Application Number	Date of Appln	Committee Date	Ward
119149/FO/2018	15th Mar 2018	28th Jun 2018	Gorton & Abbey Hey Ward

Proposal Erection of a part three, part four storey extra care facility (comprising 106 apartments and ancillary cafe/restaurant and hair and beauty uses) with associated car parking, landscaping and boundary treatment.

Location Land At Abbey Hey Lane, Manchester

Applicant Mrs Margot Mangelmann , Southway Housing Trust, C/o Agent,

Agent Mr Leon Armstrong, Mosaic Town Planning, 10th Floor, Chancery Place, 50 Brown Street, Manchester, M2 2JG

Description

Introduction

This application was presented to Planning and Highways Committee on 31st May 2018 where Members resolved to defer making a decision in order to allow then to undertake a site visit. Since the last Committee the applicant has also submitted a further landscaping plan which incorporates four additional trees on the Abbey Hey Lane frontage, thereby reducing the spacing between the proposed tree planting in this location from 11m to between 6 and 8m apart.

Background

The Executive on 4th November 2015 considered the matter of Extra Care Retirement Housing Opportunities. The Report provided an update on the proposals to deliver additional Extra Care Retirement Housing which would provide benefits for health and quality of life together with revenue savings to public services.
The Report identified four proposed sites for Extra Care housing development, which had been selected following a Housing Needs Assessment for Older People and consideration of competing needs for sites in the city.

Extra Care Retirement Housing has been identified in "Living Longer, Living Better; Housing for an Age Friendly Manchester" as a key element of the suite of housing options that will meet the future needs and aspirations of older households and assist in the delivery of care services effectively.

Extra Care housing has also been identified in Manchester's Draft Locality Plan as a significant contribution that Housing can make to health and wellbeing delivery and efficiencies, along with a more extensive use of Assistive Living Technology. The Draft Plan was presented to the Health and Wellbeing Board in September 2015.

The report to the Executive summarised the benefits accruing from delivery of this kind of accommodation as significant, including wider housing choice for older

households; increased quality of life and health benefits for older households through better quality, purpose built, modern, energy efficient homes with greater opportunities for social and community participation; flexible and reduced care costs through efficient commissioning and delivery, supporting continued independence; and new homes that will contribute to the numbers of homes needed to support economic growth, and which can release quality family homes.

The report included an assessment of the need for Extra care housing, and identified preferred sites for Extra Care Retirement schemes in neighbourhoods that correspond to the areas of greatest need in the future. The site, the subject of this application is one of those identified in the report.

The immediate outcome from the Housing Needs Assessment coupled with the announcement of funding through the Care and Support Specialised Housing Fund in February 2015 was a bid for funding for a scheme in the then Gorton North ward. The report identified that Gorton had a concentration of older households both now and forecast for the future, and there was no Extra Care housing easily accessible from this area of Manchester. Health colleagues had also identified Gorton as a priority for improving provision. Significant benefit from developing Extra Care Retirement living apartments in this area of East Manchester was recognised. The location for the proposed scheme being on Abbey Hey Lane on the site of the former Bellamy Court tower block and four storey maisonettes.

Description

This application is by Southway Housing Trust to develop an Extra Care support housing facility. This would provide housing with care primarily for older people where occupants have specific tenure rights to occupy self -contained dwellings and where they have agreements to cover the provision of care, support, domestic social, community or other services

The application site measures approximately 1.3 hectares and is bounded by Abbey Hey Lane to the south and east, Abbey Court block of apartments and associated gardens are to the north, and the footpath/cycleway to Fallowfield in a shallow cutting directly to the east (infilled former Stockport Branch canal).

The land currently comprises grass with some mature trees, and some free standing planters on the Abbey Hey Lane frontage, following the demolition of the former properties. The site has not been subject to development since the clearance of the flats.

The proposal would involve the development of a part three, part four storey building extra care facility (comprising 106 apartments). A three storey element would link the two proposed north -south orientated blocks which are proposed. One of the north-south blocks would be three storeys in height, and would be located parallel with Abbey Hey Lane to the east of the site , with the other block being four storeys in height running parallel to the route of the footpath /cycle way to the western boundary. A landscaped garden area is proposed to the set within the courtyard area formed by the proposed location of the building.

The accommodation would comprise 43, one bedroom, and 63 two bedroom apartments. The scheme would also include an ancillary café /restaurant facility, hair and beauty facility, laundry, assisted bathroom facility, activity room and meeting rooms and offices.

Overall parking provision for the development is 69 spaces within the site to the north of the proposed building, with a further 14 spaces also available for use by the local school, and local community, accessed from Abbey Hey Lane opposite Abbey Hey Primary School. Furthermore, 14 electric charging points are proposed within the northern car park.

The scheme also includes the provision of 40 secured cycle spaces, together with a scooter store on the ground floor which can accommodate 9 scooters and has 9 re-charging points. Other small scooter stores are available on each floor of the proposed building.

The existing sub-station within the site would be retained, and accessed independently from Abbey Hey Lane.

Consultations

Local residents and local businesses

21 (emails and letters) representations have been received objecting to the proposed development on the following grounds:-

- The area of Abbey Hey is already extremely busy with the school opposite, the local high school and residents. The land should be kept green or used in relation to the school opposite.
- The proposal would create too much additional traffic in an overcrowded area, near to a school on a bend in Abbey Hey Lane. The conflux of traffic at school times is highly congested, and the proposal will add a great deal of traffic due to the numbers of apartments and visitors. The resident feels the scheme does not address this issue.
- The proposal will lead to on-street parking, blocking of driveways, bus stops etc.
- Part of the site is used for parking for the school at present due to insufficient space within the school site. Local residential streets already suffer from overspill parking from the school. Some further parking provision should be assigned for educational use as part of the development. People already leave cars on Abbey Hey lane and Constable Street. This will make things worse.
- Queries regarding the need for 84 off street parking spaces, when the type of accommodation is for assisted living and the level of disabled spaces being proposed.
- Abbey Hey Lane is used as a racetrack, with car accidents due to blind bends, and cars smashing through garden walls having misjudged the bends. This is an unsuitable location to house elderly and vulnerable people.
- Abbey Hey Lane is supposed to have a 20mph speed limit, but not many drivers comply with the speed restriction.

