



Planning and Highways Committee

Date: Thursday, 23 September 2021

Time: 2.00 pm

Venue: Council Chamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

Access to the Council Chamber

Public access to the Council Chamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension.

There is no public access from any other entrance of the Extension.

Face Mask / Track and Trace

Visitors are encouraged to wear a face mask when moving around the building and to provide contact details for track and trace purposes.

Filming and broadcast of the meeting

Meetings of the Planning and Highways Committee are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Membership of the Planning and Highways Committee

Councillors

Curley (Chair), Shaukat Ali, Andrews, Baker-Smith, Y Dar, Davies, Hutchinson, Kamal, Kirkpatrick, J Lovecy, Lyons, Riasat, Richards and Stogia

Agenda

1. **Urgent Business**
To consider any items which the Chair has agreed to have submitted as urgent.
- 1a. **Supplementary Information on Applications Being Considered**
The report of the Director of Planning, Building Control and Licencing will follow.
2. **Appeals**
To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.
3. **Interests**
To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.
4. **Minutes**
To approve as a correct record the minutes of the meeting held on 2 September 2021. 7 - 14
5. **130394/FO/2021 & 130395/LO/2021 - Brunswick Place, Bradford Road, Manchester, M40 7EZ - Ancoats & Beswick Ward** 15 - 98
The report of the Director of Planning, Building Control and Licensing is enclosed.
6. **128446/FO/2020 - 479 Barlow Moor Road, Manchester, M21 8AG - Chorlton Park Ward** 99 - 130
The report of the Director of Planning, Building Control and Licensing is enclosed.
7. **124234/FO/2019 - The Lodge, Rear Of Old Town Hall, Lapwing Lane, Manchester, M20 2NR - Didsbury West Ward** 131 - 160
The report of the Director of Planning, Building Control and Licensing is enclosed.
8. **124453/LO/2019 - The Lodge, Rear Of Old Town Hall, Lapwing Lane, Manchester, M20 2NR - Didsbury West Ward** 161 - 172
The report of the Director of Planning, Building Control and

Licensing is enclosed.

9. **128916/FO/2020 - The Moss Nook At The Corner Of
Trenchard Drive And Ringway Road, Manchester, M22 5NA -
Woodhouse Park** 173 - 194
- The report of the Director of Planning, Building Control and
Licensing is enclosed.

Meeting Procedure

The meeting (and any site visits arising from the meeting) will be conducted in accordance with the relevant provisions of the Council's Constitution, including Part 6 - Section B "Planning Protocol for Members". A copy of the Constitution is available from the Council's website at <https://democracy.manchester.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13279>

At the beginning of the meeting the Chair will state if there any applications which the Chair is proposing should not be considered. This may be in response to a request by the applicant for the application to be deferred, or from officers wishing to have further discussions, or requests for a site visit. The Committee will decide whether to agree to the deferral. If deferred, an application will not be considered any further.

The Chair will explain to members of the public how the meeting will be conducted, as follows:

1. The Planning Officer will advise the meeting of any late representations that have been received since the report was written.
2. The officer will state at this stage if the recommendation of the Head of Planning in the printed report has changed.
3. ONE objector will be allowed to speak for up to 4 minutes. If a number of objectors wish to make representations on the same item, the Chair will invite them to nominate a spokesperson.
4. The Applicant, Agent or their representative will be allowed to speak for up to 4 minutes.
5. Members of the Council not on the Planning and Highways Committee will be able to speak.
6. Members of the Planning and Highways Committee will be able to question the planning officer and respond to issues that have been raised. The representative of the Highways Services or the City Solicitor as appropriate may also respond to comments made.

Only members of the Planning and Highways Committee may ask questions relevant to the application of the officers. All other interested parties make statements only. The Committee having heard all the contributions will determine the application. The Committee's decision will in most cases be taken under delegated powers and will therefore be a final decision.

If the Committee decides it is minded to refuse an application, they must request the Head of Planning to consider its reasons for refusal and report back to the next meeting as to whether there were relevant planning considerations that could reasonably sustain a decision to be minded to refuse.

External participation in the Committee's online meetings

Nominated representatives can continue to request to speak at the committee (only one person will normally be allowed to speak for and against an application). If you wish to nominate someone (including yourself) to speak, please contact <mailto:gssu@manchester.gov.uk> before 10am two days before the scheduled committee meeting (that will normally be before 10am on the Tuesday). You will need to provide:

- Name and contact details of the registered speaker (an email address will be required, in order that the speaker can be invited to join the meeting)
- Description and planning reference number of the matter on which they wish to speak
- If you want to speak in support or as an objector

Only one person can speak for or against any application. Please note that the applicant or an appointed agent will normally speak on their application, so you are unlikely to be able to speak in support of it. If there is more than one nomination to speak against an application, the person whose nomination was received first by the Council will be given that position.

Information about the Committee

The Council has delegated to the Planning and Highways Committee authority to determine planning applications, however, in exceptional circumstances the Committee may decide not to exercise its delegation in relation to a specific application but to make recommendations to the full Council.

It is the Council's policy to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but the Committee will usually allow applicants and objectors to address them for up to four minutes. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to the strict minimum. When confidential items are involved these are considered at the end of the meeting at which point members of the public are asked to leave.

Joanne Roney OBE
Chief Executive
Level 3, Town Hall Extension,
Albert Square,
Manchester, M60 2LA

Further Information

For help, advice and information about this meeting please contact the Committee Officer:

Ian Hinton-Smith
Tel: 0161 234 3043
Email: ian.hinton-smith@manchester.gov.uk

This agenda was issued on **Wednesday, 15 September 2021** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

Planning and Highways Committee

Minutes of the meeting held on Thursday, 2 September 2021

Present: Councillor Curley (Chair)

Councillors: Shaukat Ali, Andrews, Y Dar, Davies, Hutchinson, Kamal, Riasat, Richards and Stogia

Apologies:

Councillors Baker-Smith, Kirkpatrick, Lovecy and Lyons

Also present:

Councillors Alijah and Leech

PH/21/56 Supplementary Information on Applications Being Considered

A copy of the late representations received had been circulated in advance of the meeting regarding applications 124234/FO/2019, 124453/LO/2019, 124335/JO/2019, 129020/FO/2020, 130515/MO/2021 and 129685/FO/2021.

Decision

To receive and note the late representations.

PH/21/57 Minutes

Decision

To approve the minutes of the meeting held on 29 July 2021 as a correct record.

PH/21/58 124234/FO/2019 - The Lodge Rear of Old Town Hall, Lapwing Lane, Manchester, M20 2NR - Didsbury West Ward

The Director of Planning informed the Committee that a request had been received from the applicant for the Committee to defer the application.

Decision

The Committee agreed to defer the application.

PH/21/59 124453/LO/2019- The Lodge Rear of Old Town Hall, Lapwing Lane, Manchester, M20 2NR - Didsbury West Ward

The Director of Planning informed the Committee that a request had been received from the applicant for the Committee to defer the application.

Decision

The Committee agreed to defer the application.

**PH/21/60 127769/FH/2020 - 91 Palatine Road, Manchester, M20 3JQ –
Didsbury West Ward**

The application is for the erection of a single-storey side and rear extension and recladding of an existing rear dormer to provide additional living accommodation. The application site is an early C20 Arts and Crafts style semi-detached dwelling situated on the eastern side of Palatine Road in the Didsbury West ward and within the Ballbrook Conservation Area. The property is not a listed building. The property is within a rectangular plot measuring 460m sq and set back 15.5 metres off the Palatine Road frontage. There is access along the northern side to the rear garden. It is of smooth red brick and render construction with a rosemary tiled cross-gable roof. There is decorative black and white applied timber bracing to a projecting front gable that spans both properties, terminating in a catslide roof. There are full height canted black uPVC bay windows over both storeys with a black tile hung fascia between. The windows and fascia have been installed by the new owners to replace rotten timber frames. Similar frames have been replaced at the rear. It is noted that the property has been in a poor state of repair for several years until its sale to the applicant in 2017. At the rear there is a low-profile shed type dormer that was installed without the benefit of planning consent by a previous owner. Retrospective consent sought by the current owner under application reference: 117915/FH/2017.

The Planning Officer added nothing further to the report submitted.

No objector to the application attended the meeting.

No applicant attended the meeting.

Cllr Leech attended the meeting and addressed the Committee on the application. The Committee was informed that that this was a heritage property within a conservation area and Cllr Leech disagreed that it was not economical to preserve the site, adding that the size and scale of the proposed development would be at odds with the locality.

The Planning Officer addressed the Committee to state that the proposal would have limited visibility in the area and was of a contemporary design.

Councillor S Ali moved the officer's recommendation of Approve for the application. Councillor Riasat seconded the proposal.

Decision

The Committee agreed the application for the reasons and subject to the conditions detailed in the report submitted.

(Councillor Kamal took no part in the consideration or the decision made on the application.)

**PH/21/61 124335/JO/2019 - West Didsbury And Chorlton Football Club,
Brookburn Road, Manchester, M21 8FE - Chorlton Ward**

This application sought to increase the number of times the existing floodlights at the West Didsbury and Chorlton AFC site on Brookburn Road can be used on week days from 12 occasions to 24 occasions during the football season (1 August to 31 May). The site is within the Chorltonville Conservation Area as well as the Mersey Valley which is part of the Greater Manchester Green Belt.

The application was submitted on the 29 July 2021 where the Committee deferred consideration in order to allow a site visit due to concerns relating to the impact of the proposed extension of the use of the floodlights on the residential amenity enjoyed by neighbouring occupiers.

The Planning Officer provided an update on the application and informed the Committee that there had been a further 4 objections. Within these latest objections it was raised that the Committee's site visit was not during hours that would provide a true example of local residents' experience, that video footage of matchdays provided more context and parking issues were also raised. The Planning Officer gave mention of 2 supporting letters and went on to explain that the use as a sports pitch is lawful and that there are no controls from a planning viewpoint over the number of games that can be played or the hours that the pitch can be used. He also stated that colleagues in Environmental Health were satisfied that the additional impacts would not be unduly harmful provided the lights are turned off at 10pm. The Planning Officer concluded by stating that the recommendation was to approve the application and that, on the site visit, Members had viewed the relationship of the lighting to neighbouring houses and had noted the change in levels.

An objector spoke against the application on behalf of local residents. Reference was made to the impact the activities already have on the amenity of residents, with regard to crowds, noise, inappropriate language and general disturbance. Also, that extending the activities will have a further negative impact, that crowds can number up to 1000 and the noise associated with this scale of attendance had prompted residents to fund their own noise survey. The objector spoke of noise level recordings exceeding 80 decibels, on a par with aircraft engine noise.

The applicant's agent addressed the Committee on the application.

The Planning Officer confirmed that Local Ward Councillors were unable to attend the meeting and that their written representations had been included in the late supplementary pack.

The Planning Officer addressed Local Ward Councillor comments, stating that the floodlights would have some impact but that this is not unusual and that ceasing use at 10pm along with the limited number of additional days proposed that that this is considered acceptable. The Planning Officer added that floodlights would have back-shields and be angled down and added that there could be no restrictions on the number of matches played or the number of attendees.

The Chair invited the Committee to ask questions and comment on the application.

A member referred to consideration of the issues raised from both sides, in that there should be availability for an increase in outdoor activities but also had an equal understanding of the concerns of local residents.

A member made reference to light pollution not being the real issue for residents and referred to the position of residents' bedrooms overlooking the pitch. The member concluded by asking why there was no cap on the number of events and attendees.

The Planning Officer stated that it would not be reasonable for this variation in the number of days to restrict the number of games that could be played or to restrict the number of spectators. The Planning Officer referred to the fact that a sports club had been previously located on the site and concluded by referring to updated conditions on the limited use of the public address system, use of floodlights, and the overall lawful use of the site. It was also stated that officers would speak to the club about the noise from spectators banging on the metal temporary stand.

Councillor Andrews moved the officer's recommendation of Approve for the application. Councillor Riasat seconded the proposal.

Decision

The Committee agreed the application for the reasons and subject to the conditions detailed in the reports submitted

PH/21/62 129020/FO/2020 - Oakley, 188 Wilmslow Road, Manchester, M14 6LJ - Fallowfield Ward

This proposal was for the erection of 1 no. 13 storey building and 1 no. part 4 and part 5 storey building to form purpose-built student accommodation (PBSA) to provide 425 bedroom spaces together with the refurbishment of number 188 Wilmslow Road (Oakley House) and the demolition of existing extensions. There had been 246 objections to the statutory notification process together with objections from a number of local Civic Societies and residents' groups. Councillor Ilyas, and Councillor Alijah had also objected together with Withington ward Councillor Wills, Councillor Chambers and Councillor Moore. The site, whilst not in close proximity to the University Campuses, is located along Wilmslow Road which provides a high frequency public transport corridor serving the University Campuses. The proposals would result in a high-density development adjacent to domestic scale developments within Fallowfield, the height, scale and massing of the building would form an over-obtrusive feature within the street scene and the wider area. It had been considered that the proposed 13 storey building would have a poor relationship with the retained Oakley House, a non-designated heritage asset.

The Planning Officer provided an update on the application and informed the Committee that there had been a further 4 objections, but no additional issues raised.

An objector spoke against the application on behalf of local residents. Reference was made to the impact the development would have on Platt Fields Park, Shakespeare Garden and nearby residents. The objector had concerns over the claim that the scheme would reduce the need for Houses in Multiple Occupation (HMO) and felt that this was not the case. The objector agreed that the site would benefit from some development but wished to see a scheme for long-term residents.

The applicant addressed the Committee on the application.

Councillor Alijah attended the meeting and addressed the Committee on the application on behalf of other Local Ward Councillors who could not attend. The Committee was informed that the development was unlikely to affect the ongoing use of HMOs for the student population in the area, that the site was next to a park which was a resource for local residents, would cause harm to the local community and was therefore not appropriate.

The Planning Officer referred the Committee to the six reasons for refusal contained in the report submitted and summarised the main areas of concern.

The Chair invited the Committee to ask questions and comment on the application.

A member spoke with concerns that one of the Universities had backed the application and referred to an agreement with the Executive that student accommodation would be built adjacent to University buildings.

The Planning Officer confirmed the University's support for this application but stated that it was considered that there was no demonstrated need for additional student accommodation at this location.

Councillor Andrews moved the officer's recommendation of Refuse for this application. Councillor Richards seconded the proposal.

Decision

The Committee refused the application for the reasons detailed in the reports submitted.

(Councillor Stogia declared a prejudicial interest and left the meeting and took no part in the consideration or the decision made on the application.)

**PH/21/63 130394/FO/2021 & 130395/LO/2021 - Brunswick Place,
Bradford Road, Manchester, M40 7EZ - Ancoats & Beswick
Ward**

The proposal was for planning and listed building consent to create 153 homes in the refurbished Brunswick Mill and the erection of a part 6, part 8 storey building to form 100 homes and a 5 storey building to form 24 homes (Use Class C3a) creating 277 homes in total. The proposal would include the refurbishment, removal/demolition, repair and reconfiguration of Brunswick Mill to create work spaces, retail and

community uses (Use Class E and Use Class F2) (2034 sqm) at the ground floor and creation of 153 residential apartments (Use Class C3a) with the upper floors following demolition works together with the erection of a part 6, part 8 storey building to form 100 residential apartments (Use Class C3a) and a 5 storey building to form 24 residential apartments (Use Class C3a) (277 apartments in total across the 3 buildings) with associated car parking, roof top amenity space, access and servicing, landscaping, pedestrian access to the Ashton Canal and other associated works.

The Planning Officer confirmed that the Committee would be required to vote separately on the planning application and the listed building consent.

No objector to the application attended the meeting.

The applicant's agent addressed the Committee on the application.

The Chair invited the Committee to ask questions and comment on the application.

A member commented that they supported the application in principle but questioned whether a Section 106 agreement was in place.

The Planning Officer stated that there was an S106 agreement and there would be a re-test on the contribution after 80% of the premises were sold. The Planning Officer stated that this was an opportunity to save a historic mill building and improve a large section of Bradford Road frontage.

A member requested clarity on the use of zinc cladding and whether any contribution would be made to green spaces in the area.

The Planning Officer stated that this contribution could be considered if the application was more profitable.

A member made a request for a deferral, in order to undertake a site visit.

The Director of Planning stated that they would require a reason for a deferral for this purpose.

The member requested a site visit to inspect how the scheme relates to the canal and the historical aspects of the mill building.

The Planning Officer stated that the only part of the building marked as listed was adjacent to the canal.

Councillor Y Dar moved a recommendation to defer both applications for a site visit. Councillor Davies seconded the proposal.

Decision

The Committee agreed the deferral of both applications, in order to undertake a site visit.

**PH/21/64 130515/MO/2021 - Land Off Cringle Road, Manchester –
Levenshulme Ward**

This proposal was for 57 homes of which 29 would be 4 bedroom and 28 3 bedroom. Eleven of the new homes (9, 3 bed and 2, 4 bed) would be affordable (equating to 20% of the scheme), available on a shared ownership basis and would be delivered by the applicant alongside Southway Housing.

The Planning Officer commented that planning permission had been granted.

No objector to the application attended the meeting.

The applicant's agent addressed the Committee on the application.

The Chair invited the Committee to ask questions and comment on the application.

Councillor Andrews moved the officer's recommendation of approve for the application. Councillor Riasat seconded the proposal.

Decision

The Committee agreed the application for the reasons and subject to the conditions detailed in the reports submitted

**PH/21/65 129685/FO/2021 - 209 Slade Lane, Manchester, M19 2AE –
Levenshulme Ward**

This development was in relation to the provision of a 12 bed unit for the care of adults (18+) experiencing or recovery from acute mental issues and requiring care. Two forms of care would be provided:

- Step down care – For individuals leaving mental health wards and care settings and requiring support prior to returning home or relocating to alternative accommodation as part of a transition towards independent living. This form of care would be co-ordinated with individual GPs, hospitals and on-going health care support;
- Step up care – For individual experiencing acute mental health difficulties and requiring emergency care for brief periods following either general practitioner (GP) and hospital referral. This form of care provision seeks to relieve pressure on health care resources, including hospital bed availability.

The operation of the unit would be co-ordinated by the applicants as the unit medical doctor and care manager respectively.

No objector to the application attended the meeting.

The applicant addressed the Committee on the application.

Councillor Andrews moved the officer's recommendation of Approve for the application. Councillor Richards seconded the proposal.

Decision

The Committee agreed the application for the reasons and subject to the conditions detailed in the reports submitted

Application Number	Date of Appln	Committee Date	Ward
130394/FO/2021 and 130395/LO/2021	26 May 2021	23 Sep 2021	Ancoats & Beswick Ward

Proposal Refurbishment, removal/demolition, repair and reconfiguration of Brunswick Mill to create work spaces, retail and community uses (Use Class E and Use Class F2) (2034 sqm) at the ground floor and creation of 153 residential apartments (Use Class C3a) with the upper floors following demolition works together with the erection of a part 6, part 8 storey building to form 100 residential apartments (Use Class C3a) and a 5 storey buildings to form 24 residential apartments (Use Class C3a) (277 apartments in total across the 3 buildings) with associated car parking, roof top amenity space, access and servicing, landscaping, pedestrian access to the Ashton Canal and other associated works

Listed Building Consent for refurbishment, removal/demolition, repair and reconfiguration of Brunswick Mill including deconstruction of the small vestiges of perimeter walls of the former cotton mill immediately west of Brunswick Mill (known as Pooley's Mill) to create work spaces, retail and community uses (Use Class E and Use Class F2) (2034 sqm) at the ground floor and creation of 153 residential apartments (Use Class C3a) with the upper floors following demolition works together with the erection of a part 6, part 8 storey building to form 100 residential apartments (Use Class C3a) and a 5 storey buildings to form 24 residential apartments (Use Class C3a) (277 apartments in total across the 3 buildings) with associated car parking, roof top amenity space, access and servicing, landscaping, pedestrian access to the Ashton Canal and other associated works

Location Brunswick Place, Bradford Road, Manchester, M40 7EZ

Applicant Brunswick Property Investments Ltd, C/o Agent

Agent Mrs Rachel Brown, Deloitte LLP, The Hanover Building, Manchester

BACKGROUND

The Planning and Highways Committee deferred consideration of this application on 2 September 2021 to enable a site visit to take place to inspect how the scheme relates to the can and the historical aspects of the mill building.

