and medium sized trees with heights of 5 to 20 metres at maturity providing habitats for birds and insects.

A condition has been recommended to ensure that these identified measures are incorporated into the implementation of the proposed development at an appropriate phase with related verification arrangements.

Waste Management

The proposed development involves the formation of 2 residential blocks with communal bin stores in each respective block. The development includes provision of segregated waste storage. The applicant has indicated arrangements for the management of bin storage areas, including the provision of water hoses for cleaning purposes. Each of the waste storage arrangements would comprise:

Block A (Birch Lane)

Green waste – 5 litre green waste caddy in each apartment transferred to a communal 80 litre Eurobin
Refuse - 110 litre container in each apartment transferred to a communal 1100 litre and 660 litre Eurobins
Paper - 55 litre container in each apartment transferred to a communal 1100 litre Eurobin
Glass / plastic - 55 litre container in each apartment transferred to communal 1100 litre Eurobin

Block B (Clarence Road)

Green waste – 5 litre green waste caddy in each apartment transferred to a communal 80 litre Eurobin
Refuse - 110 litre container in each apartment transferred to communal 2 x 770 litre Eurobins
Paper - 55 litre container in each apartment transferred to a communal 770 litre Eurobin
Glass / plastic - 55 litre container in each apartment transferred to a communal 770 litre Eurobin
Garden waste – 1 x 240 litre Eurobin

Internal bin storage points are not proposed within the apartment blocks, however the proposed kitchen areas are sufficiently large to accommodate the proposed apartment bins. The bin stores will be ventilated via grilles in the external access doors. Signage will be provided outlining recycling requirements. The bin stores will be cleaned by the management and will include water access and drain down gullies. To assist with the management of refuse collections and ensure security there is refuse and recycling are in separate bin stores. Residents can access from inside each block. The building manager will open and lock the external door to the bin store for collections.

Therefore, a condition has been imposed relating the development to the submitted waste management plan, which shall be implemented and maintained appropriately.

Notwithstanding the above, information has not been provided at this stage in relation to comprehensive site management arrangements to ensure the presentation and return of bins to and from an identified collection point. Therefore, the second part of the condition included requests the submission of these final details to ensure the bins are not left in unsightly locations to the street frontages of the site.

Secured by Design

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring additional activity, overlooking and surveillance to the area at all times of the day and night. The building will active frontages to the streets, providing useful overlooking and natural surveillance over public realm. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Accessibility

The applicant has indicated that the proposed design of the new development will allow level access to the main entrances and amenity areas. This inclusive access would continue through the provision of a through floor lift, circulation corridors and doorways within each block. The lift in Block A would continue into the basement thereby securing access to car parking areas. On this basis, it is considered that the development has secured an appropriate level of accessibility to ensure that the accommodation is available to all.

Air Quality

The applicant has made an assessment of the impact of the proposed development on local air quality and related potential impacts to its construction and operational phases. There will be dust, noise, vibrations and traffic during the construction phases, which could cause disruption to the local community, including disturbance from excavation and demolition of buildings along with the use of plant and machinery. These potential issues are considered to be capable of being managed through a demolition and construction management plan, which is discussed earlier in this report.

In relation to the ongoing use of the development once built, it is also considered that the implementation of the residential travel plan would reduce reliance on private car usage and thereby further safeguard local air quality. The development also includes adequate cycle parking provision for all the apartments and 2 electric vehicle charging points within the underground car park. All of these measures will assist in reducing the impact of the development on current air pollution levels.

Furthermore, Environmental Health has confirmed that the findings of the submitted air quality impact assessment are acceptable. It is not considered that air quality issues would be a constraint to the development subject to good practice dust control measures being implemented during the construction phase. It is not considered that the implemented development would unduly impact upon air quality following the implementation and occupation of the proposed apartments and housing.

Ground Conditions

Initial site investigation work has revealed that there are some complex ground conditions associated with the application site. The ground conditions information submitted with this planning application have been considered by Environmental Health and it was concluded that a detailed risk assessment remediation strategy is required together with conditions relating to understanding the methods for piling or other foundation design in order to ensure that there is no unacceptable impact on ground water.