- Concerns are expressed in regard to the location of the proposed access from Abbey Hey Lane and the location of existing bends. One residents suggest that access would be better from the access to Abbey Court (from Hollybush Street).
- Abbey Hey Lane should be repositioned if this development goes ahead. No consideration has been given to the safety of children at the primary school.
- Guarantees are sought in relation to the maintenance of this development as the area is in constant decline.
- Query the capacity of Abbey Hey Lane to service the school this development and accommodate bus routes
- Properties suffer from vibration caused by traffic hitting a fault in the existing highway, this will make the matters worse.
- Queries in relation to the appropriateness of residents need extra care facilities being accommodated on upper floors. Also that if it is to be for independent living for over 55's why does it need to be 3and 4 storeys in height.
- The scheme will lead to the loss of light to properties on Abbey Hey Lane, and Butterton Drive, the loss of property values, and would lead to privacy concerns.
- The proposal will lead to the loss of open space.
- The site currently has several mature trees which maintain air quality. If these trees are substituted with low grade landscaping, this together with the provision of 106 apartments will impact on local air quality.
- The scheme represents an overdevelopment of the site. The resident queries the proposal of a 3 / 4 storey development and feels that a two storey development would be more appropriate in this location.
- Loss of open space.
- Potential noise and disruption caused by this large development, and being an assisted living facility, there will be a higher incidence of ambulances (with associated sirens) visiting the site.
- This area already has its fair share of extracare housing. Concerns are expressed that the take up of accommodation within the development may be lower than anticipated and then it may be put in use as homeless accommodation. Another resident has raised concerns that no statement of the type of tenant has been submitted and the have had issues with tenants in the high rise apartment.
- As the safety of residential blocks continues, it seems wrong to place vulnerable residents in this type of accommodation.
- Loss of views.
- The mass of the proposed development would extend to the edges of the site boundary along Abbey Hey Lane and be very imposing to residents living on Abbey Hey Lane, Aysgarth Avenue and the local primary school. The site would be more suited to a two storey development that is more sympathetic to the locality. There are other areas of land along Gorton Lane, where this type of development would be more relevant and visibly less intrusive.
- One resident queried the lack of provision to view plans locally, and residents being able to make their views known in writing locally.
- One residents feels that local residents have not been given sufficient notice to object the proposed development.

A further e-mail has been received and can be summarised as follows:-

- Queries how the number of cycle spaces and disabled spaces have been calculated;
- Existing illegal parking, congestion and inconsiderate parking by parents visiting the school;
- It is was not possible for carers with cars to find parking spaces because of parents parking on Schools Rd and Redacre Road, and walking to school via the passage into Aysgarth Avenue.
- The staff use the parking area during the day, which is being maintained in the scheme, and the parents occupy it, reverse onto Abbey Hey Lane from it twice a day.
- The car park that is currently on the site served the 90 flats which occupied the site in the past. Car ownership is higher than when Bellamy Court was built, but surely 106 flats will not need so many spaces.
- Abbey Hey Lane is a nightmare. The 20 mph zones are ignored by many drivers. The problems are no less severe at the weekends when the sports facilities at Wright Robinson are in use by high levels of participants who arrive by road.
- School buses and parents taking children to Wright Robinson College create a heavy flow morning and evening as well as the many who walk to and from the college.
- Abbey Hey Lane is a major bus route and a main route from Hyde Road to Ashton Old Road and access to the M60.
- Has consideration been given to the car parking access being via Hollybush Street as this is the car park for Abbey Court and the scheme could be amended to allow traffic to enter the main parking area from this point?
- How will contractors vehicles will access the site and if time restrictions have been considered to avoid the school day? Will the current car park be in use if the proposal is allowed throughout the building period?
- With some amendment to the parking it may also be possible to reduce the height of the buildings and create a scheme with the same number of units but with a more acceptable height of the buildings.

One resident has written to make an observation that if the accommodation is for the elderly it will not affect the school, only while it is being built, and in principal it is a good idea as long as they do not change the use during the build.

A copy of a letter which has been sent to councillors from the Abbey Hey Residents Association has been forwarded. The correspondence states that local residents are concerned about traffic and other highways issues and the height of the part of the proposed building. They recognise that the site is brownfield in view of the fact that there were previously maisonettes on the area which housed almost 100 families.

They ask that a decision on this application be deferred so that the planning officers, Southway Housing, local councillors and representatives of the residents can meet to discuss the scheme and its impact on the area, and seek amendments which would make it acceptable and safer to the community.

They feel that the number of parking, and cycle spaces seem excessive in order to meet the needs of the proposal.

They are of the view that creation of an additional junction on to Abbey Hey Lane from the site would worsen an already dangerous series of bends.

They feel the fourth storey would be much higher than any of the surrounding houses and it would be appropriate to seriously consider reducing the height and amending the layout.

They advise that the initial consultation took place two and a half years ago and a limited “exhibition” was held more recently for a couple of hours at a time which was not convenient to many people. They also ask that an additional condition be attached to any planning approval in the future ensuring that unless in exceptional circumstances no one under the age of 55 would be housed in the facility and that no children should be allowed to reside there.

Councillor John Hughes - has written to object to the proposed development.
He does not believe that a proper traffic management scheme has been done. He advises that Abbey Hey Lane that runs alongside it is a series of "s" bends and there is a school directly facing this development; and there are already worries about the existing levels of traffic without this development. He expresses concerns in relation to the four storey height of the building, which is a major concern to the local residents, and feels the overall development is too big for this site. He suggest a smaller development (half the size) may be appropriate in this location.

Councillor Hughes suggests that level of parking provision and visitors that means there would be a big increase in traffic coming in and out of the site on the on blind bend. He also advises that residents are concerned about the building work and wagons going on and off site.

Furthermore he suggests that there is another site in Gorton that would be more suitable for this development, with less traffic congestion and no issues in relation to the height of the scheme.

Councillor Kamal – has written to object to the proposed development. She advises that there are traffic issues on Abbey Hey Lane where cars are speeding and the congestion caused by both Abbey Hey Primary School and Wright Robinson College. The development will therefore have a further detrimental impact on this.

The scale of the development is too large and it is felt that the height of the building should be reduced from being a four storey building.

The development is too close to the busy road, Abbey Hey Lane and should be positioned further back from the busy highway.

The loss of green open space for the local residents in such an overpopulated area.

The lack of consultation on how construction vehicles will be accessing the site and the times this will be.

The above are just a few to mention as well as the disappointment in the lack of consultation with local residents and local Councillors of the development.

Councillor Julie Reid – Has written to object the proposal. She advises that having recently chaired the Road Safety Around Schools Task and Finish group, she has concerns about the development of 106 apartments being built in such close proximity to a large, three form entry primary school, Abbey Hey Primary School.

The traffic on Abbey Hey Lane is already very busy, with cars racing around a blind bend and regularly hitting garden walls and having not only near misses, but a child has recently been hit by a speeding car. The Task and Finish group's aim is to reduce traffic around the school, not to increase it. The blind bend on the lane is already a cause for traffic incidents.

Adding a large apartment complex would only add to the traffic levels. This would also worsen air quality from fumes from traffic. A separate Task and Finish group on Clean Air has recently been held to discuss ways to improve air quality. The proposed large apartment block would only increase traffic levels and consequently reduce air quality.

There is a very large secondary school of 1600 pupils Wright Robinson College at the other end of Abbey Hey Land. The traffic includes cars and buses and causes Abbey Hey Lane to be congested, in addition to the other issues already mentioned above.