EXECUTIVE SUMMARY

The proposal is for planning and listed building consent to create 153 homes in the refurbished Brunswick Mill and the erection of a part 6, part 8 storey building to form 100 homes and a 5 storey building to form 24 homes (Use Class C3a) creating 277 homes in total.

5 objections have been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development accords with national and local planning policies, and would bring significant economic, social and environmental benefits. This brownfield site contains a grade II listed building which has been in decline for a number of years. Large parts are derelict, open to the elements and require significant investment.

The 277 homes for open market sale would be close to public transport, walking and cycle routes. 20% of the 81 parking spaces would be fitted for an electric car with all spaces adaptable. There would be 100% cycle provision and enhanced public realm including a pedestrian link through the site to the Ashton Canal towpath.

Economic 152 direct jobs would be created during construction with a further 224 off site jobs created through the supply chain. These equate to £24.2 million per year for the duration of the development. 156 jobs would be created in the workspaces and commercial floorspace with an annual GVA of £5.8 million per year. The listed building would be restored and repaired.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The scheme would stabilise and repair the listed building and introduce natural surveillance along and enhance pedestrian links to the Ashton Canal Towpath.

Environmental This would be a low carbon development in a highly sustainable location. It would be highly efficient and meet some of its energy needs through renewable technology. There are no harmful impacts on traffic and local air quality and any impacts can be mitigated. The ground conditions are not complex or unusual and drainage aims to minimise surface water run off. The height, scale and appearance of the new building would respect the setting of the listed building. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling.

Impact on the historic environment The proposal is viable and deliverable. The refurbishment works would result in less than substantial harm to the significance of the listed building. Highly significant features would be retained, repaired and revealed. A clear and convincing justification has been presented to justify the level of harm caused to the building along with identified public benefits of the scheme.

Impact on local residents and local businesses The impact on daylight/sunlight and overlooking are considered to be acceptable. Construction impacts would not be significant and can be managed to minimise the effects on local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards.

A full report is attached below for Members consideration.

Description

This 0.87 hectares site is bounded by Bradford Road, the Ashton Canal and Brunswick Street. It comprises 3 plots, namely: the Brunswick Mill complex; a vacant site to the south west of the Mill on Bradford Road; and land at the junction of Bradford Road and Brunswick Street. Brunswick Mill is a grade II listed building which is used by a number of light industrial uses and warehousing. There are 11 tenants ranging from music studios, supply and repair workshop and storage.

The mill chimney was removed in the 1970's and India Mills (or Pooleys Mill) to the west was demolished in 2008. Brunswick Mill is in a poor state of repair. Few original windows remain and those that do are in a poor state of repair resulting in water ingress and damp. Extensive masonry repairs are needed. The other plots are vacant.

The site is in Holt Town Central area as defined in the Eastlands Update (2019) and is located between the Etihad Campus, Miles Platting and the Ancoats and New Islington neighbourhoods and is at a strategically important link between the campus and the city centre.

There are established residential areas in Miles Platting and New Islington on the opposite side of Bradford Road and Beswick Street. There are commercial buildings and services yards including the Pretty Little Thing HQ in Wellington Mill on the opposite side of the canal. The Ashton Canal is a pedestrian and cycling route. This is a sustainable and accessible location, well connected to the City Centre, the Etihad Campus and adjoining neighbourhoods. Metrolink stops are nearby.

The site is not in a conservation area but the following listed buildings are nearby: The Ashton Canal Bridge Number 5 (Grade II), Spectator Mill (Grade II), Hope Mill (Grade II*) and the Ashton Canal Bridge number 4 (Grade II).

The site is in Flood Zone 1 and a critical drainage area. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are poor.

Planning History

083665/FO/2007/N2: Refurbishment and conversion of Brunswick Mill to form 126 no. residential units. Erection of part 4, part 8, part 9 storey building and an 11 storey building facing onto Bradford Road, comprising 130 no. apartments and 8 no. town houses, Class A1 retail use (139sqm) Class A2 use (1442sqm) and Class B1 office use (895sqm) (2337sqm in total) with associated carparking at ground and basement levels, together with ancillary landscaping, following demolition of outbuildings and annexes to existing Brunswick Mill Withdrawn 12 September 2008

119268/DEM/2018: Prior notification of demolition of buildings and structures Prior Approval 03 Apr 2018

The Proposal

The proposal would convert the mill and redevelop the adjacent land to create 277 new homes and 2034 sqm of work spaces, retail and community uses. Brunswick Mill would contain work spaces at the ground and part first floor level aimed at

creative, community and employment uses. The remainder of the building would contain 153 homes with 57 one bed, 89 two bed and three 3 bed apartments.

The mill would be repaired and refurbished with some demolition which is considered in the report. New windows would be provided and a landscaped courtyard created.

A part 8, part 6 storey 'Mid' building would be erected on Bradford Road containing 100 homes with 13 townhouses (10 two bed, 2 three bed and 1 four bed) at ground and first floor level and 87 homes above (32 one bed and 55 two bed).

A 5 storey building at the corner of Bradford Road and Beswick Street would contain a commercial unit on the ground floor and 24 homes above, with 8 one bed and 16 two bed apartments.

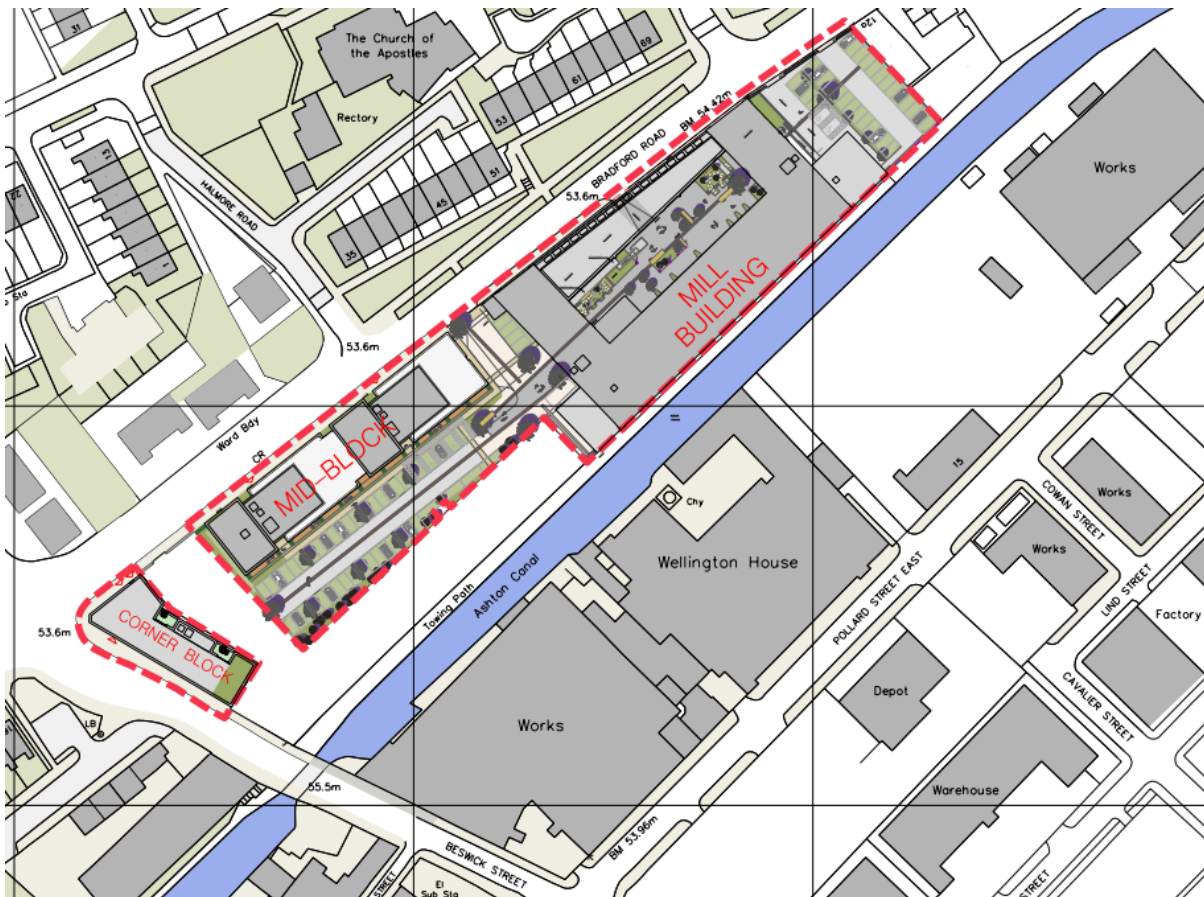
The new buildings seeks to replicate the regular form and masonry elements of the listed building. A regular pattern of windows would be created in deep reveals with horizontal bands and hit and miss panels, which also help to conceal air vents. Zinc cladding at the upper levels would be set back from the masonry.



Image of the mill conversion and new build elements

Three vehicular access points are proposed off Bradford Road. Two access points to the north are to the Mill car park. That to the south is to the new build car park. The cycle stores would be accessed from Bradford Road and the car parks. Pedestrians to the Mill would enter off the landscaped courtyard via the arch off Bradford Road. The ground floor commercial uses would have independent access off the courtyard.

Comprehensive landscaping includes reclaimed cobbles, trees and soft landscaping with access to the Ashton Canal towpath.



Layout of the site

The Planning Submission

This planning and Listed Building applications have been supported by the following information:

- Structural drawings;
- Landscape Plan;
- Design and Access Statement;
- Landscape and Public Realm Strategy;
- Daylight and Sunlight Report;
- Heritage Assessment;
- Window Condition Report;
- Archaeological Assessment;
- Crime Impact Statement;
- Statement of Consultation;
- Travel Plan;
- Transport Statement;
- Waste Management Strategy;
- Ecological Survey;
- Energy Statement and ESS;
- Ventilation Report;

- Utilities Report;
- Broadband Assessment;
- Flood Risk and Drainage Statement;
- Noise Statement;
- Management Strategy;
- Air Quality Statement;
- TV Reception Survey;
- Desk Top Geo-Environmental Survey;
- Construction Methodology Statement;
- Structural Statement;
- Feasibility Report;
- Local Labour Agreement; and
- Viability Report.

Consultations

The proposal has been advertised as a major development, as being of public interest, as affecting the setting of a Listed Building and listed building consent. A Site notice was displayed and a notice placed in the local press. Notification letters have been sent to an extensive area of local residents and businesses and five letters of objection have been received.

- There is no affordable housing and local residents can't afford to buy homes. This proposal is gentrification;
- Brunswick Mill is a creative hub for musicians and one of the only places musicians can have permanent rehearsal spaces. Transforming the mill into more flats will have a devastating impact on the already devastated music scene in Manchester;
- The Mill is character filled and its heritage should be retained along with the cultural spaces and not at the expense of more flats;
- The ERF suggests development up to eight storeys within the Holt Town but this site is in Miles Platting, north of the Ashton Canal, adjacent to a low rise residential neighbourhood and is unacceptable;
- The erection of an 8 storey building, approximately 1 metre lower than the mill, would not respond to place or respect the iconic asset;
- The comparison to Murray Mills is misleading as it is in the city centre;
- While the flexibility of the ERF does allow for high density housing in Holt Town the location north of the Canal and next to the mill should prevent such a proposal; The proposal should be for low rise accommodation at 2-3 storeys;
- There has been over a year of disruption due to other development work in the area. This disruption has involved early mornings on Sundays and should not happen as part of this proposal;
- The development is excessive. Although something needs to be done to the building, there are current small businesses within the building and one of the last few places for start ups and creatives;
- The noise pollution would be excessive and detrimental to health and wellbeing along with businesses which operate close by;
- The proposal would block light to the houses opposite.

Highway Services the level of car parking is acceptable, with 20% fitted with electric vehicle charging points and the remaining spaces being adapted at a future date. The pedestrian and vehicle entrance points and servicing arrangements are acceptable. Off site highways works are required to ensure that the vehicular and pedestrian environment is safe. A travel plan and construction management plan should be agreed.

Environmental Health recommends conditions regarding construction management, lighting and control of glare, glazing specifications, plant and acoustic insulation. The waste management strategy and air quality assessment are acceptable. Further ground investigations are required including a verification report on completion.

Works and Skills Team recommend a local labour scheme condition.

Flood Risk Management details of a surface water drainage scheme should be approved together with a management regime and verification report.

Neighbourhood Services (Trees) have no objections as no trees would be lost.

Environment Agency the site area has been used for industrial activities which could have introduced adverse contamination. Controlled waters are particularly sensitive as the site overlies a Secondary A Aquifer associated with the underlying bedrock formation. The superficial cover comprises Glacial Till which is a secondary undifferentiated aquifer. The Ashton Canal, a sensitive potential receptor, runs adjacent to the development site's southern boundary. Details of the remediation strategy and piling should be agreed to minimise the risk to controlled waters.

Greater Manchester Ecology Unit advise that the bat method statement is acceptable provided the Council is provided with confirmation of a licence from Natural England, that measures are put in place to protect the Ashton Canal from construction activities and biodiversity measures are agreed.

Historic England have no objection to the conversion of Brunswick Mill which would provide heritage benefits if it ensured that the building had a sensitive viable use.

There no objection to the overall principle of the works, but consideration should be given to the exact details, including the detailed drawings showing the new partitions, windows and works to the jack arches. The subdivision would have a negative impact on the historic significance of the Mill but if this is the minimum necessary to secure this use they would conclude that the heritage benefits would outweigh this harm.

There are no objections to most of the demolition but the transformer station has historic interest, and is an important element of the complex's evolution. The applicant should seeks to retain and convert this element or provide a clear justification for why it cannot be viably retained.

The new build would not be a sensitive addition to the environment in which the listed building is experienced, forming a jarring and visually distracting intrusion. Its harm on the setting of the listed building would be less than substantial to its significance.

The massing and design should be modified to avoid its currently jarring and distracting nature.

It is also highlighted that the adjacent site was previously occupied by Pooley's Mill which should be the subject of further archaeological investigations.

Canal and River Trust the new access to the towpath is positive and would encourage regular use of the canal corridor. Further details are required regarding materials and access and safety arrangements. A method statement is required on the impact on the canal wall. A construction management plan should ensure that pollutants do not enter the canal. Bats should be protected and lighting should not affect habitats. The development should include biodiversity improvements.

Greater Manchester Archaeology Advisory Service (GMASS) advise that the site was developed initially in the 1820s when a large steam powered cotton mill known as Pooley's Mill was erected across the south western half of the application. There are likely to be remains of archaeological interest associated with this which would merit further investigation. The demolition works should be recorded as part of a building investigation survey. Planning conditions are required.

Design for Security at Greater Manchester Police a condition should require the development to be carried out in accordance with the Crime Impact Statement.

Policy

The Development Plan

The Development Plan consists of The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy is the key document in Manchester's Local Development Framework and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles –The proposal would deliver high quality homes, workspaces, commercial and community spaces in a highly sustainable location in a strategic regeneration area.

SO2. Economy – High quality homes in this sustainable location would support economic growth and new commercial and community spaces would support job creation. The construction would create local job opportunities,

SO6. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. There would be a travel plan and 100% cycle provision.

Policy SP1 ‘Spatial Principles – The proposal would improve visual amenity and restore a Listed Building. This would contribute positively to the street scene and complement development in the area.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– The proposal would provide homes close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal provides high quality buildings in Holt Town through the refurbishment of a local heritage landmark and listed building and provision of new buildings within its setting.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of East Manchester. There are constraints due to this being a listed building. Level access is proposed with lifts in the listed building. Parking would be provided for disabled people.

Policy T1 ‘Sustainable Transport’ – There is access to all public transport modes including Holt Town and New Islington tram stops.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable transport.

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. The range of accommodation sizes is appropriate in this instance given the constraints of the listed building. Amenity spaces and cycle and waste management arrangements would ensure this is a sustainable and high quality development.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a brownfield site in East Manchester and deliver good quality accommodation in a highly sustainable area. The fabric would be efficient with sustainable features such as photovoltaics and sustainable drainage are included.

Policy H4 ‘East Manchester’ – The proposal would provide high density homes. The homes would be a mixture of one and two beds with larger townhouses and

apartments. The development would cater for a range of household needs and be suitable for families.

Policy H8 ‘Affordable Housing’ – The proposal would not provide any affordable housing due to viability constraints. This has been independently tested. The viability would be re-tested at an agreed date in the future to determine if the viability has improved and a contribution can be sought.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the regeneration of the area.

Policy EN3 ‘Heritage’ - The impact on the historic environment would be acceptable and this is considered in further detail in the report.

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’ – The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed. The fabric would be energy efficient and minimise energy demands.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure The development has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 ‘Target framework for CO₂ reductions from low or zero carbon energy supplies’ - The buildings functions would reduce overall energy demands. The building fabric would be high quality and energy costs should remain low.

Policy EN9 ‘Green Infrastructure’ –The soft landscaping and trees would enhance biodiversity and improve green infrastructure.

Policy EN14 ‘Flood Risk’- A scheme to minimise surface water runoff would be agreed. The design would not exacerbate existing flood risk and the risk to residents has been minimised.

Policy EN15, ‘Biodiversity and Geological Conservation’ – The site has low potential for bats and the impact on birds can be mitigated.

Policy EN16 ‘Air Quality’ The impact on air quality would be minimised through careful control of construction activities. Other measures to minimise the impact of the operations of the development include a travel plan and 100% cycle provision.

Policy EN17 ‘Water Quality’ - Water saving measures would minimise surface water runoff. Historic uses means that below ground contamination could impact on ground water. Remediation measures are required to minimise any risk to below ground water quality. Air quality would not be worsened subject to mitigation.

Policy EN18, ‘Contaminated Land’ – Ground conditions can be addressed. The former use of the site require extensive remediation and conditions would protect ground water and ensure the site is appropriately remediated.

EN19 ‘Waste’ – The waste management strategy incorporates recycling principles.

Policy DM1 ‘Development Management’ - Careful consideration has been given to the design, scale and layout of the buildings along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations.

PA1 ‘Developer Contributions’ states that where needs arise as a result of development, the Council will seek to secure planning obligations. A legal agreement would be prepared to secure a mechanism to review the viability at an appropriate date in the future in order to determine if there has been a change in market conditions to enable a contribution towards affordable housing in the City as required by policy H8.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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 DC7 ‘New Housing Developments’ – The proposal represents a high quality accessible development.

Saved policy DC19 ‘Listed Buildings’ – The impact on the listed building is considered in detail in the report.

Saved policy DC20 Archaeology states the Council will give careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

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

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles,

appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the

guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

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

Manchester Green and Blue Infrastructure Strategy 2015

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

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

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

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

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

Eastlands Regeneration – A New East Manchester (2008, 2011, 2017)

The Site forms part of the Eastlands Regeneration Framework (“ERF”). The area has been promoted for strategic development since the ‘New East Manchester: A New Town in the City’ was first published. This was eventually superseded by ‘The East Manchester Strategic Regeneration Framework 2008 – 2018’.

Significant new development around Eastlands has either been delivered or is planned, including the recent approval of the game-changing Co-op Live Arena, which will be a world-leading venue delivered by OVG. In addition, Planning Permission for a new world-class workplace campus for small and medium-sized businesses to form, scale and thrive and set within 1.5 acres of green public realm amenity, has been approved by Manchester City Council earlier this year in relation to a site at Pollard Street.

The ERF provides recommendations for future regeneration activities that will enable new social, community, commercial and development initiatives in and around the Etihad Stadium, with the emphasis on guiding development activity westwards along the Ashton Canal Corridor to connect the Etihad Campus with the established eastward expansion of the city centre, building on its ongoing regeneration momentum.

The application site is located within the Holt Town Central Area as defined within the 2017 ERF update. This area is located between, and connects, the Etihad Campus and the Ancoats and New Islington neighbourhoods. The area has been seen as the ‘missing link’ in the regeneration of the Ashton Canal Corridor from the City Centre to the Etihad Campus.

The ERF 2017 set out Holt Town as a mixed-use neighbourhood anticipating higher density residential uses including family homes across a range of price points and tenures, employment space for a wide variety of businesses from “makers” to tech entrepreneurs, with local retail and services to support the wider area, making maximum use of the proximity to the Holt Town Metrolink stop.

The ERF also highlights the potential of ‘the extraordinary listed former mill buildings’ offering significant potential for commercial, residential and cultural uses, creating a neighbourhood of character, similar to Ancoats.