The implementation of the remediation strategy should be confirmed through a verification report to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Flood Risk

The Flood Risk Management Team (FRMT) has assessed the submitted flood risk assessment and has indicated its requirements for incorporation into the proposed development to secure appropriate drainage within and from the site and reduce the risk of flooding. A separate condition has been recommended to secure the approval of details of the implementation, maintenance and management of sustainable drainage to be incorporated into the development, including verification reports, construction drawings.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the drainage plan forms part of the conditions of the planning approval.

Landscaping and Tree Removal

The site includes low quality self-seeded trees and shrubs, the removal of which as part of the development would not adversely affect the development. There are several existing trees on the site at the Birch Lane end and these will be crown lifted and pruned to improve the trees visual appearance and health.

The applicant has provided a comprehensive and detailed landscaping scheme with measures to ensure its future maintenance. The additional planting will include indigenous species subject to further approval. Therefore, a condition has been included to ensure that the development is implemented pursuant to Core Strategy Policy EN9.

Ecology

The application has been accompanied with a Daytime Bat Survey and a Dusk Survey to assess the ecological value of the site prior to the demolition of the existing buildings. This has been assessed by the Greater Manchester Ecology Unit who have confirmed that no evidence of bat activity was found within the building, however some activity was recorded around the building. The consultants who have completed the report have recommended reasonable avoidance measures during the demolition process that have been agreed by GMEU and are requested for compliance through an appropriately worded condition.

A further condition is also recommended in relation to a landscaping scheme to secure additional tree planting with measures to encourage bat and bird habitats, along with an informative to ensure the removal of trees and shrubs is completed outside the bird nesting season.

The development proposals provide an opportunity for biodiversity enhancements at the application site. The significant improvement to the amenity and green spaces at the site, including semi-mature tree planting, will improvement the level of green infrastructure at the application site and the overall biodiversity of the site in line with policy EN9 of the Core Strategy.

Conclusion

The proposed development offers the opportunity to improve and increase housing choice in Longsight and would secure the appropriate development of a brownfield site. The design of the proposed development would satisfactorily safeguard the amenities of both existing and future residents, whilst also achieving a positive visual improvement to the streetscene.

Arrangements have also been put in place to management future car parking demand. The regeneration benefits to be attained through the implementation of the development and the environmental benefits of related land remediation have been clearly set out in the report. The development would achieve positive urban design responses that relates to its context and surrounding streetscene. These features would secure appropriate replacement buildings. It is considered that the loss of a relatively small scale employment use would be offset by the positive regeneration benefits of the development and the overall supply of housing.

Therefore, on balance and on the basis of all the matters covered above in this report, it is considered that the proposed development would comply with Core Strategy policies SP1, EN1, EN4, EN8, EN9, EN15, EN16, EN18, EN19, H1, H5, H8, H11, T1 and T2, NPPF chapters 1, 4, 7, 8, 10, 11, and 12, the principles of the Guide to Development in Manchester, and Manchester Residential Quality Guidance. 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, which informed the principles of the proposed development, including the configuration of the site layout, the scale parameters of proposed built form and the mix of apartment types. On the basis of the original submission and the provision of supplementary documentation, it is considered that sufficient information was made available for the planning application to be assessed.

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;
Site Plan A50 Rev A;
stamped as received by the Local Planning Authority on the 2nd June 2017

OS Plan 01 Rev A;
Landscape Plan A51 Rev A;
Car Parking Layout A99 Rev F;
Ground Floor Plan A100 Rev B;
Elevations 17172 - EL1
Topographical Survey
Crime Impact Statement
Demolition and Construction Management Plan
Landscape and Maintenance Management report
Phase 1 Environmental Desktop Study
Daytime Bat Survey
Dusk Bat Report
Sustainable Drainage report
Transport Statement
stamped as received by the Local Planning Authority on the 26th February 2018

Design and Access Statement Rev I dated February 2018 by Christopher Rodgers Ltd

First Floor Plan A101 Rev B;
Second Floor Plan A102 Rev B;
Third Floor Plan A 103 Rev C;
Elevations A201 Rev C;
3D Views A202 Rev A;
3D Views A203 Rev A;
Streetviews A 204 Rev A;
Section A300 Rev B;
Privacy Distances A305 Rev A;

stamped as received by the Local Planning Authority on the 16th April 2018

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

3) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved materials thereafter.