Councillor Reid also objects to the height of the proposed development. The proposed location of the building close to the road would cause residents on Abbey Hey Lane to lose their right to light and mean that they would have no privacy in their bedrooms, as there would be a view directly into their houses.

The numbers of proposed parking spaces seem far too many (84) for the type of the proposed housing, which is for extra care and older people with disabilities. Another reservation is regarding half the apartments having two bedrooms. This doesn't make sense with the apartments being designated for single occupants.

The proposal would lead to over development of an already heavily built up area. Since Bellamy Court was demolished around 30 years ago, more intensive housing developments have been built. The grassed area has been maintained by the Abbey Hey community. This has been planted with trees and is used by children to play games on. Removal of this green space would remove this green lung in a heavily developed area.

Proposed access road from the end of Abbey Hey Lane is on a blind bend and is dangerous.

The effect on the residents of Hollybush Street would be the worst of all residents affected by this proposal. Hollybush Street is already the access road for Abbey Court, a 14 storeys block of flats. The proposal would use Hollybush Street for the main access route for construction vehicles and waste management vehicles.

In conclusion the objections all listed above mean that she requests the deferment of the planning application to consider her and other members of council and the community's objections to this planning application.

On 13th June 2018 Councillor Reid made further comments that councillors are insisting that traffic calming is put in place and agreed before Councillors are willing to accept this development at the next Planning Committee. She advises that there are two distinct issues. One is the Constable Street end of Abbey Hey Lane, which she feels would benefit from an island in the middle of some form of chicane. The other issue is the traffic calming around schools, which has significantly funding available. Abbey Hey Primary school is presently in phase two of traffic calming. It would benefit from a toucan or pelican crossing at the Highmead Street end of Abbey Hey Lane. In addition there would be humps compatible with a bus route. All of this combined fits in with the Our Manchester principles. The community have spent many years having to put up with cars flying off the bend straight into their houses. The primary school is growing and presently three form entry. The extra care facility is 106 apartments and planned for 86 parking spaces. The increasing traffic added to the already treacherous bend needs a coordinated response.

Mr Afzal Khan MP – has raised concerns over the proposed building of 106 apartments in such close proximity to Abbey Hey Lane Primary School.

He states that the area is already at risk of traffic congestion which recently has seen a child being hit by a speeding car due to the blind bend, an apartment complex of this size would only add to the traffic and pollution in this area potentially causing further accidents and reducing the quality of the air in the area.

There are also concerns with the height of the proposed development. Residents on Abbey Hey Lane would potentially lose their right to light with no privacy in their bedrooms due to the view from the apartments.

The effect on the residents of Hollybush Street could be the worst, as the plans for this street would see it be the main access route for construction and waste management vehicles.

He asked that the meeting of the committee on 31st May 2018 consider deferring the application to take time to consider the communities objections to the application.

Strategic Lead, Compliance & Community Safety - recommends that conditions relating to delivery hours, fume extraction from the café/restaurant and beauty/hair salon; acoustic insulation of external plant; construction management plan; contaminated land; and air quality. It is also recommended that the development is implemented in accordance with the submitted waste management plan, and that the lighting scheme is implemented in accordance with the submitted proposals.

Greater Manchester Ecology Unit - The submitted bat survey found none of the trees on site had any features suitable of use by roosting bats. Therefore the scheme should have no impact on bats. However, the proposals involve the loss of some of the trees and scrub on site. These may be used by nesting birds and they therefore recommend that a condition is attached to any approval to require that no trees or shrubs are removed or have works undertaken to them shall take place during the main bird breeding season.

They also request a condition relating to the submission of a scheme of biodiversity enhancement measures.

Arboricultural officer - Any significant comments will be reported to committee.

GMAAS - have advised that the application is not accompanied by either an Archaeological Desk Based Assessment or a Heritage Statement, and recommend that a condition is attached to any approval to require a programme of archaeological mitigation is carried out prior to any development taking place. Furthermore they have advised that they are confident that the potential heritage assets which may be affected by the application are not of national significance and can therefore be dealt with through condition.

Highway Services - Have advised that the site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities, that the proposals are unlikely to generate a significant increase in the level of vehicular trips, and therefore they do not raise any network capacity concerns. Furthermore, that the lighting proposals covering the actual site will not have any adverse glare effect on the highway and are acceptable.

A number of matters have been raised in relation to the repositioning of a lighting column on Abbey Hey Lane; the disconnection of part of an existing street lighting system to serve the former residential development on the site, and retention/reconfiguration of lighting to serve the proposed southern car park accessed from Abbey Hey Lane; together with the repositioning of the existing system of street lighting to the northern footpath running between Hollybush Street and Constable Street, as the lighting columns would be within the red line boundary.

The level of parking provision is considered acceptable, given the anticipated parking demand from staff, residents and visitors.

Whilst it is acknowledged that the car parking areas are designated as shared space areas, it is recommended that the internal footpath layout from the Hollybush Street access and from each of the northern car park areas to the main entrance is reconfigured to provide suitable segregated internal walking routes.

The applicant has agreed to upgrade the existing informal car parking area to the south of the site to provide 14 spaces which can be used by existing residents and for parent dropoff and pick-up from Abbey Hey Primary School and is welcomed by Highways.

In consideration of the development as a whole within a challenging existing road layout, a basic system of traffic calming is required to be installed on Abbey Hey Lane (between High Bank and Constable Street) via the use of vertical measures such as speed cushions incorporated within a 20mph zone.

The proposed vehicle entrance off Abbey Hey Lane is suitably positioned relative to the existing highway layout (between Aysgarth Avenue and Constable Street) and its

design provides sufficient junction visibility and adequate manoeuvring for the required categories of vehicle.

It is proposed that residential waste will be collected from Hollybush Street and the applicant has demonstrated through swept path analysis that a large refuse vehicle can satisfactorily undertake the necessary turning manoeuvres.
The proposed cycle / mobility scooter, and the proposed fencing and boundary treatment proposals are acceptable to Highways.

A construction management condition is recommended to be attached to any approval.

For large developments a dilapidation survey is required which should include photographs and commentary on the current condition of carriageways and footways on the construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams.

Updated comments - Highways Services have assessed the updated Transport Technical Note. They have noted number of electric vehicle charging points has also been clarified which is acceptable to the Highways Team.

The vehicle tracking provided seems to be the same as the tracking previously provided. Having reviewed the previous comments there was no issue raised with the tracking so therefore this remains to be acceptable.

Flood Risk Management - recommend that drainage conditions relating to surface water drainage works, together with details of the implementation, maintenance and management of the sustainable drainage scheme are attached to any approval .

Supported Needs Housing Group - Support the application

United Utilities - recommend that drainage conditions are attached to any approval
Design for Security - Any significant comments will be reported to committee.
Sustrans - Any significant comments will be reported to committee.