The regeneration of the area will be underpinned by the reuse and preservation of historic mill buildings fronting onto the canal and that infill developments on adjoining sites should be of a scale and character to complement these buildings, reinforcing the respective identities of the old and the new.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council’s Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to “*shape the activity that will ensure*

that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England”.

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site and the wider Ancoats and New Islington area.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester’s future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

National Planning Policy Framework (2021)

The revised NPPF re-issued in February 2021. The document states that the *‘purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the ‘objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs’ (paragraph 7).*

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 *‘Delivering a sufficient supply of new homes’* states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay’ (paragraph 60).*

Para 65 states that at least 10% of housing should be for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would redevelop a brownfield site and a listed building which is in a poor condition in a key regeneration area for 277 new homes. A mixture of 1, 2 and 3 bedroom accommodation would be provided catering for all family sizes and needs. Viability has been tested and in order to deliver a viable and deliverable scheme to the quality proposed, together with restoring the listed building, the scheme could not support an affordable housing contribution. This is considered in further detail within the report.

Section 6 *‘Building a Strong, Competitive Economy’* states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 81).

Accommodation used by local businesses and workspaces would be lost. A relocation package would help those businesses to find alternative accommodation and would be a condition of the planning approval. 2034 sqm of workspaces and commercial space is proposed and may allow some businesses to return.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 92).

The proposal would be safe and secure. Cycle parking is provided along with car parking. Disabled residents would have access to parking. New public realm and green infrastructure would be provided with improved access to the Ashton Canal.

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport

statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account

the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposal would re-use a largely vacant listed building and redevelop vacant land. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. There would be a loss of existing employment uses, but some workspace would be re-provided on site. The 277 homes would help meet known housing and regeneration requirements in East Manchester. The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes to the site.

Onsite parking would be provided but the overall objective would be to reduce car journeys. Electric car charging would support a shift away from petrol/diesel cars.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process' (paragraph 126).

Planning decisions should 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; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely,

significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form

of trees and landscaping which is a significant improvement based on the current condition of the application site.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriately remediated.

Paragraph 185 outlines that decisions should ensure that no development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development along with 20% of the car parking spaces being fitted with electric vehicle charging points.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 194).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new

development making a positive contribution to local character and distinctiveness. (Paragraph 197)

In considering the impacts of proposals, paragraph 199 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203).

The proposal would not result in a degree of harm to the heritage assets. This is considered in detail in the report.

Paragraphs 10, 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.

Planning Policy Guidance (PPG)

The relevant sections of the PPG 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. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

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

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

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

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

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

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

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

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls exceeds of the threshold within “Urban Development Projects” which is 150 residential units. A Screening Opinion has been adopted which confirms that the environmental effects of this development are not significant to warrant an EIA.

Heritage Significance

Brunswick Mill (Grade II) is an surviving example of a former cotton spinning mill, which is a dominant presence within its surrounding streetscene. This is the result not only of its scale, but also of the quality of its architectural detailing, including decorative string courses and an imposing stone archway around the entranceway. These give the complex considerable visual interest.

The mill is also of particular historic interest, not least because the majority of the buildings date to a single phase of construction. The complex is therefore an example of holistic site planning, and a complete example of a mid-nineteenth century fireproof mill. The mill also has later phases of evolution, which are of considerable interest in their own right. Of these, the buildings and infrastructure associated with the mill’s conversion to electrical power are of particular interest, as it was the first mill in Manchester where this occurred.

More widely, mills formed an integral part of Manchester’s nineteenth century evolution into an industrial titan, and are one of the defining features of the city.

Together they have considerable historic value, both as part of the evolution of Manchester, and as part of the Industrial Revolution, a chain of events that fundamentally shaped the nation.

Pooley’s (later India) Mill. This mill dated to the early nineteenth century, but was demolished following a fire in the mid-2000s.

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. There is a crucial link between economic growth, regeneration and the provision of new homes and as the economy of the city recovers post-pandemic, more are required to fuel and complement it.

Manchester’s population has increased rapidly since 2001 and is expected to increase considerably by 2030. This, together with trends and changes in household formation, requires additional housing. Around 3,000 new homes are required each year and the proposal would contribute to this need. Providing the right quality and diversity of new housing for the increasing population is critical to continued growth and success.

East Manchester has been identified for high density housing and this development would deliver a variety of housing types and be attractive to families. The proposal would be a key development between the city centre and the Etihad Campus and restore and repair a listed building that is in poor state of repair.

227 homes would be delivered in a highly sustainable, well-connected location with enhanced public realm. The homes and commercial activity would bring increased footfall and activity and complement regeneration in New Islington, Miles Platting and around the Etihad Campus. There would be one, two and three-bed apartments and townhouses and would be suitable to families. The sizes would be consistent with the City's space standards with all one bed apartments suitable for 2 people. There would be a significant amount of workspace, retail and community space.

There are 11 active tenants who are on short term leases and are important local businesses. The proposal includes a relocation package to allow them to remain active, preferably within East Manchester. Confirmation of the relocation package would be a condition.

There would be workspace and commercial uses at ground and part of first floor in the Mill with homes in the rest of the building. Two buildings would be developed at the adjacent site between 5 and 8 storeys. Active ground floor, entrances and the townhouses would animate Bradford Road.

This proposal would form an important catalyst in the regeneration of East Manchester and re-purpose one of the last remaining significant mill buildings in the area. The proposal would help to realise the visions set out in the various development frameworks as underpinned by policy SP1 of the Core Strategy.

Significant economic and social benefits include the creation of approximately 152 construction jobs for the duration of the construction and 224 indirect jobs. The GVA associated with these jobs would be £24.2 million per year. The commercial elements would create 156.5 jobs with annual GVA of £5.8m per year. An estimated 88 jobs and GVA of £1.67m would be lost from the site based on its current occupation. Therefore, the net jobs created is 68.5 with annual GVA of £4.1m. The new households would spend around £5 million per year. 277 new homes would generate Council Tax revenue of around £0.5 million per annum.

A local labour agreement would ensure that these economic and social benefits are fully realised.

These socio-economic benefits are significant and would remove an underutilised site and support economic and population growth which would create jobs and increase local spending and taxation.

It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, H4,

SP1, EC1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

An applicant may seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 277 homes for open market sale and 2034 sqm of work space, retail and community uses (Use Class E and Use Class F2). The delivery of homes and the regeneration of East Manchester is a key Council priority.

The proposal would develop a contaminated, brownfield site containing a grade II listed building which is in a poor state of repair. The condition of the listed building and the vacant nature of the wider application site has a negative impact on the character and appearance of the area.

This high quality development proposes the sensitive alteration, repair and conversion of the listed building. All accommodation would comply with the Residential Quality guide, active frontages would enliven Bradford Road and Beswick Street with new public realm and improvement to access along the Ashton Canal. All these matters have an impact on viability.

A viability report, which has been made publicly available through the Council's public access system has been independently assessed on behalf of the Council. This concludes that the scheme would not be viable if it was to support an affordable housing contribution. A benchmark land value of £1,480,080 is within the expected range based on comparable evidence. The Gross Development Value would be £59,787,800 which would give a profit of 18% on GDV.

On this basis, the scheme could not support an affordable housing contribution. This would ensure that the scheme is viable and can be delivered to the quality proposed.

The viability would be subject to review at an agreed future date to determine any uplift in market conditions which may improve the viability and secure a contribution towards affordable housing in line with the requirements of policy H8.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon building in a highly sustainable location with all forms of public transport nearby.

Sustainability principles would be incorporated into the construction process to minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use of materials.

There would be 81 car parking spaces with 20% fitted with an electric charging point. The remainder would have infrastructure and could be adapted in the future. A travel plan would encourage residents to use public transport to reduce vehicle trips. A secure cycle store would provide 100% provision.

The all electric building would benefit as the grid decarbonises. The fabric would be highly efficient to prevent heat loss together with energy saving fixtures and fittings such as LED lighting and a mechanical ventilation system. The heating and cooling systems would be highly efficient. Photovoltaic panels to the roof would generate renewable energy.

The development would achieve a 9.10% improvement on Part L (2013) in line with the requirements of policy EN6 which seeks to achieve a 15% reduction in CO2 on Part L (2010 (or 9% over Part L 2013) Building Regulations. A condition requiring a post construction review would verify that this reduction has been achieved.

The landscaping, trees (including street trees) would deliver enhance biodiversity and an efficient drainage system would minimise the effects of surface water.

Impact of the historic environment and cultural heritage

Brunswick Mill is Grade II listed. It is a former Victorian Cotton Mill and the first in Manchester to be powered by electricity. The site is not in a conservation area. There are listed buildings in the local area which could be affected by the development. These are the Ashton Canal Bridge No.5 (Grade II), Spectator Mill (Grade II), Hope Mill (Grade II*) and the Ashton Canal Bridge No.4 (Grade II).

The applicant has provided a heritage statement, a detailed design and access statement and structural report which examines current condition and impact of the proposal on the significance of the listed building, its setting and the impact on surrounding listed buildings.

The building contains many original features which, despite the overall condition of the building, remain relatively intact. It was constructed of plain red brick, with higher quality soft red/orange brick forming the pilasters. The main entrance off Bradford Road has rusticated stone dressings.



Main entrance off Bradford Road

There are several outbuildings; the engine house to the south west corner and the waste house in the opposite corner. These were original outbuildings and illustrate original functions and operations of the site. There are later buildings in the courtyard. Two 1880s to the north east and north west corners and a 1908 electric transformer station to the south west corner.



View from within the courtyard including transformer building (left)

The mill was constructed using fire proof methods, consisting of shallow brick arched floors supported with cast iron columns and brick walls. Internally, the mill is open plan with cast iron columns supported by brick Jack arches with iron reinforcement tie rods. Some floors have been subdivided with partition walls.



Typical floor layout showing columns and original terracotta quarry tiles

At the fourth floor level of the east wing is the highly decorative canteen which was fitted within green and cream glazed tiling around 1919. The staircases have a striking bull nosed termination at the 7th floor and use triangular stone steps supported by a central brick wall. The original slender iron handrail remains evident within the walls of the staircase.



Staircase including steps, handrail and bull nose

The courtyard contains original cobbles and cast iron fire escapes.



Cast iron fire escapes

The most highly significant elements are the main four wings of the building, its cobbled courtyard, engine and waste house and two original stone staircases. These are largely unaltered and are judged to be significant in understanding the role of the site as a cotton mill.

Considerable significance is given to the canteen tiling to the third floor of the east wing associated with the staff canteen together with the 1920s addition of a top floor level to the north entrance block and waste house. The courtyard fire escapes also fall within this category along with the terracotta tiling to the mill floors and the remaining surviving casement windows. The transformer station is significant due to its role and significance with the mill being the first to be powered by electricity.

Features which are judged to be of low significance are the 1880 loading bays within the courtyard and the 1950s buildings to the east of the site.

The setting of the site, adjacent to the Ashton Canal, contributes to the significance of the mill allowing its former industrial use to be understood. In today's context it feels relatively isolated, being one of the last remaining mill buildings in the area. The vacant elements of the site have a negative impact on the setting of the listed building.

The refurbishment and conversion of the mill requires repair, alteration, removal and demolition at the complex and a conservation led approach has been taken

All existing rainwater goods would be replaced with replica cast iron goods which would restore the exterior of the building and ensure it is protected from water ingress. The impact of this work is considered to be beneficial.

Windows and window openings would be replaced with powder coated aluminium casements to the same 19th Century six pane design. The removal of listed fabric would cause a degree of harm. However, the condition of the windows precludes their retention and a scheme to replicate their design and aesthetic would be acceptable in this instance.

The condition of the masonry varies and would be cleaned and pointed with lime mortar. Missing or deteriorated brick work, stonework and terracotta vents would be replaced. Surviving stucco to the upper parts of the engine house would be repaired and replaced. The impact of this work would be beneficial. The modern security gates to the main entrance would be removed and replaced and this would be beneficial.

Various re-roofing works would be required to the north entrance block, main mill building and former engine house. The impact of this work is judged to be neutral.

The 1920s extension to the 3rd floor roof of the north entrance block, the 1950s extension to the north east corner of the building (and replace with new boundary treatment to screen newly created car parking), the modern extension to the north west corner of the mill, the later brick extension to west elevation of the former engine house together with the later courtyard extensions and the 1960s brick lift tower to east elevation would be demolished. The lack of significance of these more modern elements is judged to be moderately beneficial to the significance of the listed building.

The fire escapes in the internal courtyard would also be removed, however, the brackets would be retained as evidence of their presence. This would have some moderate adverse impact on the significance of this listed building but the retention of the brackets would retain some legibility to the fire strategy of the mill.

Various interventions would be required in the courtyard including the creation of new entrance to the north courtyard elevation and relaying of the cobbles. These would have a minor adverse impact on the significance of the listed building. The transformer station would be retained and converted into a commercial unit.

New openings to the southern and Bradford Road elevations are required to increase pedestrian movements from the canal towpath. This would reuse openings which are currently blocked with a neutral/moderately beneficial impact.

More significant interventions are required internally to facilitate the conversion of the listed building such as new vertical risers, new lifts, new staircase to north entrance block, raised access floors, internal partitions to create the commercial units and apartments, new concierge reception, modification to the commercial and residential waste store. These elements would cause a minor/moderate adverse impact on the significance of the listed building principally from the loss of openness within the internal spaces which would prevent the special character of the former mill floors to

be appreciated and would only be reversed if partitions and corridors were to be removed.

These floors contain many original features such as original staircases, Jack arches, exposed internal perimeter walls, columns, internal structural beams and structural ties which would be repaired and exposed within the commercial or residential accommodation. This would allow many original features to remain within the listed building and appreciated. The Edwardian glazed tiles of the former canteen would also be incorporated as features walls within the third-floor apartments. This has a moderate beneficial impact on the significance of the listed building.

The works to the listed building are extensive in order to convert it into a commercial and residential space. This would cause harm to the listed building and its significance which would only be reversed if modern interventions are removed. The most notable are the subdivision of the large open plan floor plates which are part of the special character of former mill buildings.

Whilst there is be an element of openness retained at the ground level in the commercial units, there would overall be a degree of harm. There would, however, be an extensive programme of repair and restoration works which largely seeks to retain existing features in situ.

Consideration has been given to the impact of the mid and corner buildings on the setting of the listed building and other listed buildings in the surrounding areas. The heritage statement has considered 6 viewpoints to understand the visual impact of the development of the identified heritage assets.

View point 1 is from the junction of Beswick Street and Pollard Street. The grade II listed bridge No. 5 can be seen to the left although it is best appreciated from the canal towpath. The altered remains of the former mill building of Wellington Mills can be seen with the top of Brunswick Mill.

Viewpoint 01 Existing



Viewpoint 01 Proposed



This view does not fully represent significance of Brunswick Mill but does highlight the industrial character of the area albeit in a fragmented form. The new buildings would be visible and the images highlight that a modern coherent form of development would be created for the setting of Brunswick Mill.

Viewpoint 2 from the north side of Old Mill Street to the west of the junction with Bradford Road/ Beswick Street and is dominated by road traffic and low rise housing together with the Mill which appears isolated due to the erosion of its historic context.

Viewpoint 02 existing



Viewpoint 02 proposed



The view demonstrates that the proposal would re-instate the historic urban form along the southern side of Bradford Road and enhance the setting of the listed mill.

Viewpoint 3 is a kinetic view from view 2 from across the road junction. It provides a closer view of the sense of dereliction and fragmentation of the urban form in the south eastern part of the site and highlights the sense of isolation of the listed building from the loss of its historical context.

Viewpoint 03 existing



Viewpoint 03 proposed



The proposed view highlights the positive impact the new buildings on the setting of the listed building, re-establishing the building line along Bradford Road terminating by the angular corner block which returns along Beswick Street.

View 4 looks north east along the Ashton Canal from the grade II listed bridge No. 4 on Carruthers Street. Hope Mill (Grade II*) and Spectator Mill (Grade II) provide a historical context to the right hand side of the view in contrast to the left which is more modern. The improvements to the canal towpath provide an enhanced long ranging view of Brunswick Mill with collective value with the other older buildings.

Viewpoint 04 existing



Viewpoint 04 proposed



The proposed development would not be visible from this viewpoint.

View 5 is from the bridge over the Ashton Canal at Cambrian Street looking south west and is another vantage point from which to appreciate the Mill.

Viewpoint 05 existing



Viewpoint 05 proposed



The proposed view highlight the positive impact its restoration and the new building would not be visible.

View 6 is from the junction of Bradford Road and Clayton Street looking south and highlights the condition of the building and its boarded up windows.

Viewpoint 06 existing



Viewpoint 06 proposed



The proposed view demonstrates that impact the restoration of the mill would have. Windows would be re-opened and fabric repaired. There is a glimpsed view of the proposed middle building which appears as a subservient element to the listed mill.

The overall impact of the development on surrounding listed building is judged to be moderate beneficial to negligible beneficial.

The works would result in *less than substantial harm* to the grade II listed building and therefore the test set out in paragraph 202 of the NPPF apply.

Historic England have raised no objections to the conversion of the mill but have expressed some concern about the extent of subdivision, exposure of features and demolition of the transformer building. The transformer building would now be retained and features such as columns fully exposed. Historic England consider the new build within its setting requires further consideration.

The conversion of the listed building would cause harm to its significance. The new build would be large and significant buildings in its setting. The most highly significant features of the listed building would be repaired and restored with modern and less significant interventions removed. The scale, massing, appearance and use of materials would provide a complementary development along Bradford Road and Beswick Street re-establishing built form.

The proposal would result in a low level of *less than substantial harm* as defined by paragraph 202 of the NPPF, to the significance and setting of the Grade II listed building. As directed by paragraph 202 of the NPPF, it is now necessary to consider whether the public benefits required exist which outweighs any this harm. These public benefits will be considered in detail below.

Assessment of Heritage Impact

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 202 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would bring 277 homes in a highly sustainable area.

The key views demonstrate how the development would have a beneficial impact on the majority of views and setting of the listed building through its use of materials, position back of footpath re-establishing development on the Bradford Road/Beswick Street junction.

Whilst the building would be large, it would not be out of context with other older buildings which line the canal towpath. The listed building would remain legible and understood due to the gaps created between the mill and the mid building.

Trees and resurfacing along Bradford Road and enhanced public realm and pedestrian links to the canal towpath would increase natural surveillance and permeability and improve biodiversity.

The proposal create 152 full time equivalent jobs during construction and 214 jobs in the supply chain (assuming a 1.5 year build programme). The GVA associated with these jobs would be £24.2 million per yard.

The homes could accommodate up to 637 residents within 449 additional working age residents and an additional £5 million of expenditure to the local economy.

The new workspaces and commercial space at the development would create 156.5 jobs in total with annual GVA of £5.8 million per year.

The new build would be a low carbon and the mill would be as energy efficient as possible. An all electric system would benefit from a decarbonising grid. Photovoltaic panels to the roof would generate on site energy 20% of the parking spaces would be fitted with electric car charging points and the remainder adaptable in future. 100% cycle provision would be available.

The significant public benefits would outweigh the heritage impacts which would be at the lower end of less than substantial harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act. The harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 202 of the NPPF.

Impact on Archaeology

There is archaeological interest relating to the Pooley's Mill. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works. They also recommend that any demolition works are subject to a building survey. This would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

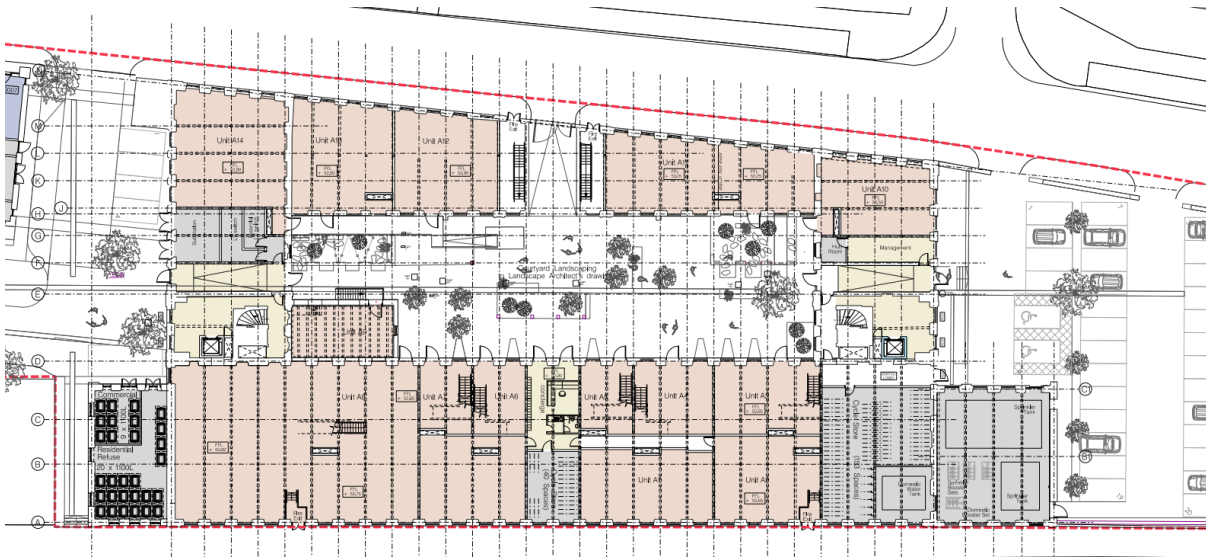
Layout, scale, external appearance and visual amenity

Works to the listed building involve an extensive programme of repair, re-instatement and alterations. This would include new windows, selective demolition, repair to masonry and re-purposing external areas of car parking and amenity space.