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 for the City of Manchester.

4) Before the commencement of above ground construction works, based on the principles shown on the approved drawings, final details of the proposed boundary treatments shall be submitted to and approved in writing by the City Council as local planning authority, detailing the siting, materials and specification of walls/railings and close boarded timber fencing to the perimeter of the boundaries and gates to the vehicular and pedestrian access points to Birch Lane and Clarence Road. The development shall be fully undertaken in accordance with the approved details, which shall be maintained in situ thereafter.

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 for the City of Manchester.

5) The planning permission hereby granted relates to the formation of 28 residential apartments (Class C3a) and ground floor security office and managers office only as shown on the approved drawings.

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.

6) 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.

7) a) The authorised development shall be fully implemented in accordance with the submitted Phase I Geo-Environmental Site Assessment by E3P dated May 2016 (the Preliminary Risk Assessment), which identifies and evaluates all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site and conforms to the 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 and the National Planning Policy Framework (Chapters 8, 10 and 11).

8) The development hereby approved shall be constructed in accordance with the Demolition and Construction Management Plan, stamped as received by the Local Planning Authority on the 26th February 2018.

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) Before the commencement of the development hereby approved, a scheme shall be submitted to and approved in writing by the City Council as local planning authority to demonstrate accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, which shall include:

- i. Verification report providing photographic evidence of construction as per design drawings;
- ii. As built construction drawings if different from design construction drawings;
- iii. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The development shall be undertaken in accordance with any related and agreed construction works, which shall be fully implemented prior to the occupation of the authorised residential units and maintained in situ thereafter.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapter 10).

10) Prior to the commencement of the development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. Foul and surface water shall be drained on separate systems. The development shall then be constructed in accordance with the approved details, within a previously agreed timescale. Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further

consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

11) a) The development is to be undertaken in accordance with the submitted waste management scheme comprising drawing referenced Ground Floor Plan A100 Rev A and Design and Access Statement Rev F April 2017 Paragraph 6.0 Refuse and Recycling page 20-21 by Christopher Rodgers Ltd. The agreed arrangement including the associated bin storage structures shall be implemented in full prior to the first occupation of the authorised apartments and maintained in situ thereafter.

b) Notwithstanding the approved waste management approved under part a) of this condition, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the arrangements for presenting waste and recycling containers / bins to a designated collection point and their return to the designated bin storage areas as part of a residential management plan. The approved scheme shall be fully implemented upon first occupation of the authorised apartments and remain in place 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.

12) Before the development hereby approved commences, a scheme for acoustically insulating the residential accommodation against noise from Birch Lane, Clarence Road and St John's Primary School and nearby industrial or otherwise noise generating uses 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 dwelling units are occupied.

Reason - To secure a reduction in noise from Birch Lane, Clarence Road and St John's Primary School and nearby industrial or otherwise noise generating uses 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.

13) Before the commencement of the development hereby approved, a scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise from any externally mounted ancillary plant, equipment and servicing that may be required as part of the development shall be selected and/or acoustically treated. Any externally mounted equipment installed as part of the authorised development shall be installed in accordance with the specifications of the agreed and subsequently maintained in situ.

Reason - To safeguard residential amenity by minimising the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and saved Unitary Development Plan policy DC26.

14) 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.

15) Before the first occupation of the authorised development, full details and specification of all off-site highways works, including footpath reinstatement to Birch Lane, Clarence Road and adjacent footpath to the north of the planning application site together with a timescale for their implementation shall be submitted to the City Council as local planning authority. The required works shall be fully implemented prior to the first occupation of any part of the development.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework (Chapters 8 and 10).