Policy

The National Planning Policy Framework

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 14 states that 'at the heart of the Framework is a presumption in favour of sustainable

development' and, in 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless:

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

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

i. Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
ii. Secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
iii. Take account of the different roles and character of different areas, promoting the vitality of our main urban areas;
iv. Support the transition to a low carbon future in a changing climate, taking full account of flood risk and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources, including renewable energy; Contribute to conserving and enhancing the natural environment and reducing pollution;
v. Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
vi. Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions;
vii. Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
viii. Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

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

i. Chapter 1: Building a strong, competitive economy - By securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.
ii. Chapter 4: Promoting sustainable transport - States that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.
iii. Chapter 6: Delivering a wide choice of high quality homes - Refers to the delivery of policies that will result in significant increases to the supply of housing. Chapter 6 specifically states that housing applications should be

considered in the context of the presumption in favour of sustainable development. Local planning authorities should, subject to a range of specified criteria, seek to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

iv. Chapter 7: Requiring good design - Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.

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

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

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

Paragraph 59 goes on to state that:

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

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

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

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

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

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

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

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.

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 design, form , layout scale, detailing, materials, reducing carbon emissions, improving road safety, should be considered, together with travel plans and Transport Assessments.

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);

These largely relate to detailed aspects of a planning submission which are addressed in the following section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

Relevant Local Policies

Core Strategy

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

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

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

Policy H1 - Overall Housing Provision

Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. Furthermore this policy identifies that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027 equating to an average of 3,333 units per year although this rate will vary across the identified period. The policy identifies that the emphasis outside of the City Centre and the City's Inner areas is to increase the availability of family housing, however, the overriding objective, of the housing objective in the Core Strategy, is to ensure the needs of all, including the growing elderly population are met. It is expected that 90% of residential development will take place on previously developed land and sites in close proximity to centres and high frequency public transport routes.

respond to the needs of residents with specific accommodation needs.

The application proposals would contribute to the overall provision of new residential units in the City in a sustainable location close to services and public transport routes. The proposals would contribute to creating a mixed community by providing accommodation to meet the needs of a diverse and growing Manchester population, specifically in this instance, older people and people with specific support requirements, diversifying the type of available accommodation. Furthermore , this site has previously been developed for a residential tower block and four storey maisonettes. Although is site is currently used as open space, it is a brownfield site and is one of the sites identified in Strategic Housing Land Availability Assessment 2017.

The proposals are considered to fully accord with the policy H1 of the Core Strategy.

Policy H4 - East Manchester

Policy H4 advises that East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development.

Policy H8 - Affordable Housing

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

The proposal would provide an extra care facility being available at affordable rent, being managed by Southway Housing Trust. As set out in the report the proposal is wholly consistent with policy H8 and other key objectives for the Council in relation to delivering homes for older residents.

Policy H 10 - Housing for people with additional support needs

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

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

The Council welcomes the development of appropriately designed accommodation which enables people with additional support needs to maintain an independent lifestyle, and supports the work of housing associations and other agencies in this respect. There is, however, a need for individual communities to be able to meet most of their day to day needs locally, for example, shopping, recreation, education and health care. The Council recognises that, at least in part, the social and economic balance of a community is achieved by avoiding an over concentration of a specific type of housing in any one area.

Therefore, the Council is seeking to avoid an over-concentration of people with additional support needs in any one particular area.

This proposal would lead to the creation of 106 new units of supported accommodation for older people to meet a specific need, in an area where this type of accommodation is required. The development therefore satisfies policy H10.

Policy T1 - Sustainable transport

This policy embeds the delivery of a high quality integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. It indicates support for proposals that: improve choice by delivering alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; improve access to transport services and facilities for all; improve pedestrian routes and the pedestrian environment; facilitate modes of transport that reduce carbon emissions; reduce the negative impacts of road traffic. The development would broadly accord with the aspirations of policy scheme in that secure cycle parking provision has been incorporated into the development , together with a scooter store and scooter re-charging points , 14 charging points for cars , and the site directly adjoins Abbey Hey Lane which has a number of bus services , and is in walking distance to Gorton Station on Constable Street to the north of the site. The development is considered to accord with the aspiration of policy T1.

Policy EN1 - Design Principles and Strategic Character Areas

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

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

The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:

- All development must follow the principle of the Energy Hierarchy, being designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

- Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.
- Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.

Policy EN8 - Adaptation to Climate Change

All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways
- The need to control overheating of buildings through passive design
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation
- Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

The development is considered to comply with policies EN4 & EN8 in that clear consideration has been given to how the building functions, and through a building fabric first approach to reduce all energy demands, and the incorporation of photovoltaic panels on the roof, to deliver 15% reduction in CO2 emissions against the 2010 Building Regulations Part L1a and Part 2a (Conservation of Fuel and Power) baseline.

Policy EN9 - Green infrastructure

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

The development proposals will result in the loss of 9 trees on site. The applicant has submitted plans indicating mitigation of the loss of the trees and enhancing the green infrastructure on site. The approach to retain outdoor amenity space (including retention of 13 mature trees) incorporating replacement tree planting (40 trees) and vegetation buffers on site is considered to be acceptable subject to all species of planting on the submitted landscaping plan being specified.

Policy EN14 -Flood Risk

In line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).
In addition to the requirements for site-specific Flood Risk Assessments (FRAs), an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.

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

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

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

Policy EN16 - Air Quality

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, including from Combined Heat and Power and biomass plant.

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. This issue is dealt with in greater detail elsewhere in this report.

Policy EN 18 - Contaminated Land and Ground Stability

Policy EN18 relates to Contaminated Land and Ground Stability and explains that the Council will give priority for the remediation of contaminated land to strategic locations as identified within the Core Strategy. Any proposal for development of contaminated land must be accompanied by a health risk assessment. All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate

appropriate mitigation measures to address them. This is an issue that is dealt with in greater detail elsewhere in this report.

Policy EN19- Waste

Policy EN19 requires all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met, and encourage communities to take responsibility for the waste they create through the provision of accessible facilities.

Policy SP1- Spatial Principles

Policy SP1 advises that the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas. Policy SP1 states under Core Development Principles, that Development in all parts of the City should:- Make a positive contribution to neighbourhoods of choice including:-

- creating well designed places that enhance or create character;
- making a positive contribution to the health, safety and wellbeing of residents;
- considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income;
- protect and enhance the built and natural environment.

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

Policy DM1 - Development Management

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:- Appropriate siting, layout, scale, form, massing, materials and detail.

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.

- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

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

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

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

Saved policy 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.

Supplementary Guidance

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods.

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

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

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 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.

Furthermore the provision of specialist care needs for the elderly including extra care scheme is encouraged.(paragraph 5.30).

The Housing Choice SPD has been referred to in the assessment of applicant's submitted statement in relation to the provision affordable housing as part of the proposed development. It has also ben related to the assessment of the mix of housing types, which also respond to the needs of residents with specific accommodation needs.

Manchester Residential Quality Guidance

The Manchester Residential Quality Guidance document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide includes space standards within dwellings, which developments should comply with. In assessing space standards for a particular development, consideration needs to be the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances.