The courtyard would be transformed into a landscaped space with amenity space for residents, businesses and visitors. The courtyard would act as a circulation space linking the residential cores of the building which are at either side of the mill.

The ground floor would be divided into work space/commercial units and the Jack arches would be exposed. Units facing the courtyard are accessed from it through

door openings created in window openings. The units facing the canal are accessed from the concierge spaces.



Ground floor layout of the Mill Building

The former Engine House would become a bin store and the former waste house a cycle store and water tank. The remaining buildings within this space would be demolished and a 32 space car park created.

The boundary wall to Bradford Road would be re-built using salvaged and re-claimed bricks. Two gated vehicular entrances would provide access from this car park.

Level one of the mill is partially occupied by the upper floors of the commercial unit that face the south eastern side of the courtyard. The remainder of the floor forms apartments. Apartments are replicated up to level 6. Each floor has two circulation cores providing lift and stair access.

The subdivision and internal partitions to each apartment follows the Jack arches. This allows the masonry structure to the floor above to be exposed. All pipe work and other services would be hidden within a raised section of floor instead of affecting the ceilings.

The mid-block would be positioned fronting Bradford Road and responds to the building line of the mill, re-establishing built form on this vacant section of Bradford Road which was once dominated by a mill building.

A new vehicular and pedestrian access off Bradford Road would provide separation between the listed building and the new building and allow the listed building to remain legible and understood. Public realm, a new link to the canal and a 49 space car park is located to the rear of the building.

Townhouses front Bradford Road with living accommodation and front doors which help activate the street. Four townhouses also front the car parking area again with the own front door.



Layout of the mid and corner buildings

At the first floor of the mid building, are the bedroom accommodation of the townhouses along with a series of apartments. Apartments are replicated up to the 5th floor. At the sixth floor, the accommodation steps back to provide communal roof gardens and a series of private terraces.

The above plan shows that there is land to the rear of the mid building, and in between the mid and corner buildings, which falls outside of the application site. Feasibility studies have demonstrated that development at this site would not preclude development of this land in the future.

The corner building would wrap around the corner of Bradford Road and Beswick Street providing a prominent development in this position and would again follow the established building line along Bradford Road. A commercial unit would be located at the ground floor with a pedestrian entrance from Beswick Street. The pedestrian entrance to the upper floor residential accommodation would be located on Bradford Road. The upper floors of the building contain the apartments.

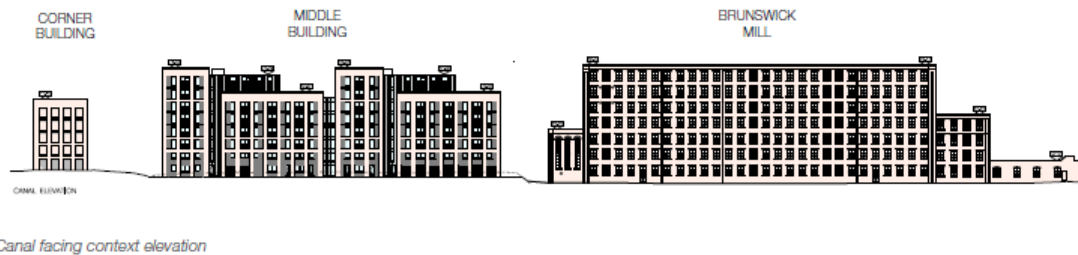
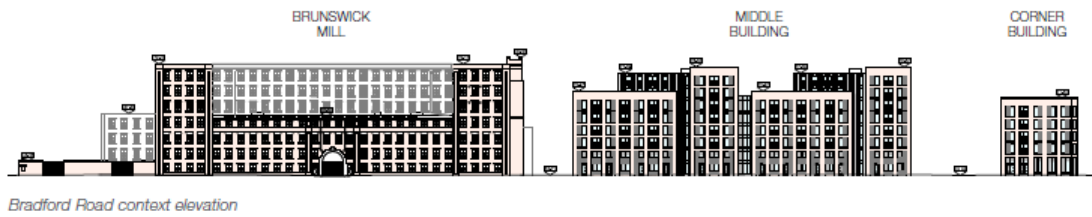
The layout of the development is considered to be acceptable. There would be a degree of separation between the new building and the listed building. The new buildings would re-establish the building line along this section of Bradford Road terminating at the corner building which would wrap around to Beswick Street. Active frontages would be created by townhouses and a commercial unit. Areas of car parking would be minimised behind the buildings or proposed boundary treatment.

Improved access to the canal towpath would also be created along with new areas of public realm.

The scale and height of the new buildings would retain the dominance of the listed mill the street scene. The mid building would be lower than the Mill.



Image of the restored mill and mid building



Street scene along Bradford Road and the Ashton Canal

The massing has been fragmented with recessed elements infilled with standing seam zinc to contrast with the masonry elevations. This provides the overall effect of two buildings. A glazed recessed link joins the elements together.



Image showing change on massing and height of the mid building

The corner block is lower in height and relates to the lower of the masonry elements of the mid-block. The overall appearance when viewing the new build elements within the context of the mill is of a series of lower horizontal masonry blocks.

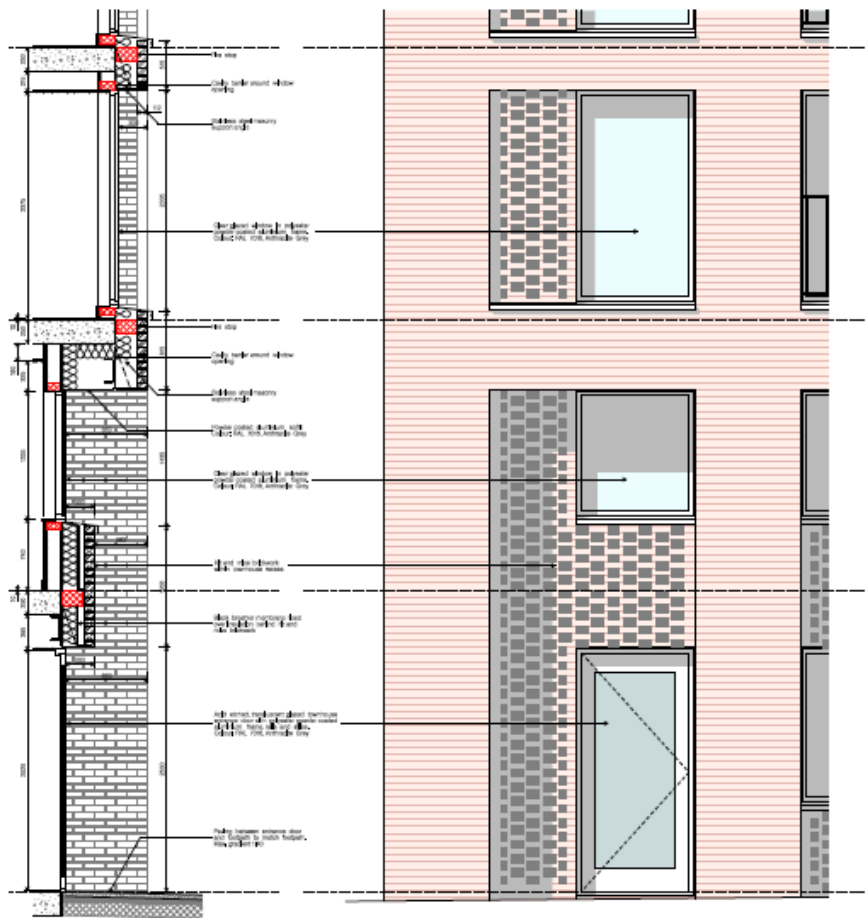


Image of the corner building and mid building

The new build would be a large development in the context of the listed building and the local area. On the opposite side of Bradford Road, are low rise 2-3 storey residential properties. However, the wider context comprises large former industrial buildings. There would be no unacceptable impacts on residential amenity from the development. The scale is considered appropriate given the historical use of the site and the context of the listed building. The new buildings would help redefine the street scene. The appearance of the mid and corner building draw upon the aesthetics of listed mill with the regularity of the fenestration and robust masonry façade.

The main façade of the mid and corner buildings is a red tone brick with a regular window pattern. Deep, recessed windows with hit and miss panels provide simple and effective architectural detailing to the elevations. The hit and miss panels also allow for the ventilation elements of the apartments to be concealed.

The townhouses at ground level are recessed further still, which acts as a buffer, providing a deeper threshold between the public street and the private space of the dwelling behind the facade.



Mid-block, Facade Fragment - Bradford Road Elevation

Bay study of the window arrangements

Zinc cladding at the 6 and 7 floor, which are set back from the main façade, provide a subservient element to the more dominant masonry facades.



Image at the corner of Bradford Road and Beswick Street

The layout and scale would complement the character, scale and order of development in the surrounding area whilst retaining and repairing the listed building.

The design of the new buildings would form distinctive pieces of architecture in the setting of the listed building. The materials deliver a simple and effective façade treatment. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The landscape and public realm strategy focuses on three main areas:

- Space to the north east of the existing mill (formerly occupied by one and two storey ancillary buildings);
- The courtyard of the existing mill; and
- The space between the proposed new building blocks and the neighbouring land to the rear adjacent to the Ashton Canal.

A space between the existing mill and the middle building would create a sense of arrival. This would provide the parking access a pedestrian link from Bradford Road through the site to the mill, and its ground floor commercial spaces and the Ashton Canal Towpath. An amenity area for sitting would be provided with the pedestrian route residents, workers, visitors and towpath users.

A west-east pedestrian link would be provided from the middle building car park through the mill and courtyard to the north east car park. This would be highlighted with a common palette of materials and create permeability.

The landscaping scheme uses reclaimed cobbles, semi-mature trees and feature banding which directs pedestrian to entrances and minimise the visual affect of the car parking and vehicular access in the setting of the listed building. A green gap paving solution would be adopted and further softened by the use of planting, hedging and trees. Sustainable drainage would allow permeable drainage of surface water. The same design principles are applied to the parking area to the north east of the mill.

The mill courtyard would redeveloped to ensure that it is usable and enhances the setting of the listed building. The original cobbled courtyard would be re-laid. The level differences in the courtyard would need a ramp deck to provide level access to the commercial/workspaces. Pockets of hard and soft landscaping are proposed in the former loading bays and their position defined by their retained low walls. These spaces would be available to residents, visitors and workers.

The landscaping/public realm strategy would contribute positively to the Mill and complement its character and setting. The high quality materials and mature planting and trees would create inviting spaces.

The linkages across the site and between buildings and the access to the Canal Towpath would increase permeability. The enhanced natural surveillance on the walking and cycling route from the development is considered a key benefit of this scheme. Measure to improve green infrastructure, biodiversity and minimise the impacts of surface water enhance the quality of this scheme and minimise its impact on the local environment and climate change.

The final specification of the hard and soft landscaping scheme would be agreed by planning condition.

Impact on Ecology

An ecological appraisal assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts on local habitats.

Impact on bat activity at the site has been considered including submission of a method statement to undertake work at the site whilst minimise impact on bats. Greater Manchester Ecology Unit concur with the statement submitted but advise confirmation is provided that relevant licenses are in place. In addition, given the proximity to the Ashton Canal, a method statement should be agreed to minimise the impacts from construction activities on this area.

Biodiversity measures should be agreed in line with the recommendations of the ecology report and this should be a condition of the planning approval.

Effects on the Local Environment/ Amenity

- (a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site. Consideration has also been given to instances of overlooking which would result in a loss of privacy.

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight.

The following properties were assessed as part of the survey:

- 166 Old Mill Street;
- 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67 and 69 Bradford Road;
- 8, 10, 12, 14, 16, 18, 20 and 22 Ridgeway Street;
- 1, 3, 5, 7, 9, 11 and 13 Halmore Road;
- Land to the south side of Ridgeway Street;
- 155, 157, 159, 161 and 163 Butler Street;
- New developments by Lovells at Butler Street, Bradford Road and Halmore Road.

Consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site; as long as the resulting scheme would provide acceptable living standards.

The results show 81% compliance for daylight with regard to Vertical Sky Component (the amount of light reaching a window) and a further 8% that would only experience minor adverse effect. 91% of rooms would pass the BRE criteria for daylight distribution within those rooms with a further 2% experiencing a minor adverse effect.

A proportion of the windows and rooms affected are bedrooms which the BRE guide states should be treated as less important than other habitable rooms and other windows would in reality retain good levels of absolute VSC (the measure of light reaching a window).

There would be 100% compliance for sunlight in summer and winter.

Therefore, the proposal would have no unduly harmful impact on the daylight and sunlight available to affected property that would warrant refusal. The proposal is separated from existing properties by the road network which provides adequate separation distances to prevent loss privacy from overlooking.

(b) TV reception

A TV reception survey has concluded that there would be minimal impact on digital television services or digital satellite television services. This would be closely

monitored during the works and a condition would require a post completion survey to be undertaken to verify this and that no additional mitigation is required.

(c) Air Quality

An air quality report notes that the site is located in the Greater Manchester Air Quality Management Air (AQMA) (where there are exceedance of annual mean nitrogen dioxide). Roads in the AQMA are likely to be used by traffic associated with construction and the completed development. The site is partially vacant and any increase in activity would be noticeable.

There are homes, businesses, primary schools and recreational areas which could be affected by construction traffic and activities and when the development is complete and all are highly sensitive to air quality impacts.

The main contributors to air quality conditions would be from construction from dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are therefore likely to experience the effects of this during the construction period. There would be emissions from construction traffic which will enter the site via Bradford Road.

The report concludes that the impact on human health would be low and would be minimised by dust suppression measures and other good practices which must be implemented throughout the construction period and would be secured as part of the construction management plan condition.

When the development is occupied, the effect on local air quality conditions would not be significant with only minor localised impacts which are within an acceptable range. 20% of the 81 parking spaces would be fitted with an electric car charging points with the remaining being adaptable at a later stage. There is 100% cycle provision and a travel plan would support sustainable travel choices and promote excellent public transport links.

Environmental Health concur with the conclusions and recommendations in the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

A noise assessment identifies the main sources during construction would be from plant, equipment and general construction activities, including breaking ground and servicing. Noise levels from construction would be acceptable provided the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with residents. This should be secured by a condition.

When the development is occupied, the acoustic specification of the homes would limit noise ingress from external noise, particularly nearby roads. This would be the

verified prior to occupation. Acoustic insulation would be required to the commercial and workspace accommodation to prevent unacceptable noise transfer.

Provided that construction activities are carefully controlled and the plant equipment and apartments are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF

Waste management

Each apartment would have storage for refuse, recyclable and compostable materials in the kitchen and utility area. Separate compartments would be provided for each waste stream. Residents would be responsible for taking waste to the bin storage areas on the ground floor of each building. The total amount of waste storage across the 3 buildings would be in line with the City Council waste guidance: Mill Building: 71.25 sqm; Mid Building: 42.18 sqm; and, Corner Building: 26.49 sqm.

The commercial uses would store their waste in dedicated stores, adjacent to the residential stores. The total commercial waste storage area is: Mill Building: 26.14 sqm; and, Corner Building: 14.78 sqm.

The waste would be collected from a loading bay in the main car park. The collection point for the Corner Building is on Beswick Street. The refuse vehicle can use the collection point without interfering with the operation of Beswick Street and the junction signals. The waste arrangements would be managed by the onsite facilities management team and serviced by Council collections. Commercial waste would be collected by a private contractor. Given the anticipated low volume of waste, it would be collected weekly.

Environmental Health consider the waste arrangements to be acceptable and in line with City Council waste guidance for high rise residential developments.

Accessibility

The proposal would create an inclusive environment for all. All entrances would be level. The public realm would be level. There is lift access to all parts of the listed building and new buildings. The townhouses would meet the City Council's space standards and can be adapted further to meet individual occupiers needs. 5% of the car parking at the development would be allocated for disabled users.

Flood Risk/surface drainage

The site is in flood zone 1 'low probability of flooding' and in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage area.

A drainage statement has been considered by the City Council's flood risk management team. Further details are required to complete the drainage strategy in

order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that all sustainable transport modes are nearby including Holt Town and New Islington tram stops. The transport assessment indicates that the proposal would have a minimal impact on the highway network.

The 81 parking spaces (26%), including 7 bays for disabled people, would be split across two parking areas. 20% of the bays would be fitted with a fast charging electric car charging point with the rest of the bays being adaptable at a later stage.

There would be 317 secure cycle spaces. A travel plan would support residents travel needs. A condition should ensure that the travel plan is monitored and that residents are supported to find a parking space should they require it.

The main access and servicing routes would be off Bradford Road with provision created off Beswick Street. The servicing arrangements are satisfactory.

Highway measures required for pedestrian and highway safety include upgrading pedestrian crossing, amendments to existing traffic regulation orders, installation of a car club bay on street and upgrading of the pedestrian footways including provision of tactile paving. A construction management plan is also required to be agreed.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report details that the site is contaminated from previous uses and requires remediation prior to redevelopment. The ground conditions are not complex so as to prevent development provided a strategy is prepared, implemented and the works verified. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

The work would take place close to existing homes and comings and goings from the site are likely to be noticeable. There has been a significant amount of development activity in the area for a number of years which has caused some localised disruption to residents.

The construction impacts would be temporary and predictable allowing them to be appropriately mitigated. A condition would require approval of a construction management plan which would include details of dust suppression measures, highways management plan and details of machinery use. Wheel washing would prevent any dirt and debris along the road. This would ensure that any cumulative impacts associated with other development can be managed to ensure no unduly harmful impacts on residents and business.

Construction vehicles are likely to use Old Mill Street/Bradford Road via Great Ancoats Street or Alan Turing Way. The use of these major road routes would minimise disruption on more minor roads although it is acknowledged that this section of Bradford Road is lined with homes who would experience vehicle movements for the duration of the construction programme.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city.

It is also considered appropriate to remove the right to extend the new building apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

Public Opinion

Comments have been received which express concern about the scale and height of the new buildings within the setting of the listed building together with the loss of accommodation for local businesses, lack of affordable housing, impacts associated with construction work and loss of light to low rise residential properties on the opposite side of Bradford Road.

The proposal is in line with the East Manchester Regeneration Framework Update and it has been demonstrated that the scale, mass and appearance is appropriate in its context including the setting of the listed building.

Whilst this would be a significant development, the impact on the local context would largely be beneficial and would not result in any unduly harmful impact on residential amenity that would warrant refusal of this planning application.

The impact on the existing businesses in the mill has been a key consideration. A relocation package would support those business in finding alternative, and preferable local, premises. The development would provide 2034 sqm of workspace/commercial floorspace for business to return to the site. This relocation strategy would be condition of the planning approval.

Construction management issues would be carefully considered and a strategy agreed through the planning conditions. This would include ensuring a communication strategy is in place with residents and businesses to minimise disruption around the local highway network.

Matters relating to affordable housing are considered in detail above.

Legal Agreement

A legal agreement under section 106 of the Planning Act would secure a mechanism to re-test the viability of the scheme at an agreed future date to determine if there has been a change in conditions which would enable an affordable housing contribution to be secured in line with policy H8 of the Core Strategy as explained in the paragraph with heading “Affordable housing”.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The site is in an important regeneration area where change and development is expected to take place in line with Council regeneration frameworks (policies SP1 and EC3). The Eastland Framework identifies development in this area for up to 8 storeys and for a mixed use residential led scheme to meet expected housing an population growth in the area.