16) 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 referenced Car Parking Layout A99 Rev A and Ground Floor Plan A100 Rev A shall be demarcated, surface 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.

17) Before first occupation of the development hereby approved, all external apartment bathroom and / or WC windows and those windows indicated on the approved drawings to be treated with obscured glazing, shall be glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

18) The proposed development shall be constructed and operated in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (19 May 2016 - URN: 2016/0169/CIS/01). The development shall only be carried out in accordance with these approved details and occupation or

use shall not commence until the Council as local planning authority has acknowledged, in writing, that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

19) The development shall be undertaken in accordance with a Residential Travel Plan, which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those living or visiting the development;
- ii. A commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv. Measures for the delivery of specified travel plan services;
- v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Residential Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Residential Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester, the Guide to Development in Manchester SPD (2007) and the guidance with the National Planning Policy Framework (Chapter 4).

20) The development hereby approved shall be implemented in full accordance with the measures as set out within the environmental sustainability section of the document referenced Design and Access Statement Rev F April 2017 Paragraph 3.0 Sustainability & Environmental Considerations page 16-17 by Christopher Rodgers Ltd. including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

21) The development hereby approved shall be constructed in accordance with the Day-time Bat Survey dated May 2016 by CES Ecology and the Dusk Bat Survey ref 1271/08-17/MF/LO dated August 2017, before the commencement of demolition works, in relation to the recommendations for reasonable avoidance measures. The development shall be fully implemented with the findings of the agreed bat survey.

Reason - To provide opportunities for new wildlife habitats and ensure the protection of the existing habitats of species that are protected and in order to comply with policies SP1, EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

22) The authorised development shall be implemented in full accordance with the landscaping scheme comprising drawing ref: Landscaping Plan Ref: A51 and the Landscape and Management Scheme dated April 2016 by Christopher Rodgers Ltd. relating to the provision of hard and soft landscaping. The specified planting undertaken in the first full planting season following the occupation of the authorised apartments. The implemented scheme shall be maintained in accordance with 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.

23) Before the occupation of the authorised apartments, a scheme to encourage bio-diversity within the application site shall be submitted to and approved in writing by the City Council as local planning authority, including the provision measures to encourage habitats for native bird and, if appropriate, bat species. The development shall be implemented in accordance with approved scheme prior to the occupation of the authorised apartments and shall be maintained in situ thereafter.

Reason - in the interests of residential development and to encourage bio-diversity pursuant to policies SP1, EN1, EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

24) No removal of or works to any trees or shrubs works to or demolition of buildings or structures that may be used by breeding birds shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared or works start and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted and approved in writing by the local planning authority before undertaking agreed works.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy for the City of Manchester.

25) The planning permission hereby granted does not confer consent for the installation of bollards within the public footpath located adjacent to the northern boundary of the application site and shown on drawing referenced Ground Floor Plan A100 Rev B.

Reason - To safeguard the route of a public footpath and in the interests of residential amenity pursuant to policies SP1 and DM1 for the City of Manchester and saved Unitary Development Plan policy DC22.

26) Before the occupation of the authorised apartments, a drawing detailing the provision of sliding / non-outward opening doors to the plant room adjacent to the accessible car parking space (C01) as shown on drawing referenced Car Park Layout A99 Rev F. The development shall be fully implemented in accordance with the approved details before the occupation of any of the authorised apartments and maintained in situ thereafter.

Reason - To ensure the provision of accessible car parking and in the interests of residential amenity, pursuant to policies SP1, T2 and DM1 of the 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: 116582/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:

Contaminated Land Section
Environmental Health
Highway Services
Greater Manchester Ecology Unit
Greater Manchester Police
United Utilities Water PLC
Highway Services
Environmental Health
Contaminated Land Section
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit
Contaminated Land Section
Environmental Health
Highway Services

Greater Manchester Ecology Unit
Greater Manchester Police
United Utilities Water PLC

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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