The Space Standards set out minimum gross internal areas (GIA)
for new homes. This is based on the number of occupants the dwelling is designed to accommodate and the number of storeys within a dwelling. For example, in a development containing typical apartments, a 1- bed, 2 person apartment would be expected to have a minimum GIA of 50 sq.m and a 2-bed, 3 person
apartment would have a minimum GIA of 61 sq.m These recommendations include an allowance for storage and circulation. The scheme complies with these standards.

East Manchester Strategic Regeneration Framework

The East Manchester SRF identifies the site and surrounding area as a neighbourhood which is in need of comprehensive housing renewal. The proposed development would broadly accord with the aspirations of the East Manchester SRF by delivering new housing to meet needs in the local area.
Legislative Requirements

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

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

Issues

Land Interest

The City Council has a land interest in the site. Members are reminded that in considering this matter they are discharging their responsibility as Local Planning Authority and must disregard the City Councils land interest.

Principle

The site is in a predominantly residential area of Gorton. This is a previously developed site and had been occupied by residential development. It is in a sustainable location that makes the best use of existing infrastructure. Given this context and subject to consideration of the other matters set out in the remainder of this section of this report it is considered that the principle of supported housing on the application site is acceptable and is in full accordance with policy H1of the Core Strategy Development Plan Document.

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

The schemes contribution to regeneration

Regeneration is an important planning consideration. This is a brownfield site which as noted already, was formerly occupied by a tower block of apartments called Bellamy Court, and maisonette blocks. The site is currently vacant and is grassed with some mature trees.

The scheme for redevelopment would be consistent with a number of Manchester's key growth priorities by delivering appropriate housing to meet the demands of a growing economy and population. It would therefore help to promote sustainable economic growth.

The redevelopment of the site would provide much needed housing in the area. It would create employment during construction along with permanent employment from the proposed use. The high quality development proposed would contribute to the creation of a sustainable neighbourhood in this part of the City.

The development would provide retirement properties to rent with on site care provision. This would be complemented by the inclusion of an ancillary hair and beauty use and a café/ restaurant facility , which would fit within the wider neighbourhood context.

Scale and massing

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

The site is a large predominantly rectangular site. The building proposed would front onto the eastern boundary with Abbey Hey Lane and provides interest and vitality to the street scene through visual and physical connectivity.

View from the car park of the entrance and bistro

View from Hollybush Street

The building would be a combination of a three storey block on Abbey Hey Lane, a three storey west -east link block and a further four storey block running north-south parallel to the footpath/cycleway to the west of site . In regard to density, the proposed development is comparable with the previous development on this site, and would contribute to the character of the area.

Where the Extra Care apartments run along the Abbey Hey Lane frontage, the scale of the building has been stepped down to three storeys, in order to respect the height of the existing housing stock at two storeys,to the east of Abbey Hey Lane. It

is considered that the height of the proposals would not significantly impact on the residential amenity of surrounding properties (particularly the properties on Abbey Hey Lane , Abbey Court and Butterton Drive, and Hollybush Street), with regard to massing and scale. Impacts in regard to residential amenity are addressed in more detail elsewhere in this report.

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

Siting and Layout

The proposed new building reflect a traditional form of development and incorporates traditional influences in the form of a medium density development in a landscaped setting. The setting within landscaped grounds, and being set back from site boundaries will soften the visual impact of the proposed development on the dwellinghouses nearby .

This approach is considered to be in line with modern day urban design principles and contributes to the streetscape. The layout of the development is considered to be acceptable, and is not considered to be overdevelopment.

The layout plan has been revised to incorporate a pedestrian route from cycle store/ bin store, through the proposed car park to the main entrance. Whilst this will involve the lining of the car park to show areas where pedestrians will be crossing vehicle route within the car park , this is considered to be preferable to a pedestrian route directly adjacent to ground floor windows opening which include bedroom accommodation.

Appearance

The Manchester Residential Quality Guidance states that new development should relate positively to its historical context; reinterpreting particular styles and detailing in a contemporary manner that can reinforce local distinctiveness and a sense of place. It is believed that the development proposals successfully achieve this. The architecture of the surrounding urban form is predominately of brick construction with traditional tiled roof design.

The proposed development has due regard to its siting and prominence on Abbey Hey Lane, is of high visual quality and is responsive to its environs. Moreover it takes account of the surrounding context. The scheme uses a limited palette of materials, with a strong logic for the choices made.

The Extra Care accommodation would be primarily traditional in design, with some contemporary elements. The proposed building would comprise two tones of red brick work to the exterior with dark grey cladding to forming the bays around some of the proposed window openings. The main two wings of the building would comprise with slate effect tiles , with the link section of the building comprising a grey standing seam roof. In order to fully assess the impact of the suggested materials it is recommend that a materials condition is attached to any approval to require the submission of samples.

The design and appearance is considered to be of high quality and would be a welcome addition to the built form in the area.

Boundary Treatment

The scheme includes appropriate boundary treatment in the form of frontage brick walls with a weathered coping and railings above (overall height 2.25m), to the back of pavement on Abbey Hey Lane, and to the northern boundary with the retained public right of way; 2.4m close boarded fencing with a 300mm trellis above to the western boundary following an indirect route through retained trees in the vicinity; and a section of low perforated brick boundary wall (1m in height)to Abbey Hey Lane in front of the proposed café /restaurant facility. The proposed boundary treatment is considered to be satisfactory terms of its visual appearance. The proposed treatment would also improve security for the proposed development.

Access/ Traffic Generation

The existing vehicular access from Abbey Hey Lane, opposite the school would be retained. This would serve a 14 space car park available for use by the school, parents and local residents. This access would also be used to enable maintenance vehicles to access the garden area in the proposed development. A new vehicular, and pedestrian access is proposed on the eastern boundary on Abbey Hey Lane. This has been fully assessed and is considered to be in a location and of sufficient dimensions to serve the proposed development.

Following concerns with regards to traffic speeds on this section of Abbey Hey Lane, and associated issues due to the alignment of Abbey Hey Lane, it is proposed that a basic system of traffic calming measures be incorporated in proximity of the site . The off site highways works will be the subject of a separate 278 agreement, which will have to be consulted upon separately. It is likely that the traffic calming would be in the form of vertical measures such as speed cushions located on Abbey Hey Lane between Constable Street and High Bank.

The provision of traffic calming measures is welcomed, and in order to enable a detailed assessment of the most appropriate type of and location of such measures it is proposed that this aspect of the scheme is conditioned.

Car Parking

The development would provide 69 car parking spaces, (six of which would be for disabled users) within the site to the north of the proposed building. The nature of the Extra Care facility would be that the majority of the residents could be retired, and that a proportion of the residents would require varying levels of care. The submitted documentation suggests that 34% of occupiers may require high levels of care , 33% with medium care needs and 33% with low or no care needs. It is therefore anticipated that not all future occupiers would require parking provision. It is however, acknowledged that the provision of care would necessitate parking spaces for health care staff.