This proposal would contribute to the supply of new homes and provide 277 one, two and 3 bedroom apartments along with commercial accommodation. Active frontages and high quality façades would make a positive contribution to the street scene by restoring this listed building and removing a vacant site from its setting. The development would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

Careful consideration has been given to the impact of the development on the local area (including residential properties, business, schools and recreational areas) and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, contamination or loss of daylight

and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

Construction impacts can also be appropriately mitigated to minimise the effect on the local residents and businesses.

The proposal would amount to less than substantial harm to the listed building but this is significantly outweighed by the substantial public benefits which would be delivered as a consequence of the development (socially, economically and environmentally as required by S66 meeting the criteria in paragraph 202 of the NPPF in full. There is a clear and convincing justification for the proposal.

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 Director 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

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Recommendation Minded to Approve subject to the signing of a legal agreement to secure a re-testing of the viability to determine whether a future affordable housing contribution can be secured.

Article 35 Declaration

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. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise, traffic and air quality impacts. Further work and discussion shave taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

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:

Drawings

L (--) 002 Rev P6, L (--) 200 Rev P8, L (--) 2002 Rev P6, L (--) 231 Rev P3, L (--) 232 Rev P3, L (--) 233 Rev P3, L (--) 234 Rev P3, L (--) 436 Rev P4, L (--) 438 Rev P3, L (--) 510 Rev P4, L (--) 511 Rev P2, L (SK) 026, L (SK) 027 and 106-LYR-XX-XX-M2D-L-0001-02 Rev 1 stamped as received by the City Council, as Local Planning Authority, on the 19 August 2021.

L (--) 202 Rev P7, L (--) 222 Rev P6 and 232 Rev P3 stamped as received by the City Council, as Local Planning Authority, on the 18 August 2021

846-04-CIV-XX-XX-SK-C-0001 Rev P01, 846-04-CIV-XX-XX-GA-C-0001 Rev P01, 846-04-CIV-XX-XX-GA-C-0002 Rev P01, 846-04-CIV-XX-XX-GA-C-0003 Rev P01, existing 2 yr run off rates and greenfield run off rates stamped as received by the City Council, as Local Planning Authority, on the 4 August 2021

L(--)100 Rev P6, L(--)101 Rev P5, L(--)102 Rev P5, L(--)103 Rev P5, L(--)104 Rev P5, L(--)105 Rev P5, L(--)106 Rev P5, L(--)107 Rev P5, L(--)108 Rev P5, L(--)203 Rev P5, L(--)204 Rev P5, L(--)205 Rev P5, L(--)206 Rev P5, L(--)207 Rev P5, L(--)220 Rev P5, L(--)221 Rev P5, L(--)222 Rev P5, L(--)223 Rev P4, L(--)224 Rev P4, L(--)225 Rev P4, L(--)226 Rev P4, L(--)227 Rev P4, L(--)400 Rev P3, L(--)410 Rev P3, L(--)415 Rev P1, L(--)420 Rev P3, L(--)430 Rev P2, L(--)431 Rev P2, L(--)432 Rev P2, L(--)433 Rev P2, L(--)435 Rev P2, L(--)437 Rev P3, L(--)439 Rev P2, L(--)470 Rev P2, L(--)471 Rev P1, L (--) 900 Rev P1, L(--)901 Rev P1, , L(--)902 Rev P1, L(--)910 Rev P2, L(--)915 Rev P1, L(--)916 Rev P1, L(--)920 Rev P2, L(--)921 Rev P1, , L(--)922 Rev P1 and L(--)B01 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021

Supporting Information

Method statement for Bats stamped as received by the City Council, as Local Planning Authority, on the 19 August 2021

Crime Impact Review June V1 and Bat emergence and transect survey stamped as received by the City Council, as Local Planning Authority, on the 4 August 2021

Email from John Cooper regarding Drainage dated 2 August 2021

Design and Access Statement by Hodder and Partners, Landscape and Public Realm Strategy by Layer, Daylight and Sunlight Report by AA Projects, Heritage

Assessment by Stephen Levrant Heritage Architecture, Window Condition Report by Stephen Levrant Heritage Architecture, Archaeological Assessment by Salford University, Crime Impact Statement by Wardell Armstrong, Statement of Consultation by Deloitte Real Estate, Travel Plan by Curtins, Transport Statement by Curtins, Waste Management Strategy by Curtins, Ecological Survey by Rachel Hacking Associates, Energy Statement and ESS by Clancy, Ventilation Report by Clancy, Utilities Report by Clancy, Broadband Assessment by Clancy, Flood Risk and Drainage Statement by Civic, Noise Statement by Azymuth Acoustics UK, Management Strategy by JLL, Air Quality Statement by Ensafe, TV Reception Survey by G-Tech, Desk Top Geo-Environmental Survey by LK Consulting, Construction Methodology Statement by Civic, Structural Statement by Civic, Feasibility Report by Civic, Local Labour Agreement by Maryland Securities Ltd and Viability Report by Cushman and Wakefield stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021

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) Prior to the commencement of works to Brunswick Mill, a relocation strategy for the commercial uses shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the support and assistance given to relocate the existing businesses and timescales for relocation. The approved strategy shall then be implemented and confirmation provided as to the effectiveness of the strategy within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason - To ensure that a strategy is in place to relocate the existing office use from the premises pursuant to policies SP1, EC1 and EC2 of the Manchester Core Strategy (2012).

4) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

5) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

6) Notwithstanding drawings 846-04-CIV-XX-XX-SK-C-0001 Rev P01, 846-04-CIV-XX-XX-GA-C-0001 Rev P01, 846-04-CIV-XX-XX-GA-C-0002 Rev P01, 846-04-CIV-XX-XX-GA-C-0003 Rev P01, existing 2 yr run off rates and greenfield run off rates stamped as received by the City Council, as Local Planning Authority, on the 4 August 2021 and the drainage statement by civic stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021, (a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Details of how surface water run-off will be attenuated on site and not enter the public highway (specifically on access road of the 'mid building');
- Details of how the surface water run-off from roof areas will drain and be attenuated on site;
- The hydraulic model for the 'existing mill' does not correlate with the proposed drainage layout, clarification needed;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site. Flow routes are not shown onsite for the 'Mid Building'
- Correspondence from United Utilities stating that the 1200mm diameter surface water sewer within Beswick Street is a surface water asset owned by United Utilities and not an ordinary watercourse. The UU correspondence confirms a maximum pass flow of 5l/s for the 'new development area', whereas the proposed drainage layout shows a discharge rate totalling 10l/s (two sperate flow controls of 5l/s) for the 'new development' are confirmation from UU needed that this is acceptable.
- A CCTV survey should be undertaken of the existing combined water sewer and surface water sewer to confirm a gravity connection is feasible.
- Construction details of Aco Channel

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

The above conditions is required as it is essential that an adequate drainage system is designed for the development.

7) No demolition or 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 a Written Scheme of Investigation (WSI) submitted for approval in writing by the City Council, as Local Planning Authority. The WSI shall cover the following:

1 Informed by the updated North West Regional Research Framework, a phased programme and methodology of investigation and recording to include:

- a historic building investigation (Level 2/3) of any historic buildings or structures that are to be removed
- archaeological evaluation trenching;
- pending the results of the above, targeted open-area excavation.

2. A programme for post-investigation assessment to include:

- production of a final report on the results of the investigations and their significance.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance, including provision for a permanent information panel.

5. Provision for archive deposition of the report and records of the site investigation.

6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

8) a) Notwithstanding Phase 1 Preliminary Risk Assessment, Brunswick Mill, Bradford Road, LK Consult, Reference: LKC 18 1200, Dated: June 2018 stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021, the development shall not commence until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

- Submission of Site Investigation Proposals;
- Submission of a Site Investigation and Risk Assessment Report; and
- Submission of a Remediation Strategy

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, prior to the first occupation of the residential element of the development.

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

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

9) The development shall not commence until a detailed construction management plan outlining working practices during construction have be submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Consultation with local residents/local businesses;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10) The development (including demolition, ground works, vegetation clearance) shall not commence until a Biodiversity Construction Management has been submitted for approval in writing by the City Council, as Local Planning Authority. The Plan shall include the following.

- Risk assessment of potentially damaging construction activities.
- Identification of "biodiversity protection zones";

- Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- The location and timing of sensitive works to avoid harm to biodiversity features;
- The times during construction when specialist ecologists need to be present on site to oversee works;
- Responsible persons and lines of communication;
- The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- Use of protective fences, exclusion barriers and warning signs.

The approved Plan shall implemented throughout the duration of the construction period.

Reason - To safeguard the adjacent Ashton Canal pursuant to policies SP1, EN9, EN15 and DM1 of the Manchester Core Strategy (July 2012).

11) Prior to the commencement of the development, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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.

12) The window reveals and soffits to the mid and corner building of the development shall be carried out in accordance with drawings L(--)-415 stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021.

Reason – In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

13) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal

iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work associated with the development being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

14) Prior to any above ground works, details of all the boundary treatment and access gates to Bradford Road shall for the development shall be submitted for approval in writing by the Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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.

15) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

16) The development hereby approved shall be carried out in accordance with the Environmental Standards and Energy Statement by Clancy Consulting stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021. A post construction review certificate/statement for the development shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

17) Notwithstanding drawings 106-LYR-XX-XX-M2D-L-0001-02 Rev 1 stamped as received by the City Council, as Local Planning Authority, on the 19 August 2021, (a) prior to any above ground works details of the hard and soft landscaping scheme (including appropriate materials, specifications) shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first occupation of the residential element of the development. 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.

18) (a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

19) (a) Notwithstanding the Noise Statement by Azymuth Acoustics Uk stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021, prior to the first use of each commercial/workspace unit as indicated on drawings L (--) Rev P8, L (--) 231 Rev P3 and L (--) 100 Rev P6 stamped as received by the City Council, as Local Planning Authority, on the 19 August and 13 May 2021 respectively, a scheme of acoustic insulation for the commercial/workspace units shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Prior to the first use of each of the commercial units, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

20) Notwithstanding the Noise Statement by Azymuth Acoustics Uk stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021, prior to the first occupation of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)
 Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq
 Gardens and terraces (daytime) 55 dB L Aeq

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

21) The residential element of the development shall be carried out in accordance with the Waste Management Strategy by Curtins stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021. The details of the approved scheme shall be implemented prior to the first use of the residential element and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

22) prior to the first use of each commercial/workspace unit as indicated on drawings L (--) Rev P8, L (--) 231 Rev P3 and L (--) 100 Rev P6 stamped as received by the City Council, as Local Planning Authority, on the 19 August and 13 May 2021 respectively, a scheme for the storage and management of waste shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The details of the approved scheme shall be implemented prior to the first use of the each commercial/workspace unit and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

23) Prior to the first use of each of the workspace/commercial units, as indicated on drawings L (--) Rev P8, L (--) 231 Rev P3 and L (--) 100 Rev P6 stamped as received by the City Council, as Local Planning Authority, on the 19 August and 13 May 2021, should fume extraction be required, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

24) Prior to the first use of each of the Workspace/commercial units as indicated drawings L (--) Rev P8, L (--) 231 Rev P3 and L (--) 100 Rev P6 stamped as received by the City Council, as Local Planning Authority, on the 19 August and 13 May 2021, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial units and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

25) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of the development, full details of such a scheme for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

26) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

27) Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

29) The workspace/commercial units hereby approved, as indicated on drawings L (--) Rev P8, L (--) 231 Rev P3 and L (--) 100 Rev P6 stamped as received by the City Council, as Local Planning Authority, on the 19 August and 13 May 2021, shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:30
Sundays (and Bank Holidays): 10:00 to 22:00

There shall be no amplified sound or any amplified music at any time within the unit.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

30) The workspace/commercial units as shown on drawings L (--) Rev P8, L (--) 231 Rev P3 and L (--) 100 Rev P6 stamped as received by the City Council, as Local Planning Authority, on the 19 August and 13 May 2021, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

31) The workspace/commercial units, as indicated on drawings L (--) Rev P8, L (--) 231 Rev P3 and L (--) 100 Rev P6 stamped as received by the City Council, as Local Planning Authority, on the 19 August and 13 May 2021, can be occupied as Use Class E (excluding convenience retail and a gymnasium) and Use Class F2 and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester .

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

33) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

34) The development shall be carried out in accordance with the Crime Impact Statement and crime impact review stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021 and 4 August 2021 respectively. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the development, the Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

35) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 13 May 2020.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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 occupation of the development, a Travel Plan for the development which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first occupation of the residential element, the cycle store shall be implemented in accordance drawings L (--) Rev P8 and L (--) 100 Rev P6 stamped as received by the City Council, as Local Planning Authority, on the 19 August and 13 May 2021 and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

37) Prior to the first occupation of the residential element of the development hereby approved, the car parking spaces, as indicated on drawings L (--) Rev P8 and L (--) 100 Rev P6 stamped as received by the City Council, as Local Planning Authority, on the 19 August and 13 May 2021 shall then be implemented, made available and remain in situ for as long as the development remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

38) Prior to the first occupation of the residential element of the development, a scheme of highway works and details of footpaths reinstatement/public realm for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Signalised puffin crossing at Bradford Road (between Halmore Road and Layton Street);
- Amendment to parking restrictions on Bradford Road from single to double yellows;
- Provision of a car club bay in the vicinity of the site;
- Relocation of bus stop adjacent to southern car park entrance;
- Provision of tactile paving to vehicular access point;
- Resurfacing of footways around the application site; and
- Review and amendments to street lighting.

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

39) Notwithstanding the TV Reception Survey by GTech, stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

40) (a) Prior to the first occupation of the development, details, location and specification of 7 kw electric car charging points for 20% of the car parking space together with the remaining spaces fitted with infrastructure for future electric car charging capability shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

(b) The number of fast charging electric car charging points shall be reviewed annually as part of the travel plan requirements of condition 35 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

41) Prior to the first occupation of the development hereby approved, details of bird and bat boxes to be provided (including location and specification) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

42) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the mid and corner buildings shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

43) Prior to the first occupation of the development, a signage strategy for the buildings shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

Reason – In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

44) All windows at ground level with the exception of the WC and, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

45) The development hereby approved shall include for full disabled access to be provided to the internal courtyard and communal walkways and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

46) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason – In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

47) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof (including cross sections) as shall be submitted for approval in writing by the City Council, as Local Planning. The

approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

48) 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.

49) Prior to above ground works, a scheme for the Biodiversity Mitigation and Enhancement Measures, as outlined in section 5 of The Extended Phase 1 Habitat Survey & Daytime Bat Survey by Rachel Hacking Ecology dated 2021, shall be submitted for approval in writing by the Local Planning Authority.

The approved scheme shall be implemented prior to first occupation of the development and shall be retained thereafter.

Reason – In the interest of improving biodiversity at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

50) Prior to any above ground works, details of the ramp deck to provide level access to the commercial/workspaces within the internal courtyard shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include sections and use of materials. The approved details shall be implemented and be completed prior to the first occupation of the residential element of the development.

Reason – In the interest of visual amenity pursuant to policies SP1, EN1, EN3 and DM1 of the Manchester Core Strategy (2012).

Informatives

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2'

Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer.

Listed Building Consent 130395/LO/2021

Recommendation Minded to Approve subject to the completion of the legal agreement associated with planning permission 130394/FO/2021

Article 35 Declaration

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. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development and impact on the listed building. Further work and discussion have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2) The demolition and alteration to Brunswick Mill shall not be undertaken before a contract for the carrying out of the building works have been made, and planning permission has been granted for the redevelopment for which the contract provides, and evidence of that contract has been supplied to the City Council as Local Planning Authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following external alterations to the existing building pursuant to policy EN3 of the Manchester Core Strategy and saved DC19 of the Unitary Development Plan for the City of Manchester, and the National Planning Policy Framework.

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

Drawings

L (--) 002 Rev P6, L (--) 200 Rev P8, L (--) 2002 Rev P6, L (--) 231 Rev P3, L (--) 232 Rev P3, L (--) 233 Rev P3, L (--) 234 Rev P3, L (--) 436 Rev P4, L (--) 438 Rev P3, L (--) 510 Rev P4, L (--) 511 Rev P2, L (SK) 026, L (SK) 027 and 106-LYR-XX-XX-M2D-L-0001-02 Rev 1 stamped as received by the City Council, as Local Planning Authority, on the 19 August 2021.

L (--) 202 Rev P7, L (--) 222 Rev P6 and 232 Rev P3 stamped as received by the City Council, as Local Planning Authority, on the 18 August 2021

L(--)100 Rev P6, L(--)101 Rev P5, L(--)102 Rev P5, L(--)103 Rev P5, L(--)104 Rev P5, L(--)105 Rev P5, L(--)106 Rev P5, L(--)107 Rev P5, L(--)108 Rev P5, L(--)203 Rev P5, L(--)204 Rev P5, L(--)205 Rev P5, L(--)206 Rev P5, L(--)207 Rev P5, L(--)220 Rev P5, L(--)221 Rev P5, L(--)222 Rev P5, L(--)223 Rev P4, L(--)224 Rev P4, L(--)225 Rev P4, L(--)226 Rev P4, L(--)227 Rev P4, L(--)400 Rev P3, L(--)410 Rev P3, L(--)415 Rev P1, L(--)420 Rev P3, L(--)430 Rev P2, L(--)431 Rev P2, L(--)432 Rev P2, L(--)433 Rev P2, L(--)435 Rev P2, L(--)437 Rev P3, L(--)439 Rev P2, L(--)470 Rev P2, L(--)471 Rev P1, L (--) 900 Rev P1, L(--)901 Rev P1, , L(--)902 Rev P1, L(--)910 Rev P2, L(--)915 Rev P1, L(--)916 Rev P1, L(--)920 Rev P2, L(--)921 Rev P1, , L(--)922 Rev P1 and L(--)B01 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021

Supporting Information

Design and Access Statement by Hodder and Partners, Landscape and Public Realm Strategy by Layer, Heritage Assessment by Stephen Levrant Heritage Architecture, Window Condition Report by Stephen Levrant Heritage Architecture, Archaeological Assessment by Salford University, Construction Methodology Statement by Civic, Structural Statement by Civic and Feasibility Report by Civic, stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021

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

4) No groundworks 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 a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. Informed by the updated North West Regional Research Framework, a phased programme and methodology of investigation and recording to include:

- a historic building investigation (Level 2/3) of any historic buildings or structures that are to be removed

- archaeological evaluation trenching;

- pending the results of the above, targeted open-area excavation.

2. A programme for post-investigation assessment to include:

- production of a final report on the results of the investigations and their significance.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance, including provision for a permanent information panel.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

5) Prior to the commencement of any works, features and fixtures previously not identified, but uncovered as part of the historic building survey required by condition 4, shall be considered and incorporated within the development where possible in accordance with a strategy submitted for approval in writing by the City Council, as Local Planning Authority. This shall include method statement(s) detailing the position and condition of the fixture/fittings and how to repair and retain them in situ or elsewhere with the mill complex. The approved strategy shall be implemented and a verification report submitted for approval prior to the first occupation of the development.

Reason – To identify all possible historic features within the building and retain them in situ pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

6) Prior to the commencement of works to remove the following listed fabric, as indicated within the heritage statement prepared by Stephen Levrant stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021, a detailed method statement shall be submitted detailing how the fabric will be removed together how the remaining historic fabric will be protected and repaired once removal takes place.

This condition applies to the following works:

- Removal of infills to blocked up windows and doors (to the mill, round headed openings to ground floor of west elevation, window openings to single storey extension (south east corner of mill, window openings to former engine house, window/door openings to courtyard, windows to 1920s extension of waste house);
- One bay to 1920 extension to third floor roof of north entrance block roof;
- 1950s extension to north east corner building;
- Modern extension to north west corner of mill;
- Later brick extension to west of elevation of former engine house;
- Later extension to courtyard;
- 1960s brick lift to east elevation;
- Removal 20th century internal walls/stud walls (ground and first floors)
- Single storey shed structure to south east corner.

The removal works shall be carried out in accordance with the approved details. Should any other parts of the Listed structure become damaged as a consequence of the removal/alteration work then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure the method used to remove historic fabric is appropriate and that any damaged to the historic fabric is repaired to a satisfactory standard pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

7) Prior to the commencement of repair works to the interior and exterior masonry and stonework including insertion of terracotta vents, a detailed method statement and specification (including material specification) for the removal, alteration, repair, re-pointing, cleaning and replacement works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Best endeavours shall be made to use salvage brick work and stonework and other materials wherever possible in the works associated with the development. Should it not be possible to use salvage material in the restoration then notification shall be made to the City Council, as Local Planning Authority, prior to the starting of the works. Suitable materials shall then be agreed with the City Council, as Local Authority, and used where necessary.