Information accompanying the application indicates that the number of staff at the site would vary throughout the day, with the maximum number of staff expected to be 5 during daytime; 3 care staff and 2 management and administration staff.

The scheme will also provide for sustainable modes of transport in the form of cycle parking provision, and scooter storage.

Furthermore, the existing access to the south of the site from Abbey Hey Lane would be retained and used to access a further smaller parking facility comprising 14 spaces, which could be used by the school, local residents or visitors to the site, to reduce the potential for any on street parking, due to the displacement of informal parking that takes place on site by the school and local residents.

It is considered that the development proposals adequately cater for the parking generation associated with such a development given the overall provision of 83 parking spaces, the context and location on a bus route, and the site within walking distance of Gorton railway station on Constable Street.

Concerns raised by local residents in regard to car parking associated with the existing school have been noted. However, adequate parking is proposed for the development, and additional off street parking would be available for parents and staff of the school facing the school. Although there are parking issues within the local area, the proposed scheme is in acceptable in planning terms.

Cycle Parking/Scooter storage - The scheme will provide for sustainable modes of transport in the form of cycle parking provision, and scooter storage.
The proposals incorporate secure cycle parking (40 spaces) in a cycle store located to the northwest of the proposed building. A scooter store with nine recharging points would be located within the building in proximity to the entrance. The level of provision is considered acceptable for the type of development being proposed .

Footpaths

There is an east-west footpath lying directly to the north of the site . This would be retained.

Residential amenity

The development has been designed to minimise the impact of the proposals on surrounding residential developments. Careful consideration has been given to the relationship of buildings to neighbours, having regard to loss of light, overshadowing and privacy distances to prevent any overlooking.

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

It is acknowledged that there are residential properties directly to the north, west and east of the site, and given the site is currently vacant there would be some impact from its redevelopment. However, as this is a residential proposal in a residential area, and was historically used as a medium density housing there should not be a significant increase in the noise generated from the site.

Furthermore, whilst the buildings on the site are taller than those surrounding site there would be 37.8m between the closest property to the west of the four storey element (gable end of property on Carberry Road) , 33.6m between the closest point of the northern four storey element of the proposed building and Abbey Court (tower block of apartments), and a range of between 32.6m and 34.1 m between the three storey block and the dwellinghouses to the eastern side of Abbey Hey Lane. This is in excess of nationally recognised minimum standards.

It is therefore not considered that the development would have a significant impact on any of the surrounding terraced and semi detached properties. As detailed above the proposed building would not be located in close proximity to any existing dwelling houses and apartments, and therefore is in not considered to have a significant adverse impact in terms of residential amenity through overshadowing, or loss of privacy.

It is also not considered that the level of traffic or car parking increase to serve the proposed development would be such that would cause undue harm to residential amenity or warrant withholding consent.

Landscaping/Trees

The application site currently comprises grass, with mature trees, following the demolition of the former Bellamy Court development on this site.

The proposed development will necessitate the removal of nine trees. Three of the trees are of poor quality (category 'U'), five low quality trees (category C).The remaining mature trees and groups of trees within the site and along the western boundary with the footpath/cycleway would be retained. It is recommended that a condition is attached to any approval to protect the retained trees during construction works.

The applicant has submitted plans indicating mitigation of the loss of the trees (ten replacement trees along the northern boundary, 30 trees along/ visible from Abbey Hey Lane to the eastern and southern boundary), and enhancing the green infrastructure with a landscaped garden. This is considered to be acceptable.

A submitted landscape plan confirms the retention of the majority of existing trees (9 trees only being removed to enable the development of the western block of accommodation), and shows new tree planting and hedging. It also shows a garden area for residents would be located within the courtyard formed by the buildings, including pergolas with climbing plants, and a lavender walk. A circular hard landscaped area with a central sculpture feature with bench seating around the perimeter is also proposed.

Ecology - The application is accompanied by a Bat Roost Assessment.
The findings of the field survey were that all trees on the site had no features suitable for roosting bats, and that no further surveys were required, but that if more than 12 months elapses before the proposed development commences, a further survey of the trees should be carried out to check for the presence of bats.
It is therefore recommended that a condition is attached to require a further bat assessment if the development does not commence within 12 months, and that a further condition is required to ensure that any trees to be removed are not felled during the bird nesting season.

The observation of the Ecology Unit in regarding to biodiversity have been considered and a condition relating to the submission of a scheme of biodiversity enhancement measures is proposed to be attached to any approval.

Loss of informal open space

Concerns have been expressed by local resident in regard to the loss of informal open space . It is acknowledged that the proposal would result in the loss of an area of informal open space, which was identified in the 'open space' audit prior the adoption of the Core Strategy. The site does lie within walking distance of King

George the V playing fields (which are accessed from the footpath cycleway adjoining this site and from Chapman Street) , and a playground on Vine Street.

As noted, although, the site was recorded to be one of informal open space in the Open Space Audit in 2009, the site was also identified in the Strategic Housing Land Availability Assessment (SHLAA) by 2010 as a site for residential development and remains in the 2017 SHLAA.

Furthermore, it must also be recognised that this is a previously developed site, and the public benefits of the scheme proposed are considered to outweigh the loss of the informal open space. The loss of the area of informal open space needs to be considered in the context of the overall proposal, which includes a needed supported housing facility for older people, that this is a brownfield site , and one that has been identified as a preferred sites for Extra Care Retirement schemes in the report to the Executive Committee on 4th November 2015.

Supported Housing

The proposed development would introduce supported housing for older people. The development will offer older people living with care needs, either now or in the future, to live independently for longer. The scheme would accord with the Council's Age Friendly Manchester Strategy

The supported housing group have assessed the proposed development and taken into consideration the existing level of provision within the locality. The scheme is considered to be acceptable on the basis of the need for this accommodation. The care provider has a long track record of working closely with Adult Social Care. It must also be noted that the proposed accommodation would provide housing for people already living in the wider local area.

Access for disabled people

The proposed development has been designed to ensure level access. All entrances would have level thresholds, lift access (2 lifts to accommodate 8 and 16 persons respectively) is provided to the upper floors and scooter stores are provided on each floor. An assisted bathroom is provided on the ground floor with paper bathrooms on the upper floors. It is, however, recommended that a condition be attached to any approval to require the submission of route widths, levels and gradients to ensure that the proposed development is accessible.

It is also noted that parking spaces would be provided for disabled users in the staff and visitor parking areas.

Noise

The proposed supported housing accommodation is not expected to give rise to significant noise levels, however the comments received from the Head of Regulatory Services, in respect of acoustic insulation of external plant for the scheme have been considered. In view of those comments and, to ensure that the residential amenity of future residents are not adversely affected by noise, it is recommended that a

condition is attached in relation to any external plant is required is either chosen to comply with appropriate noise levels or is insulated.

Concerns have been expressed by residents on Abbey Hey Lane that this development will give rise to noise pollution. It is not expected that the proposed residential accommodation would produce unacceptable levels of noise pollution.