Reason - To ensure that a satisfactory restoration and repair of the exterior of the listed building in order to ensure that the historic fabric is retained where possible and appropriate materials used in the restoration of the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

8) Prior to the commencement of repair works to the original internal staircases, a detailed method statement and specification (including material specification) for the removal, alteration, repair, cleaning and replacement works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Best endeavours shall be made to use salvage and re-use existing features, stone/brickwork and other materials wherever possible in the works associated with the development. Should it not be possible to use salvage material in the restoration then notification shall be made to the City Council, as Local Planning Authority, prior to the starting of the works. Suitable materials shall then be agreed with the City Council, as Local Authority, and used where necessary.

Reason - To ensure that a satisfactory restoration and repair of the listed building in order to ensure that the historic fabric is retained where possible and appropriate materials used in the restoration of the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

9) Prior to the commencement of repair works to the Jack arches, a detailed method statement and specification (including material specification) for the removal, alteration, repair, cleaning, replacement and fire protection works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Best endeavours shall be made to use salvage and re-use existing features, brickwork and other materials wherever possible in the works associated with the development. Should it not be possible to use salvage material in the restoration then notification shall be made to the City Council, as Local Planning Authority, prior to the starting of the works. Suitable materials shall then be agreed with the City Council, as Local Authority, and used where necessary.

Reason - To ensure that a satisfactory restoration and repair of the listed building in order to ensure that the historic fabric is retained where possible and appropriate materials used in the restoration of the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

10) Prior to the commencement of works to the internal columns (including ceiling details), a detailed method statement and specification (including material specification) for the exposure of the columns, alteration, repair, cleaning, and fire protection works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Reason - To ensure that a satisfactory restoration and repair of the listed building in order to ensure that the historic fabric is retained where possible and appropriate materials used in the restoration of the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

11) Prior to the commencement of works to the structural ties, a detailed method statement and specification (including material specification) for the exposure of the ties, alteration, repair, cleaning, and fire protection works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Reason - To ensure that a satisfactory restoration and repair of the listed building in order to ensure that the historic fabric is retained where possible and appropriate materials used in the restoration of the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

12) Prior to the commencement of works to install any relevant mechanical and electrical (M & E) installations (including CCTV and lighting) attached to any listed fabric, detailed plans, method statement and specification showing the location, profile, fixing, sections and suitable samples, where necessary shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the removal, alterations and repair of the historic fabric of the building.

The development shall then be carried out in accordance with the details approved and thereafter be retained as approved throughout the life of the development. Should the M & E no longer be required, they should be removed and the elevations should be made good following a scheme previously approved in writing by the City Council, as Local Planning Authority.

Reason:- To ensure the M & E at the development does not harm the Listed structure and is attached appropriately to the historic fabric pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

13) Prior to the installation new and doors windows within the existing listed façade, a detailed method statement and specification of the windows (including frame size, fenestration and design together with how they will be fitted and fixed to the historic fabric - appropriate sections, elevations and materials) shall be submitted for approval in writing by the City Council, as Local Planning Authority. This should also include any removal, alteration and repair of the historic fabric.

The works shall then be carried out in accordance with this method statement and specification as part of the development and be completed prior to the first occupation of the commercial units.

Reason - To ensure that a satisfactory interventions into the Listed Building and retention/repair of as much of the Listed fabric as possible along with appropriate use of materials in the restoration of the Listed Buildings pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

14) Prior to the commencement of works to the roof to the north entrance block, 1920s skylights to roof of north entrance block, roof of original mill and roof of former engine house a detailed method statement and specification for the works shall be submitted for approval in writing by the City Council, as Local Planning Authority (including methods for undertaking works, use of materials, fixing details and sections where appropriate).

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Reason - To ensure that a satisfactory interventions into the Listed Building and to ensure that the repair and maintenance work is suitable and appropriate for the restoration of the ventilation stack pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

15) Prior to the commencement of works reinstate rainwater goods to the listed building, a detailed method statement, specification and location of rainwater goods including how they will be fixed to the listed fabric, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The installation of the rainwater goods shall be carried out in accordance with this method statement and be completed prior to the first occupation of the development.

Reason - To ensure the rainwater goods are of an acceptable appearance and there is no resulting harm to the Listed building pursuant to policy EN3 of the Manchester Core Strategy (2012).

16) Prior to the installation of the gates to Bradford Road, a detailed method statement, specification and location of the gates including how they will be fixed to the listed fabric, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The installation of the gates shall be carried out in accordance with this method statement and be completed prior to the first occupation of the development.

Reason - To ensure the gates to Bradford Road are of an acceptable appearance and there is no resulting harm to the Listed building pursuant to policy EN3 of the Manchester Core Strategy (2012).

17) Prior to the commencement of works to repair the servicing original areas of painted stucco, a detailed method statement and specification for the works shall be submitted for approval in writing by the City Council, as Local Planning Authority (including methods for undertaking works and use of materials).

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Reason - To ensure that a satisfactory interventions into the Listed Building and to ensure that the repair and maintenance work is suitable and appropriate for the restoration of the ventilation stack pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

18) Prior to the commencement of works to remove the fire escapes from the internal courtyard elevations, a detailed method statement for the removal shall be submitted for approval in writing by the City Council, as Local Planning Authority including details to retain and repair the brackets of the fire escapes in situ.

The works to the fire escapes shall be carried out in accordance with this method statement and specification and be completed prior to the first occupation of the development.

Reason - To ensure the removal of the fire escapes is acceptable, ensure that historic fabric can be retained where possible and there is no resulting harm to the Listed building pursuant to policy EN3 of the Manchester Core Strategy (2012).

19) Prior to the creation of the new concierge entrance to the north courtyard elevation and centre of the southern block, a detailed method statement, specification and location entrance including how the opening would be created and the new entrance fixed to the listed fabric, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The installation of the new entrance shall be carried out in accordance with this method statement and be completed prior to the first occupation of the development.

Reason - To ensure the entrances are of an acceptable appearance and there is no resulting harm to the Listed building pursuant to policy EN3 of the Manchester Core Strategy (2012).

20) Prior to the removal of the courtyard cobbles, a detailed method statement for the removal, temporary storage and re-laying of the cobbles within the courtyard shall be submitted for approval in writing by the City Council, as Local Planning Authority. The removal, temporary storage and re-laying of the cobbles shall be carried out in accordance with this method statement and be completed prior to the first occupation of the development.

Reason – In the interest of preserving the cobbles whilst they are temporarily removed from site and that they are re-instated to an acceptable standard pursuant to policy EN3 of the Manchester Core Strategy (2012).

21) Prior to the commencement of works associated with the new vertical risers, a detailed method statement and specification for the works shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the how openings shall be created within the listed building in order to minimise unnecessary removal of listed fabric. The approved details shall be implemented as part of the development and be completed prior to the first occupation of the development. Should any parts of the Listed Building become damaged as a consequence of the works then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure the installation of the risers is appropriate and does not cause and harm or damage to the fabric of the Listed Building and that any damaged to the building which result as a consequence is repaired to a satisfactory standard pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

22) Prior to the commencement of works associated with the new staircases to north entrance block, a detailed method statement and specification for the works shall be

submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the how openings shall be created within the listed building in order to minimise unnecessary removal of listed fabric. The approved details shall be implemented as part of the development and be completed prior to the first occupation of the development. Should any parts of the Listed Building become damaged as a consequence of the works then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure the installation of the staircases is appropriate and does not cause and harm or damage to the fabric of the Listed Building and that any damaged to the building which result as a consequence is repaired to a satisfactory standard pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

23) Prior to the commencement of works associated with the new lifts, a detailed method statement and specification for the works shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the how openings shall be created within the listed building in order to minimise unnecessary removal of listed fabric. The approved details shall be implemented as part of the development and be completed prior to the first occupation of the development. Should any parts of the Listed Building become damaged as a consequence of the works then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure the installation of the lifts is appropriate and does not cause and harm or damage to the fabric of the Listed Building and that any damaged to the building which result as a consequence is repaired to a satisfactory standard pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

24) Prior to the commencement of works to install new raised floors within the listed building, details shall be submitted outlining areas where the existing quarry tiles can be exposed throughout the listed building together with a detailed method statement, specification and repair strategy for exposed areas of tiles shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Once the areas of exposed tiles have been established, this should inform the specification and details of the raised floor and details including sections shall be submitted for approval in writing by the City Council, as Local Planning Authority prior to the commencement of any works to the floors.

The works to the floors including associated repair work and areas of new flooring shall be carried out in accordance with this method statement and be completed prior to the first occupation of the development.

Reason - To ensure that the original floor is exposed where possible and areas of new flooring are appropriate and minimise and impact on the listed building pursuant

to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

25) Prior to the commencement of works associated with the installation of the new internal partitions, circulation cores and internal wall insulation of the development (commercial and residential elements), a detailed method statement and specification (including sections, elevations and materials) in association with the installation works (including the removal, alteration and repair of the historic fabric), shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The works shall then be carried out in accordance with this method statement and specification as part of the development and be completed prior to the first occupation of the development.

Reason - To ensure that a satisfactory interventions into the Listed Building and retention/repair of as much of the Listed fabric as possible along with appropriate use of materials in the restoration of the Listed Buildings pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

26) Prior to the commencement of the works to the former canteen tiles to the north east corner of the third floor, a detailed method statement and specification for the repair, restoration, removal and extent of areas to be exposed within the building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The works must be carried out in accordance with this method statement and specification and be completed prior to the first occupation of the development.

Reason - To ensure that the works to the tiles is appropriate and is done so in a manner which does not harm the fabric of the Listed Building and to ensure that the resulting condition of the buildings which will be revealed is repaired appropriately within a suitable time frame pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

27) Prior to the commencement of works to the retained transformer, waste and engine buildings, a detailed specification and method statement (including material specification) for the removal, alteration, repair, re-pointing, cleaning and replacement works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Best endeavours shall be made to use salvage brick work and stonework and other materials wherever possible in the works associated with the development. Should it not be possible to use salvage material in the restoration then notification shall be made to the City Council, as Local Planning Authority, prior to the starting of the works. Suitable materials shall then be agreed with the City Council, as Local Authority, and used where necessary.

Reason - To ensure that a satisfactory restoration and repair of the exterior of the listed building in order to ensure that the historic fabric is retained where possible and appropriate materials used in the restoration of the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

28) Prior to the commencement of works to install the ramp deck to provide level access to the commercial/workspaces within the internal courtyard, a detailed method statement including sections, use of material and how the ramp would be attached to listed fabric shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be completed prior to the first occupation of the residential element of the development.

Reason – In the interest of ensuring the impact on the setting and fabric of the listed building is minimised pursuant to policies SP1, EN1, EN3 and DM1 of the Manchester Core Strategy (2012).

29) Prior to the commencement of works to install the steps to the Ashton Canal a detailed method statement including sections, use of material and how the steps would be attached to listed fabric shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be completed prior to the first occupation of the residential element of the development.

Reason – In the interest of ensuring the impact on the setting and fabric of the listed building is minimised pursuant to policies SP1, EN1, EN3 and DM1 of the Manchester Core Strategy (2012).

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: 130394/FO/2021 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:

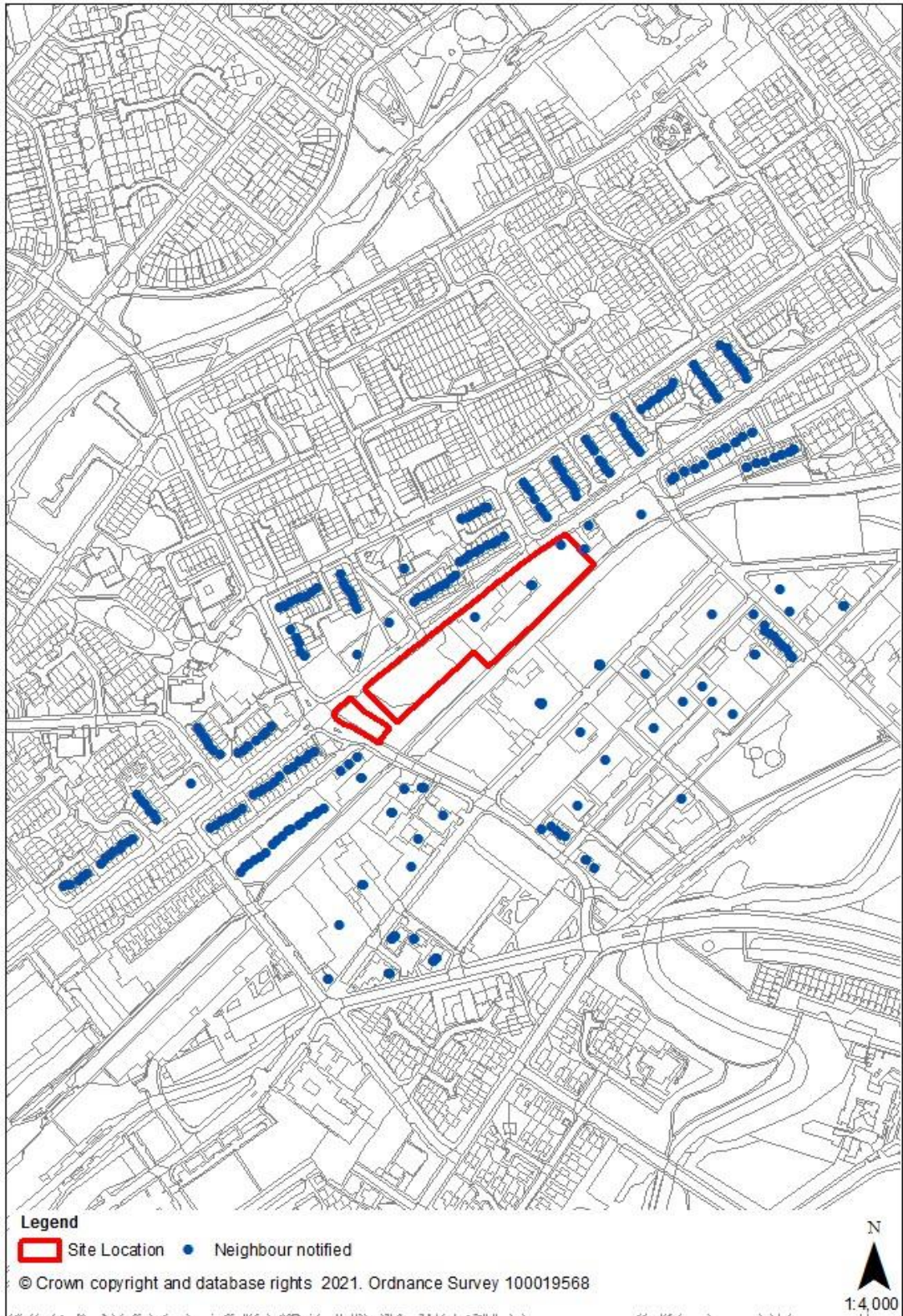
**Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 MCC Flood Risk Management
 Strategic Development Team
 Work & Skills Team
 Greater Manchester Police
 Historic England (North West)
 Environment Agency**

**Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
National Amenity Societies
Greater Manchester Ecology Unit**

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

Representations were received from the following third parties:

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : jennifer.atkinson@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
128446/FO/2020	2 nd Nov 2020	23 rd Sept 2021	Chorlton Park

Proposal Erection of a part 3/part four storey building to form a commercial use on the ground floor (Class E - 214m² floorspace) and 13 self-contained flats above (7 x 1 bed, 6 x 2 bed), with associated car parking (5 spaces) and cycle storage, following demolition of existing property.

Location 479 Barlow Moor Road, Manchester, M21 8AG

Applicant Mr Josh Senior, SENCAP Ltd, Suite 17b, 111 Piccadilly, Manchester, M1 2HY

Agent Sherry Payami, SP Architects Ltd, 4 Carlton Court, WA15 8RP

Executive Summary

The applicant is proposing to erect a part 3/part four storey building to form a commercial use on the ground floor with 13 self-contained flats above.

Twenty-three letters have been received from local residents, 18 in objection to the proposal, two in support and three making representations. Objections have also been received from Chorlton Voice. Objections have been raised in respect of design and the impact on residential amenity but the main concern is that insufficient parking spaces have been provided and as a result the proposal would lead to an increase in cars parking on-street, particularly on Malton Avenue.

Correspondence has been received from Cllrs Midgley, Rawson and Shilton-Godwin. They have no objection in principle to the redevelopment of the site but have raised concerns about the lack of parking and the access to it, the resultant increase in on-street parking and the impact on residential amenity.

Description

479 Barlow Moor Road is a vacant three storey building located within the Chorlton District Centre. Originally built as a cinema in 1914, the property has been in use as a supermarket since 1968 until recently vacated.

The site is bounded to the north by a two storey terrace of properties which generally comprise commercial use on the ground floor and commercial uses or residential above. To the south is a detached building which is vacant at ground floor level, having been last used as a furniture shop, with residential accommodation above. Beyond that lies Malton Avenue, a cul-de-sac consisting of 13 dwellings. To the west is a service/access road running to the rear of properties fronting Barlow Moor Road and beyond that is no. 2 Malton Avenue. To the east, on the opposite side of Barlow Moor Road, there is a three storey commercial parade.



The applicant is proposing to demolish the existing building and erect a part three/part four storey building on the site to form:

- 214m² commercial floorspace on the ground floor
- 13 self-contained flats (7 x 1 bed, 6 x 2 bed) above
- Parking for 5 vehicles located in an undercroft at the rear of the building and accessed via the rear service road.
- Cycle parking located within the building and accessed via the rear service road.

Consultations

Local Residents – 23 letters have been received from local residents, 18 in objection to the proposal, two in support and three making representations. The comments are summarised below:

- This would be a great addition to Barlow Moor Road. There is currently an overload in restaurants and bars and run down houses. Building 13 new apartments will bring some overdue residential modernity to the community.
- This will be a great addition to Barlow Moor Road, Chorlton. Well and improved aesthetics rather than the old rundown cooperative building. In conjunction, housing many people that require accommodation is a great way of supporting people in our community.
- No objection in principle to the proposal but the proposed parking is inadequate for the number of units proposed. The result will be that residents of the proposed flats will end up parking on Malton Avenue, a road that already suffers from a large amount of on-street parking. The design needs to be revised to provide enough car parking spaces for all the apartments.

- The transport analysis itself states that the parking requirement is below that of the recommended standard, using the excuse of cycle provision to enable the developer to provide only four spaces. This is not a city centre site, people live here with cars. That leaves nine apartments without any parking provision, which could result in an additional nine cars on residential Malton Avenue. For reference Malton Avenue consists of 13 houses and all have at least one vehicle.
- The parking survey appears to have been done after midnight and before 6am. The major times for traffic and parking issues are when the restaurants on Barlow Moor Road are open at weekends and in the evenings when people travel to the area and park in the surrounding streets as the existing numerous bars and restaurants have little or no parking provision. Naturally, this has not been a visible issue while the restaurants have been closed over lockdown, but in normal circumstances is very problematic, particularly at weekends.
- Whilst the tram stops at St Werburgh's and Chorlton are within walking distance, this also results in people driving to the area, parking on the residential streets and then taking the tram into Manchester or to Old Trafford and, it appears, occasionally even to the airport. This may well increase when the City Centre charges are introduced.
- There is no consideration taken of the proposed cycleway initiative or the proposed blocking off of roads and traffic calming measures associated with this which will certainly impact on St Ann's Road. The impact of this is likely to be considerable.
- The proposal would lead to the overlooking of no. 2 Malton Avenue and the associated rear garden.
- The proposed building is too deep at upper floors and creates problems relating to daylight and sunlight, amenity, and overlooking, that are impossible to overcome without reducing the amount of development.
- Access to the proposed parking spaces, via the rear service road is inadequate.
- Will the external access to 477a Barlow Moor Road be retained?
- The provision of roof terraces would lead to the overlooking of several dwellings that adjoining the site.
- Due to the poor and narrow access to the site, inevitably construction and demolition equipment will be parked on Malton Avenue as they will not be able to be accommodated on the site itself due to its size and layout. This will impact on the surrounding road network as well as the amenity of the residents.
- There is concern about refuse collection which will affect the amenity of residents on Malton Avenue. The siting for the bin store is at the rear corner of the development. The ginnels are too narrow for bin lorries to get close to the store so the bins will have to be manually moved, most likely to Malton Avenue. It is requested that a condition be imposed which requires refuse to be collected from Barlow Moor Road during business hours.
- There are bats which circle the properties at dusk on Malton Avenue every day. A lighting study should be undertaken to avoid impacting, (such as shrouded lighting fittings) and measures put in place to enhance biodiversity.
- The height of the building will overshadow the road and block the skyline.

- The design of front of building is out of keeping with surrounding buildings and will significantly impact on area in negative manner.

Chorlton Voice – The residents association objects to the proposal for the following reasons:

- There has recently been a surplus of retail floorspace in Chorlton District Centre, evidenced by the number of vacant properties and changes of use to food and drink uses. Changes in the retail market are continuing and so provision of new retail floorspace in this development is likely to result in additional vacant space, either here or elsewhere in the centre.
- The scale of the proposed development would be acceptable if the redevelopment of no. 477 Barlow Moor Road were to proceed as approved in 2006. However, this permission has been expired for several years and, given current market conditions, it seems highly unlikely that this scheme will be resurrected. In the absence of that redevelopment of no. 477 Barlow Moor Road, the proposed development of this site would appear out of scale and an obtrusive feature in the street scene. The proposed North elevation would be a prominent feature, seen above the roofline of no. 477 Barlow Moor Road, with few windows to break its bulk. While the overall height of the existing and proposed buildings are similar, the pitched roof of the existing building is far less bulky in appearance.
- The alleyway to the rear of the site is extremely narrow and introduction of the four parking spaces would be hazardous to the safety of other users. Manoeuvring into the spaces would be very tricky and lines of sight for vehicles leaving the site extremely limited. Chorlton Voice question the need for any car parking spaces given the provision of good public transport and cycling facilities in the area.
- Windows at the rear of the proposed building are too close to those of neighbouring properties and we are not convinced that the proposed louvres will adequately compensate.

Ward Members – Correspondence has been received from Cllrs Midgley, Rawson and Shilton-Godwin. The comments are summarised below:

- The site was previously used as a Co-op food store and was a very popular local store. We did not support its closure and made this clear to the Co-op. However now that the Co-op have moved away, we do see the need to redevelop the building. So in principle we do not object to redevelopment, but we do have concerns about the specific proposal in this application and would like the following points to be considered.
- The site is described as a 'sustainable location' being well served by public transport links. Unfortunately, despite this being a sustainable location we are not convinced that this is a sustainable scheme. The application is for 13 apartments above two retail units. We have serious concerns about whether in the current economic climate two retail units can be supported. We do not want to see a frontage of empty shop units.
- Access to the undercroft will be via the narrow service road from Malton Ave. We do not see how cars will be able to turn in and out of the undercroft from such a narrow access road.

- There is a fear that these narrow access roads will become blocked with the increase in traffic due to the office development at 483B Barlow Moor Rd and competition for space from the garage at 483 Barlow Moor Rd.
- Overlooking has been addressed on the west side of the building but we still fear that the proximity of the new build to the gardens of 2 and 4 Malton Ave will impact on their privacy. The developer will install louvre windows on the west side but this still does not guarantee privacy. The gardens are within 10 metres of these windows so can privacy be guaranteed?
- The waste disposal plan shows just one 240 litre food waste bin for 13 homes. As green bins are emptied once a fortnight, is this sufficient? We are far from convinced that this is a workable solution. The management company will take out and return bins on to Malton Avenue, this is already extremely congested with parked cars and existing residents' bins on collection day. Whilst the Co-op did bring their bins to Malton Ave, they used the service road as their 'waiting spot'. This arrangement will not be possible as the service road will need to be always clear for access should this proposal be approved as proposed.
- We feel that it is most unfortunate that a comprehensive redevelopment plan has not been created for all the properties in this section of Barlow Moor Rd, from 479 to 483B and so this piecemeal approach is in danger of creating congestion and a sense of overcrowding.
- We were pleased to see the report and the detailed consideration given to the right kind of energy for this building.
- The site is described as a sustainable location. This is used to justify the provision of only four car parking spaces within an undercroft. These spaces will be sold as part of the purchase of four apartments.
- Whilst the transport report regarding the availability of sustainable kinds of transport and the proposal to include 15 secure bike parking spaces is noted and welcome, our knowledge and experience of the local area tells us that the idea that car ownership is likely to be restricted to the occupants of four out of thirteen apartments is wishful thinking. This would mean that in perpetuity the residents of nine apartments would be seeking on street parking. The space and capacity for this within the vicinity is simply not available and this shortage of parking space will soon be exacerbated by the cycle lane, scheduled to be constructed along Barlow Moor Road in front on this site. Surrounding streets are already congested and it is extremely difficult to find parking, already leading to cars parked on road corners, on the pavements and people double parking. So without more consideration of parking provision this scheme will without doubt add to the already intolerable parking pressure.
- It is our understanding that the building contains a great deal of asbestos and this is one reason why the Co-op moved out, as the cost of removal and making it safe were prohibitive. Before any work starts to demolish the building, we would like to see how the asbestos issue is going to be dealt with safely. We would also like to be reassured that construction will not impact on the safety of those using the pavements and cycle lane, which likely will be in place.

Highway Services – Highway Services have made the following comments:

- The proposed number of on-site car parking spaces may lead to an increase in local on-street parking levels. However, it is also noted that the development, is located in a highly sustainable location with good access to public transport.
- Should car parking increase on Malton Avenue there would be limited space for MCC refuse vehicles to turn around in Malton Avenue resulting in more instances of the refuse vehicle having to reverse upon access/egress to or from Barlow Moor Road which is not preferred.

Environmental Health – Suggests the imposition of conditions designed to protect residential amenity, e.g. acoustic insulation, fume extraction, waste storage and contaminated land.

Greater Manchester Police – Recommend that a condition, to reflect the physical security specifications set out in section four of the Crime Impact Statement, should be added if the application is to be approved.

Greater Ecology Unit – The developer's ecological consultant identified no significant ecological issues. Issues relating to bats, nesting birds and biodiversity enhancement measures can be resolved via condition and or informative.

United Utilities – In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

Policies

The National Planning Policy Framework (NPPF) – The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. 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.

Paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Paragraph 203 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

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

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

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

Policy C1, *Centre Hierarchy* – District centres have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. Development in these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres.

Policy C2, *District Centres* – Development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.

The policy states further that development in District Centres should:

- Prioritise delivery of key 'visitor' services, including retail, public and commercial services and food and drink. The Council will ensure that retail remains the principal use in Primary Shopping Areas, but also ensure that provision is made in District Centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres. Subject to impact on overall character and local amenity, the Council will support development which extends the time during which District Centres are active;
- Promote the development of employment which provides opportunities for local people;
- Promote the efficient use of land, particularly through considering options for multi-storey development. New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment strategies;
- Contribute positively to the diversity and mix of uses within centres without undermining their primary retail function. Development should also promote a range of retailers and shop formats;
- Promote choice and competition particularly where development will support the independent sector;
- Remedy deficiencies in areas with poor access to facilities.
- New development should respect and enhance the character of existing centres.
- New development should deliver improvements to the quality and accessibility of the centre environment. Opportunities should be taken to adopt sustainable building design and practises to assist in adapting to climate change

Policy C6, *South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington* – This policy states that across the area there is capacity for both further convenience and comparison retailing floorspace. In total, approximately 8,000 square metres of convenience and 4,500 square metres of comparison retail floorspace will be promoted up to 2027. Identified capacity will be directed to Chorlton centre to support more sustainable shopping patterns, with enhanced provision also promoted in Levenshulme.

It states further that redevelopment in Chorlton will provide a substantial increase in retail, alongside improvements to other commercial and community services. New development should also make a contribution to the character of the centre, including a range of unit sizes and environmental improvements. It continues stating that The role of the independent retail sector in Chorlton, Didsbury and Levenshulme will be supported.

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

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of
 - the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN 1, *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN 4, *Reducing CO2 Emissions by Enabling Low and Zero Carbon Development* – This policy states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN 8, *Adaption to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, *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.

Policy EN 19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- 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.
- Flood risk and drainage.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Saved UDP Policies – 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.

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

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

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

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

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

Manchester Residential Quality Guidance 2016 – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester.

To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Guide to Development in Manchester Supplementary Planning Guidance –

Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Issues

Principle of the Proposal – Having regard to the locational requirements of Policy H6, the erection of a high density mixed use scheme within Chorlton District Centre is considered acceptable in principle. Notwithstanding this, the impact of the proposal upon existing levels of visual and residential amenity must be assessed, as well as any impact upon existing levels of pedestrian and highway safety along this section of Barlow Moor Road and Malton Avenue.

Planning permission for the erection of a part 3/part 4 storey mixed use development on the site of 477 Barlow Moor Road was allowed at appeal (073587/OO/2004/S1) in 2006. However, that permission predates the introduction of the Core Strategy and was never implemented.

Impact on Non-Designated Heritage Asset – The existing building was built in 1914 as 'The Palais De Luxe Picture House' until it closed in 1957 when it was known as The Palace. Following a period as a Radio Rentals Service Centre it became a supermarket around 1969 for Tesco, then Hanbury's and finally United Northwest Co-op until vacated in 2019.

Originally constructed with a decorative frontage and canopy (as seen below), the canopy was removed prior to 1960 and the decorative frontage removed to facilitate the internal alterations and new shop front which were approved in May 1967.



All that remains of the decorative frontage is an area to white render which denotes where it was attached to the main part of the building. This, along with the shop front approved in 1967, which was further altered in 2011/12, can be seen below.



As the building has been extensively modified since it was last used as a cinema, resulting on the loss of the decorative frontage and any internal features usually associated with an early 20th Century cinema, it is considered that it does not represent a good example of this type of building. As a result, there is no objection to its demolition on heritage grounds.

Design – The proposed building is contemporary in design with a flat roof form. The elevations would be in brick, which reflects the local vernacular, while the top floor would comprise of metal standing seam. Vertically proportioned windows are proposed which will help to maximise light within the proposed apartments, as well as to replicate the window proportions on the commercial parade opposite. Deep window reveals are proposed which will provide articulation to the elevations, whilst further design interest would be created with brick detailing and recessed balconies. The ground floor shopfront comprises floor to ceiling glazing with signage zones above. Also cladded canopies above openings will add further detail and create opportunity for further external lighting.

The contemporary mix of brick, metal cladding, railings and glazing is complimented with timber effect louvers, while prominent features and architectural details to all elevations provide shadow and depth.

Overall, the design of the proposal is considered acceptable. A CGI of the front elevation is shown below:



Scale and Massing – The building is arranged over four storeys with the top floor set back from the front elevation. Whilst the proposed building is marginally taller than the commercial parade to the north, it is comparable to the three storey commercial parade on the opposite side of Barlow Moor Road and the lapsed development to the south. Given this, it is considered that the scale of the development is appropriate for the Chorlton District Centre.

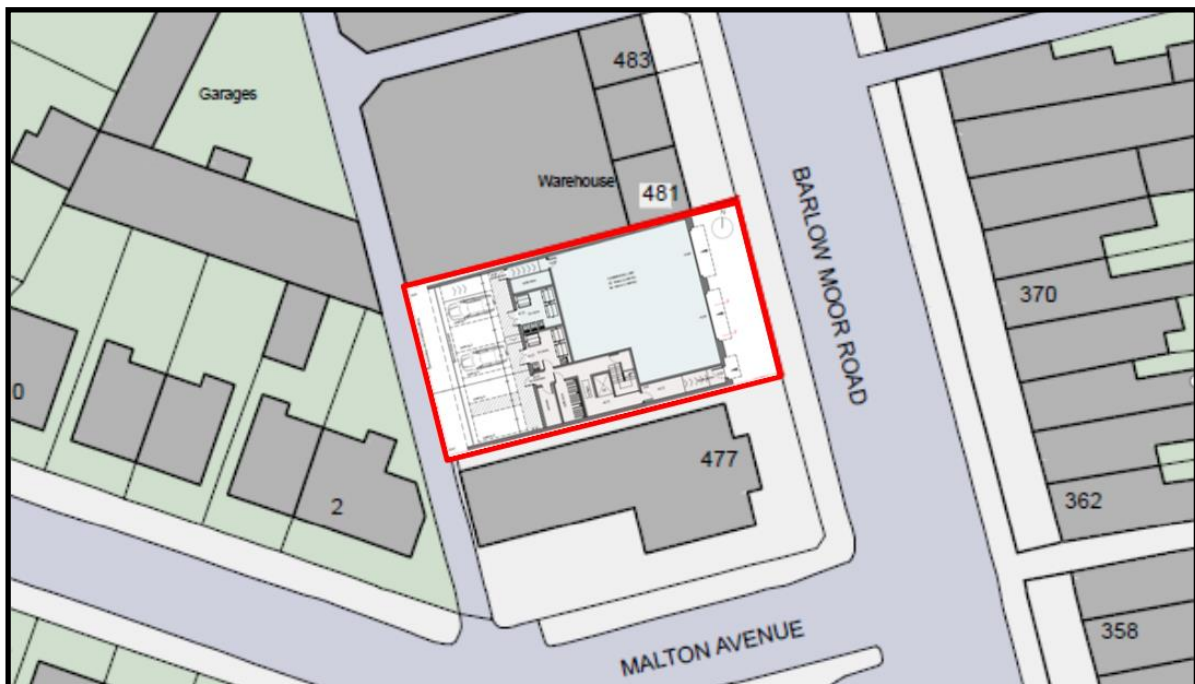
By introducing a varied palette of materials and articulation around the vertical windows, as well as setting back the top floor, the impact of the proposed building has been reduced and the massing is considered to be acceptable.

The proposed development is shown below, along with the existing parade and the previously approved development on 477 Barlow Moor Road which has now lapsed.



Site Layout – The front elevation of the proposed building would be set on the same building line as the existing property and it would present a strong frontage to Barlow Moor Road, within which the principal access points are located to both the commercial element and the apartments above. In order to comply with the City Council’s adopted design guidance, the car parking and waste storage facilities are located at the rear of the building. Accordingly, the site layout is considered to be acceptable.

The ground floor layout is shown below in relation to the surrounding properties:



Living Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester’s space standards for residential developments.

The amount of floor space proposed for each apartment and that required under the guidance is detailed below:

- Apartment 01 - 2 bed 62m² (Space Standard – 61m²)
- Apartment 02 - 1 bed 53m² (Space Standard – 50m²)
- Apartment 03 - 1 bed 50m² (Space Standard – 50m²)
- Apartment 04 - 1 bed 55m² (Space Standard – 50m²)
- Apartment 05 - 2 bed 68m² (Space Standard – 61m²)
- Apartment 06 - 2 bed 62m² (Space Standard – 61m²)
- Apartment 07 - 1 bed 53m² (Space Standard – 50m²)
- Apartment 08 - 1 bed 50m² (Space Standard – 50m²)
- Apartment 09 - 1 bed 55m² (Space Standard – 50m²)
- Apartment 10 - 2 bed 68m² (Space Standard – 61m²)
- Apartment 11 - 2 bed 62m² (Space Standard – 61m²)
- Apartment 12 - 1 bed 50m² (Space Standard – 50m²)
- Apartment 13 - 2 bed 75m² (Space Standard – 61m²)

It is considered that the proposal complies with Manchester’s space standards.

As concerns were raised about the standard of accommodation proposed, particularly in terms of daylight levels for future occupants, the quality of daylight amenity within the proposed accommodation has been assessed using Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH) assessments as recommended within the relevant BRE and British Guidance documents.

The ADF assessment has shown that the provision of daylight within the proposal is excellent with 100% of habitable rooms meeting or exceeding the BRE targets. Direct sunlight provision is also good with all relevant spaces achieving in excess of the target APSH targets. Accordingly, the report has concluded that the scheme fully accords with the BRE guidance.

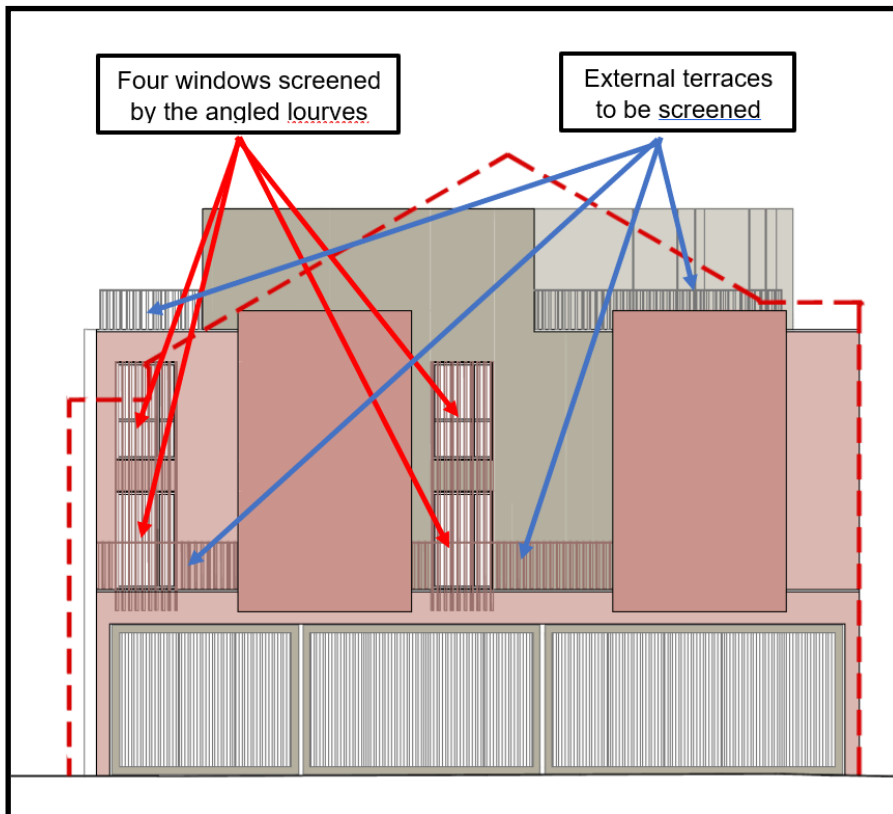
Given the above and the size of the flats, along with the provision of external amenity space in the form of the terraces, the standard of the proposed accommodation is considered acceptable.

Disabled Access – Access to the ground floor commercial premises would be obtained via a level access off Barlow Moor Road. Level access to the proposed apartments is also provided from Barlow Moor Road, as well as from the residents' parking area at the rear. Both lead to a lift which allows access to all of the apartments. In addition, as the applicant has introduced a 1.2 metre wide shared space between parking spaces 4 and 5, two size compliant disabled parking spaces would be provided. Given this and the fact that the development would be constructed to Part M of the Building Regulations the overall access provision is considered acceptable.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact upon Privacy – There are only four windows in the rear elevation that diagonally face the rear of the dwellings on Malton Avenue and these would be screened by angled louvres to prevent overlooking while still allowing light to enter the respective rooms. In addition, it should be noted that the four proposed windows are sited further back into the site than the existing windows in the rear elevation of the supermarket.

There are a number of external terraces that face the Malton Avenue dwellings and these have raised concerns about overlooking and the resultant loss of privacy. To allay these concerns a condition would be imposed which would require the installation of a suitable screen. The rear elevation is shown below, the existing building is shown as a red dotted line:



Due to the orientation of these windows and the proposed screening, it is not considered that the development would lead to overlooking and a resultant loss of privacy for the residents of the dwellings on the northern side of Malton Avenue.

Noise – It is not considered that the proposal would be an inherently noise generating use. Notwithstanding this, it is considered prudent to attach a number of acoustic insulation conditions in order to protect not only the residential amenity enjoyed by the occupants of the nearby dwellings but also the future residents of the proposed accommodation.

Overshadowing/Overbearing Impact – Given the comparable sizes of the existing and proposed buildings, and the location of the site in respect of the properties on Malton Avenue, it is not considered that the proposal would lead to the overshadowing of these dwellings and their associated rear gardens or have an overbearing impact upon local residents when using their respective private amenity space.

In light of the above, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of the dwellings on Malton Avenue. It is acknowledged that the use of external amenity areas such as the roof top garden could result in some noise but this would be domestic noise within the context of a District Centre and this is considered to be appropriate.

A resident of the adjoining property, raised concerns that the proposal would remove access to a first floor flat. This would not be the case and the access would remain.