The site would be developed for supported housing, and the ancillary facilities would be primarily operated during the day. Furthermore, any particular plant or other items which would generate noise would, if necessary be acoustically insulated to prevent unacceptable noise outbreak. It is acknowledged that there would be an in increase in coming and goings to this site, as the site is primarily used by people on foot at present. However, due to the age of the future occupiers it is unlikely that residents entering and leaving the site by car would be concentrated at peak times (or at the same time) and as such any noise impacts from additional traffic movements should not be significant. Matters relating to the hours of use of the ancillary cafe /restaurant are dealt with in detail elsewhere in this report.

Waste Management - The development proposed caters adequately for its waste requirements and the location of refuse (including recycling) has been designed into the scheme. The siting of refuse areas will have the least possible impact on the visual amenity of the area.

The applicant has provided waste management details which includes a waste store located to the northwest of the building. The proposed store would accommodate eleven x 1100 Litre for general waste ; six x 1100 litre bins for pulpable paper recycling ; six x 1100lire bins for mixed recycling and three x 240 litre bins for food waste. Individual apartments will have waste recycling facilities built in the kitchen units and space allowed for the external storage of recyclable household waste. Refuse storage for the commercial elements of the development would be 3 x 1100 litre bin for general waste; 1 x 1100 litre bin for mixed recycling, 1 x 1100 litre bin for pulpable paper recycling, and two x 240 litre bins for food waste.

The applicant has confirmed that the waste would be collected from the access from the turning head at the eastern end of Hollybush Street which also serves Abbey Court on a weekly basis. The layout has been designed in order that waste vehicles will not be required to enter the parking areas for the collection of the waste generated from the apartments , and access for the collection of the waste for the commercial elements of the development would be from a designated servicing bay in proximity to the commercial bin store, and will not be required to reverse. Access to the bin store would be via a security fob issued to residents

Households will be encouraged to take an active part in the recycling of their rubbish.

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

Sustainability

The applicant has provided an Energy Statement. The supporting information submitted demonstrates a commitment to being energy efficient through the use of fabric first approach including passive design features ; energy efficient building services and by incorporating renewable technology into the development. The Statement confirms that the development will be able to achieve a 15% reduction CO2 emissions against the 2010 Building Regulations Part L1a and Part 2a (Conservation of Fuel and Power) baseline, through the use of solar photovoltaic panels onto the south facing link roof in the Extra Care courtyards. Furthermore a BREEAM pre-assessment forms part of the document and indicates that the development would achieve a very good BREEAM rating

The approach to development in respect of sustainability is considered acceptable in this instance. It is recommended that a condition is attached to any approval to require that an Uncertified post construction Sustainability Review is undertaken to provide evidence once the building has been erected that it has been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

Designing out crime

The application is accompanied by a Crime Impact Statement, which demonstrates that the proposals have been developed taking into account the principles of Secured by Design including appropriate boundary treatment which satisfies secure by design standards.

It is recommended that a condition be attached to any approval that the development achieves Secure by Design accreditation in line with the recommendations of the Crime Impact Statement.

External Lighting

The application is accompanied by an External Lighting report which assesses the levels of lighting proposed to the car parks, lighting to the building and circulation areas. The lighting has been designed to reduce potential impacts to adjacent dwellinghouses. . It is recommended that a condition to respond to any future issues which could arise from any light spill. This is in order to ensure security of the site.

Affordable Housing

This application has been considered in the context of the relevant policy set out in Core Strategy policy H8 for the provision of affordable housing.
The scheme for redevelopment of this site has been designed with meeting an identified housing need in mind.

The proposal for Gorton Extra Care scheme is to deliver affordable rented properties for older people with grant funding from Homes England. Southway Housing Trust (RSL) will manage the Extra Care apartments, all of which would be available for social rent. The proposed development would therefore fully accord with the

aspirations set out in policy H8, providing affordable housing provision for older people.

Café/Restaurant

As referenced earlier in this report the scheme includes an ancillary café/restaurant at ground floor level facing onto Abbey Hey Lane, which would add to the activity on this section of street frontage. This facility would be available to the occupiers of the building, and in the wider local community.

The total floorspace give over to ancillary café/restaurant use would be limited to 208sq.m. This scale of provision would have no impact on any other provision in the area, and would not undermine the vitality of the Higher Openshaw and Gorton district centres that lie some distance to the north and south of the proposed development

No details of the hours of opening of the premises are submitted for consideration. It is therefore proposed to condition this aspect of the scheme.
Similarly no details of extraction from the premises has been submitted which would also need to be secured by condition.

Flood Risk

The application is accompanied by Flood Risk Assessment, and Drainage Strategy report .There are no surface water bodies on the site.

This site falls within EA Flood Zone 1 with a risk of Fluvial/Tidal flooding not exceeding 1 in 1000 annual probability, with a low risk of surface flooding. The site is in an area of limited potential for ground water flooding to occur.
The closest source of fluvial flooding is Gorton Reservoir which is approximately 400m to the south east of the site. The elevation of the site 4 metres free board level above the existing level of the Gorton Reservoir indicates that the risk of flooding from fluvial sources will be negligible.

It is considered that the proposed development would not increase flood risk elsewhere in the local area.

However, in view of the comments by the Flood Risk Management, in relation to the details of surface water drainage systems for events up to a 1 in 100 year, it is proposed to attach a condition to require the submission of a surface water drainage scheme, together with maintenance and management measures.

Air Quality

A key objective of the Council is to seek to improve air quality within Manchester and developers are 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. A concern has been expressed by local residents with regard to impacts on air quality, due to increased traffic flows in the area in connection with the proposed development.

The applicant has addressed Air Quality in the submission. It is considered that the impact of the proposed development, both during construction and operation on local air quality and its subsequent effect on sensitive locations such as residential properties and educational facilities would be insignificant.

In relation to impacts of existing air quality and the proposed development, the submitted data indicates that the levels of nitrogen oxide(NO2) and particulate matter are below the health based air quality objectives for both pollutants. There are no Air Quality Monitoring areas close to the site.

The residual impacts of the construction phase and implemented development are considered to give rise to negligible effects. The proposal would be highly accessible by public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development. It is recommended that a travel plan condition is attached to any approval to further reduce the potential for emission from traffic.

The report makes reference to mitigation measures in the form of electric vehicle charging points, recommending 1 charging point per 10 units for the scheme. However, the applicant Southway Housing Trust proposes to include 14 charging points in total. This includes 8 charging points in standard parking bays and 6 in wheelchair accessible ones. A revised layout plan including annotation to show the location of the proposed charging points has been received and would be conditioned.

Contaminated Land

The application is accompanied by a Phase I Desk Study and Preliminary Contaminated Land Risk Assessment, a Phase II Contaminated Land Risk Assessment; and a Ground Investigation. The findings of the Ground Investigation are that the site has made ground of varying depths, with that areas of deep made ground will be present at irregular locations across the site. The report recommends that the proposed building is located on a pile foundation or stabilised ground using compaction techniques.

Evidence presented in the Contaminated Land Risk Assessment indicates that the ground this site presents a low risk and can be regarded as suitable for residential use.

In view of the observations received , a watching brief is required during site works, and any previously unidentified ground contamination reported, together with any measures required to remediate the land; validation testing for imported soils for garden areas; and topsoil across the site has not been tested and if reuse is proposed it is recommended that these materials be stockpiled and tested for suitability prior to re-use on the development.

It is therefore proposed to attached a contaminated land condition to any approval.

Community Engagement

A public consultation event was held on the afternoon and evening of 19 January 2016 at Gorton Community Centre. 40 people attended, including a representative from Abbey Hey Primary School. 22 comment forms were completed of which 12 were in support of the proposed scheme with 7 not supporting the scheme proposals, 3 were concerned about the size of the scheme, 2 about existing traffic issues, 1 would have preferred the site to be developed for family housing rather than older people with 1 concerned about the type of tenant that might be housed in the scheme and 2 were undecided.

Southway Housing Trust also held a drop in session on 26th April 2018 at the Community Centre on Highmead Street adjacent to the site for residents to view the plans. The letter drop area was the same as for the original event including ward councillors, and the school. All three local members attended plus Councillor Reid from the then Gorton South ward.

A proportion of those attending expressed support for the proposals and others voiced their objections mainly due to the size and height of the building, the existing traffic issues and the lettings policy.

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

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

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

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

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Statement of Community Involvement received by e-mail dated 10th April 2018, further amended by drop in consultation on 26th April 2018.

E-mail dated 19th April 2018 ;

Plan refs: 4332_1100rev. B (location plan) , 4332_1200 rev.E (ground and first floor plans) 4332_1201 rev.C (second and third floor plans) ; 4332_1202D,(communal facilities plan); 4332_1600 rev.D (waste container and cycle stores); 4332_8001 (northern footpath site layout) ; 4332_1700 (artists impression street scene); 3380.02A (landscape plan);

Flood Risk Assessment by GeoAssist Limited ref: 5746/SBK FRA v.1.00
Drainage Strategy report by Scott Hughes ref: 3238-OO-ZZ-RP-C.0001 January 2018 revision 1 received on 28th February 2018;

Bat Roost Assessment (Trees) March 2018 by Urban Green;
Arboricultural Impact Assessment January 2018 by Urban Green;
Design and Accdess Statement
Crime Impact Statement Version B 15th March 2018 ref: 2016/0092/CIS/01;
Air Quality Assessment by Miller Goodall ref: 101774;
Affordable Housing Statement;
Use Statement for Extra Care Housing;
Transport Technical Note by SCP ref: DR16040/TN02 rev.A dated 17th May 2018;
Swept path plan ref: SCP/16040/ATR02 - Hollybush Street
Swept path plan ref: SCP/16040/ATR01 rev.A - Abbey Hey Lane

External lighting schedule by Kingfisher lighting and lighting plan ref : D32546/JM/A;
Energy Statement ref:02-18-67413 ES1
Waste Management Strategy
Drainage Strategy Report by Scott Hughes
Flood Risk Assessment by GeoAssist Limited
Phase I Desk Study and Preliminary Contaminated Land Risk Assessment by GeoAssist Limited
Phase II Contaminated Land Risk Assessment by GeoAssist Limited
Ground Investigation- Geotechnical by GeoAssist Limited

Plan ref: 3380 03 rev.A (Planting plan) and 3380 02 rev.B (Landscape Plan) received by e-mail on 7th June 2018.

Plan ref: 4332_8000 rev.K (proposed site layout); 4332_1350 rev.D (Elevations sheet 1); 4332_1351 rev.D (Elevations sheet 2); received by e-mail on 12th June 2018.

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

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

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

4) The hard and soft landscaping scheme shall be implemented in accordance with drawings numbered Plan re: 3380 03 rev.A (Planting plan) and 3380 02 rev.B (Landscape Plan) received by e-mail on 7th June 2018.. The landscaping scheme shall be implemented not later than 12 months from the date of commencement of works. 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.

5) The car parking layout indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the buildings hereby approved being occupied. The car parks shall remain in use at all times thereafter.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

6) The bicycle /mobility scooter storage area indicated on the approved plans shall

Reason - In order to ensure that adequate provision is made within the development for the collection of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

21) Prior to commencement of the development detailed mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

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

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

a. 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 Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

23) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

i. the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in 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 Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

24) The proposed charging points for vehicles shall be implemented in accordance with the details shown on site ref: 4332 - 8000 rev.K (proposed site layout plan) .

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

25) No removal of or works to any trees or shrubs 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 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 to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

26) Within 3 months of commencement of development, a scheme for Biodiversity Enhancement Measures shall be submitted to and approved in writing by the Local

Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Reason - In order to improve biodiversity within the site, in accordance with policies EN9 and EN15 of the Core Strategy.

27) If no ground works are commenced on site before June 2019 , a survey to identify whether bats are present on the site shall be submitted to, and approved in writing by, the City Council as local planning authority, together with mitigation measures prior to commencement of development . Any mitigation measures which are approved shall be implemented within a timeframe to be agreed with the City Council as local planning authority.

Reason - To safeguard a European Protected Species (Habitats Regulations 1994) to comply with policy EN15 of the Core Strategy for Manchester.

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

a. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
b. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
c. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

29) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".
Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

30) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. An archaeological desk based assessment incorporating a Historic Building
2. Assessment.
3. A phased programme and methodology of site investigation and recording to include:
    a. archaeological evaluation through trial trenching (subject to a new WSI).
    b. dependent on the results from the evaluation trenches, a targeted more detailed area excavation and recording (subject to a new WSI)
    c. A programme for post investigation assessment to include:
    d. production of a final report on the significance of the below-ground archaeological interest.
4. Deposition of the final report with the Greater Manchester Historic Environment Record.
5. Dissemination of the results of the archaeological investigations commensurate with their significance.
6. Provision for archive deposition of the report and records of the site investigation.
7. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

31) Details of access proposals to the development for mobility impaired persons including route widths, levels and gradients, shall be submitted to and approved in writing by the City Council as local planning authority before development of each Phase commences. The approved details shall be implemented before that Phase of the development is first brought into use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester saved policy DC7, and policy DM1 of the Core Strategy for Manchester.

32) The Extra Care accommodation (sui generis use) hereby approved shall be occupied by residents aged over 55 years old (older people) and not for any other purposes .

Reason - For clarity , and to safeguard the residential amenity of local residents , and in the interest of highway and pedestrian safety, pursuant policy , SP1 , EN1, DM1 of the Core Strategy for 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: 119149/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
MCC Supported Housing Montoring Group
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
United Utilities Water PLC
Sustrans

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

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
United Utilities Water PLC

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

Application site boundary ● Neighbour notification

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