Visual Amenity – Given the design, scale and massing of the proposed building it is not considered that the development would have an unduly detrimental impact upon the levels of visual amenity that are experienced in Chorlton District Centre.

Car Parking – The City Council does not have a prescribed policy standard for residential schemes. Notwithstanding this, it is anticipated that all new developments should provide appropriate car parking facilities and new developments should improve access to jobs and services by being located on sites that reduce the need to travel and provide good access to sustainable transport provision. This desire to link trips and minimise travel times by locating developments in sustainable locations would allow the ability to minimise car travel and take advantage and facilitate the use of sustainable forms of transport.

The Manchester Residential Quality Guidance acknowledges that “*Manchester is, by its very nature, a sustainable location with access to a range of facilities and served by a range of transport modes.*” Notwithstanding this it also notes that “*...there is a need to balance the provision of sufficient parking with the need to encourage different, more sustainable modes of transport and working towards reducing the dependence on the car.*” Furthermore, it states that a reduction in “*...on site provision may be justified on the... .. provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.*”

There is an acknowledged tension between the aspiration to provide sustainable development and the reality of modern living. However, the NPPF states that it is important to promote sustainable transport and that development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. In this instance there are a range of facilities/amenities within walking distance.

The parking facilities would consist of five spaces located at the rear of the property and which would be accessed via the alleyway, which is an adopted highway, that runs from Malton Avenue to High Lane. Originally the applicant proposed four parking spaces but understanding the concerns of local residents they increased it to five. Given the sustainable nature of the site within a district centre, the number of apartments proposed and availability of local amenities and public transport, it is believed that the proposed car parking to flat ratio of 38% is acceptable and is consistent with similar developments found in other district centre locations, namely planning permission 124237/FO/2019 (approved 2nd March 2020) at 419 to 421 Barlow Moor Road, which has a parking provision of 41%.

In conclusion, given the sustainable location of the site and the prevalence of public transport within its vicinity, a parking provision of 5 spaces for 13 apartments is considered acceptable in this instance. Notwithstanding this, to encourage sustainable travel it is recommended that the provision of a Travel Plan for the site be made the subject of a planning condition. This should include initiatives to reduce independent car travel and include targets and monitoring.

It should be noted that there is a fall-back position available to the applicant, namely the extension and conversion of the premises to living accommodation via the Prior Approval route. The applicant has demonstrated within the submitted Design and Access Statement that the existing building could be viably extended and converted into eleven apartments while also retaining the ground floor commercial element. While at first glance this might appear to be a more attractive solution than that currently proposed, as it consists of two less units, this scheme only comes with one parking space at the rear. It is considered that the fall-back position would generate more instances of on-street parking than the scheme currently up for determination.

Vehicle Charging Points – The applicant has confirmed that three electric vehicle charging points would be provided for the five parking spaces located at the rear. They would be 7kw chargers and sited in such a way that all five parking spaces would have access to them. This provision is considered acceptable and their installation and retention would be the subject of a condition.

Cycle Parking – Internal storage space for 15 cycles is to be provided towards the rear of the building. This provision is considered acceptable.

Pedestrian and Highway Safety – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Barlow Moor Road.

The local residents and Ward Members have raised concerns about residents of the apartments parking on Malton Avenue if they do not own one of the five parking spaces on offer. Given the proximity of this cul-de-sac to the proposed site it is highly probable that some level of additional on-street parking would take place. However, given the location of the site within the district centre, the prevalence of public transport and the introduction of a Travel Plan, it is anticipated that additional on-street parking would be limited.

Concerns have been raised about the impact of the proposal on existing refuse collection on Malton Avenue as a result of additional on-street parking pressures, particularly the ability of the refuse wagon to exit Malton Avenue in forward gear. Given the level of on-street parking that exists on Malton Avenue, it is considered unlikely that refuse vehicles currently exit onto Barlow Moor Road in forward gear and that the proposed development would have such a significant additional impact, to those car parking pressures already faced, so as to warrant a refusal of permission.

Servicing – Given the parking restrictions on Barlow Moor Road, the servicing of the ground floor commercial use would take place from Malton Avenue. As this is the same arrangements that existed when the Co-op Supermarket was in operation it is considered acceptable for the proposed use.

Waste Storage – The residential element of the proposal would be served by the following:

- General Waste 2x Euro Bins at 1,100 litres
- Paper Recycling 1x Euro Bin at 1,100 litres
- Mixed Recycling 1x Euro Bin at 1,100 litres
- FoodWaste 1x Wheeled Bin at 240 litres
- Individual food caddies in the kitchen

For the residential element, current guidance states that 0.43m² of space should be provided for each apartment, in this instance that would equate to a bin store with a floor area of 5.60m² of space. In this case the applicant has provided a bin store with a floor area of 14m² which provides the flexibility to house the Euro and wheeled bins referred to above to allow recycling of garden/food waste, glass, metal, plastics, paper/cardboard and general household waste. In addition, each apartment would have their own food waste caddy making it easier to transfer food waste to the communal bin store, which is within a short walk of the lift. Overall, this level of provision is considered acceptable.

The commercial element would be served by 3no. Euro bins (1,100 litres), plus two wheelie bins (240 litres) allocated for commercial unit. While this is acceptable in principle, as the end user of the commercial element is not known at this stage Environmental Health has requested that a condition be imposed requiring further details to be submitted and approved prior to the commercial element commencing operations. This would ensure that the correct type and number of containers is provided.

As with the service arrangements for the former supermarket, the bins for the residential and commercial elements would be taken to Malton Avenue for collection by the management company, then returned following emptying.

Commercial Use – Given the amount of floorspace proposed (214m²) and the location of the site within a district centre, the proposed commercial use (Class E – Commercial, Business and Service) would provide a facility that is appropriate in policy terms, whilst also providing a business opportunity that would complement the existing offer within the Chorlton District Centre.

Whilst Class E uses are wide ranging, as can be seen below, as the site is located within a District Centre it is not considered appropriate to impose restrictions on future changes within this use class.

- Retail
- Sale of food and drink for consumption on the premises
- Financial services
- Indoor sport, recreation or fitness
- Provision of medical or health services
- Creche, day nursery or day centre
- Offices to carry out any operational or administrative functions, research and development of products or processes or industrial processes

Energy Efficiency – Since March 2015, energy saving requirements have been dictated by Building Regulations approved documents which are set at a level equivalent to the now discontinued Code for Sustainable Homes. Building Regulations state that by 2020 buildings should have a 30% emission reduction and the way to achieve this is by using renewable energy technologies. The energy efficiency rating of the proposed development will comply with Building Regulations Part L which is the equivalent of Code level 4 in the Code for Sustainable Homes. This approach is considered acceptable. The proposal would include the following key points:

- Provide photovoltaic (PV) panels on the roof for renewable energy harvesting.
- Achieve compliance with building regulations Part L 2016
- Provide building fabric U-Values that exceed the requirement of building regulations.
- Provide air tightness that exceed the requirement of building regulations.
- Provide air source heat pump hot water cylinders that are up to 5 times more efficient compared to electric immersion heaters
- Provide highly rated insulation to all pipework and hot water cylinders.
- Provide energy efficient LED lighting.
- Electric heating with timer and thermostat controls to each individual room to minimise energy consumption.

It is acknowledged that the reuse and refurbishment of a property is usually the preferred option as it would not involve the loss of embodied energy, i.e. the energy used in the manufacturing of the materials used in the construction of the new building, its transportation to the site and the removal and disposal or recycling of demolition waste. Notwithstanding this, in this instance it is recognised that this modern building, by incorporating the technologies listed above, would be far more energy efficient than the existing building.

To ensure that the findings of the applicant's sustainability report are incorporated into the proposal an appropriately worded condition is suggested.

Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the commercial elements. However, given the number of residential units and car parking spaces proposed, the overall significance of potential impacts is considered to be low.

As a result of the above findings it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Ecology – The submitted ecology report has confirmed that there is no evidence of bat or bird habitation within the existing building. Notwithstanding this, GMEU has suggested the imposition of informatives advising that demolition would have to be halted should bat or bird roosts be discovered in the future.

Flooding and Drainage – The conditions requested by United would be imposed in order to minimise flood risk and ensure adequate drainage.

Crime and Anti-Social Behaviour – A condition requiring that the proposed physical security specifications be incorporated into the development is suggested in this instance.

Conclusion

Given the location of the site within the Chorlton District Centre the principle of a mixed use developments such as this is considered acceptable. As with the majority of district centre sites throughout the City the level of parking proposed is far less than that seen in predominantly residential areas. Understandably, one of the main concerns local residents have is the number of car parking spaces proposed and the fact that surrounding streets, particularly Malton Avenue, would be subject to increased levels of on-street parking as a result.

As the site is located within a district centre and given the sustainable location and prevalence of public transport options. it is acknowledged that the level of parking provision can be reduced. It is anticipated that this, coupled with the introduction of a Travel Plan, would reduce the instances of on-street parking associated with the development.

The other concern has been the impact upon residential amenity. As has been demonstrated above, any windows that face directly towards the dwellings and gardens of Malton Avenue would be screened, as would any external terraces, thereby preserving existing levels of privacy.

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

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

Recommendation APPROVE

Article 35 Declaration

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

Conditions to be attached to the decision

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

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

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

- a) 383(PL)01, stamped as received on 29 October 2020
- b) 383(PL)02-rev B, stamped as received on 18 May 2021
- c) 383(PI)03-rev B, stamped as received on 18 May 2021
- d) 383(PI)04, stamped as received on 29 October 2020
- e) 383(PI)05, stamped as received on 18 May 2021
- f) 383(PI)10-rev C, stamped as received on 15 July 2021
- g) 383(PI)11-rev B, stamped as received on 18 May 2021
- h) 383(PI)12-rev B, stamped as received on 18 May 2021
- i) 383(PI)13-rev B, stamped as received on 18 May 2021
- j) 383(PI)14-rev B, stamped as received on 18 May 2021
- k) 383(PI)20, stamped as received on 29 October 2020
- l) 383(PI)21-rev B, stamped as received on 18 May 2021
- m) 383(PI)22-rev B, stamped as received on 18 May 2021
- n) 383(PI)23-rev B, stamped as received on 18 May 2021
- o) 383(PI)24, stamped as received on 29 October 2020
- p) 383(PI)25-rev B, stamped as received on 18 May 2021
- q) 383(PI)30-rev A, stamped as received on 18 May 2021
- r) 383(PI)31-rev B, stamped as received on 18 May 2021
- s) 383(PI)32-rev A, stamped as received on 18 May 2021
- t) 383(PI)40, stamped as received on 29 October 2020
- u) 383(PI)41, stamped as received on 29 October 2020
- v) 383(SU)400, stamped as received on 29 October 2020
- w) 383(SU)401, stamped as received on 29 October 2020
- x) 383(SU)402, stamped as received on 29 October 2020
- y) 383(SU)403, stamped as received on 29 October 2020

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

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

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

4) The commercial premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

5) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Barlow Moor Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Upon completion of the development and before first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

6) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the premises is occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

7) Before the commercial premises is brought into use, the premises opening hours shall be agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

8) Deliveries, servicing and collections, including waste collections to the commercial premises shall not take place outside the following hours:

0730hrs to 2000hrs - Monday to Saturday,
no deliveries/waste collections - Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

9) Any fumes, vapours and odours from the commercial use shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy.

10) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the residential accommodation hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

11) The approved electric vehicle charging points, as shown on drawing no. 383(PI)10-rev C and the manufacturer's specifications, stamped as received on 15 July 2021, shall be installed prior to the occupation of the residential accommodation and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy

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

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before 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.

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

13) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

14) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for private residential purposes and to ensure the achievement of the public benefit identified pursuant to policies SP1, DM1, EN3, H1, H6 and H11 of the Manchester Core Strategy and the guidance contained within National Planning Policy Framework including section 16.

15) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN08 and EN14 in the Manchester Core Strategy (2012) and national policies within the NPPF and NPPG.

16) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

17) The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy Statement (Complete Sustainability Solutions Ltd), stamped as received by the City Council as local planning authority on 29 October 2020, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

18) 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 those residing at the development,
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time,
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car,
- iv) measures for the delivery of specified travel plan services,
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

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

19) The storage and disposal of waste for the residential properties shall be undertaken in accordance with the Waste Management Strategy stamped as received on 29 October 2020 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

20) The commercial unit(s) shall not become operational until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

21) Above-ground construction works shall not commence until drawings and specifications of the terrace screens have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the screens shall be installed prior to first occupation of the residential element and remain in-situ in perpetuity.

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 Manchester Core Strategy.

22) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site:
- o Deliveries, waste, cranes, equipment, plant, works, visitors; o Size of construction vehicles;
- o The use of a consolidation operation or scheme for the delivery of materials and goods; o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 128446/FO/2020 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:

Chorlton Voice
Greater Manchester Ecology Unit
Greater Manchester Police
United Utilities
Highway Services
Environmental Health

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:

Chorlton Voice
Greater Manchester Ecology Unit
Greater Manchester Police
United Utilities
Highway Services
Environmental Health

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



Application Number	Date of Appln	Committee Date	Ward
124234/FO/2019	8 Aug 2019	23 Sept 2021	Didsbury West

Proposal Erection of a two storey office building and associated car parking following the demolition of the existing building

Location The Lodge Rear Of Old Town Hall, Lapwing Lane, Manchester, M20 2NR

Applicant Miss Kiran Pabla , Pabla+Pabla Solicitors, Old Town Hall, Lapwing Lane, Manchester, M20 2NR.

Agent Mrs Sonia Pabla-Thomas, SPACE:ARCHITECTURE+PLANNING, Old Town Hall, Lapwing Lane, Manchester, M20 2NR.

Executive Summary

The applicant is proposing to demolish the single storey Lodge and replace it with a 2-storey building that would provide meeting and storage facilities for the existing solicitors' office that operates out of the Old Town Hall.

Nineteen letters of objection have been received from local residents, as well as from Cllrs Hilal and Leech and West Didsbury Residents Association. Objections have been raised in respect of design and the impact on residential amenity but the main concern is that the proposal would lead to an increase in cars parking on-street and a reduction in the existing parking spaces within the curtilage of the site. The number of parking spaces that exist within the site would remain at 15 and the applicants have stated that the proposed building is to be used for meeting and storage purposes and would not be used to house additional staff.

A Listed Building Consent application (124453/LO/2019), for the demolition of the Lodge, is also on this agenda.

Description

This application was placed before the Committee on 2nd September 2021 but determination was deferred at the request of the applicant in order to allow for ownership issues to be resolved. The applicants have amended the site edged red location plan so that it only includes land in their ownership. They have also provided Land Registry documents to show that they have a right of access along Raleigh Close. Amendments to the boundary of the application site does not impact on the number of parking spaces proposed within the curtilage of the site.

This application relates to The Lodge, a single storey detached building located at the rear of the former Withington Town Hall (now referred to as the Old Town Hall) on Lapwing Lane. The Old Town Hall is a Grade II listed building. The Lodge is located within the Albert Park Conservation Area. The Lodge is currently used as a store, in association with the office uses within the Old Town Hall, but it is believed to have originally been the gate lodge to the Corporation Yard that existed where there is now residential properties. The Lodge is accessed directly off Raleigh Close, a short cul-de-sac off Lapwing Lane.

To the north of The Lodge there is a small car parking area and beyond that stands the Old Town Hall, a Grade II listed building dating from the 1880-90s. To the west there are a number of semi-detached properties, namely nos. 1 and 3 Old Lansdowne Road, while to the south stands nos. 2 to 10 Raleigh Close. To the east, on the opposite side of Raleigh Close, stands nos. 1 to 5 Raleigh Close. The location of The Lodge is shown below:



The applicant is proposing to demolish the single storey Lodge and replace it with a 2 storey building that would provide meeting and storage facilities for the existing solicitors' office that operates out of the Old Town Hall. At present there are approximately 7 to 8 substandard parking spaces located between the Lodge and the Old Town Hall. The proposal would introduce 9 demarcated parking spaces in the gap between the two buildings.

Originally the applicant proposed a 3 storey replacement building, that occupied a greater footprint, but following concerns about its impact the application was amended to that now before the Committee.

A Listed Building Consent application (ref. 124453/LO/2019) for the demolition of the Lodge is also on this agenda.

Consultations

Local Residents – 20 letters have been received from local residents, six of which were received as part of the reconsultation on the revised proposal. The comments are summarised below:

- The proposal would lead to an increase in car parking associated with the occupants of the Old Town Hall offices. Parking on the street is already oversubscribed with cars parked on both corners of the junction of Raleigh Close and Lapwing making access to and from Raleigh Close potentially hazardous. A reduction in parking spaces would exacerbate the existing problems and have a detrimental impact on pedestrian and highway safety.
- The proposal would lead to an increase in noise and activity that would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of Raleigh Close.
- Controls over the new building might be limited, resulting in its use by third parties, bringing disamenity to the area.
- As the proposal is higher than the existing store it will lead to a reduction in light levels and potential privacy enjoyed by the residents of Raleigh Close.
- Windows in the side elevation of the proposed building would overlook a number of dwellings on Raleigh Close.
- The south west elevation is more befitting of a factory and is not suitable for a residential street, particularly in such close proximity to residential properties.
- The front façade should be redesigned, reducing the glazing overall and increase the brick/stonework to a more considered and decorative design reflecting the existing property.
- The applicant has included land not in their ownership within the application site.

Ward Councillors – An objection has been received from Cllr Hilal:

- The residents refer to the inaccuracies in the traffic and access plans and the likely impact of the proposals on the residents and surrounding areas. Raleigh Close is managed by a private management company, it is a private road which is not publicly managed or maintained it is the sole responsibility of the management company and maintained by service charge contributions from the residents.
- The applicant makes no contribution to the upkeep of the road or the surrounding footpaths. It appears they have been notified Raleigh Close is a private road but persist in using the road as a car park.
- It is understood that the proposed development is 3 storeys high with large windows facing directly into houses, therefore, resulting in a lack of privacy for the residents.
- Raleigh Close is a very pleasant development of houses and flats, the road is well maintained by the residents, accordingly the concerns of local residents are shared.

An objection has been received from Cllr Leech:

- How can a planning application be approved that cuts the number of available parking spaces, when by the applicant's own admission, there are already not enough parking spaces for the number of cars, and this application will reduce the number of space from 15 to 13.
- It is fanciful to suggest that 16% of people would start to cycle to work if this application were to be approved, and even if they did, there would still be significantly less parking that required for an office development of this size.

West Didsbury Residents Association (WDRA) – WDRA have made the following comments:

- The new modernist office would be stylistically distinct from that of the late 19th century of the Old Town Hall, while its lines and roof treatment continue to reference and complement those of the Old Town Hall. The application goes to some length to assert the new office's subordination to the Town Hall, whilst acknowledging the lines and forms of that building. While the design and detailing features of the new building would hopefully be of appropriately high quality it remains inescapable that the amended proposal would be considerably higher and have a larger footprint than the present Lodge. While admittedly retaining some characteristics of subordination to the Old Town Hall, the very fact of the increase in size and footprint would continue to be a significant change to the setting of the listed Old Town Hall. Both available views of the Old Town Hall as well as views out from the building itself would be significantly changed.
- The architectural styling would on balance be visually appropriate for a building within a Conservation Area and for the relationship with the listed Old Town Hall.
- In considering parking availability it is necessary to treat the entire application site as a single unit. There appear to be 4 existing off-street parking spaces along the front of the Old Town Hall plus 2 spaces accessible via gate from Lapwing Lane at the right-hand wall of the Old Town Hall. Additionally, proposed are 8 fully sized rear yard spaces including a single disabled parking space. Thus, the total number of proposed parking spaces available to serve both Old Town Hall and the applicant building would be 14. The travel plan acknowledges that the restricted site cannot provide parking spaces for the 32 cars that arrive each day and attempts to make a convincing argument that the new building would give rise to no additional building users, as well as outlining proposals to reduce daily car usage. WDRA are sceptical as to whether assurances of no additional staff can be relied upon.
- WDRA take the view that the physical appearance of the proposed new building would have a neutral effect upon the wider Conservation Area setting, improving amenity for some but worsening it for others. However, for the reasons outlined above we fear that it may well be the case that the present Old Town Hall demand for on-street parking might be exacerbated were any additional occupancy of the two buildings to come about. Surrounding residents are already well aware of the negative impact on the quality of their day to day life of excess demand for street parking. Any further increase in demand would not be acceptable.
- It is the view of WDRA that while there are positive aspects to this proposal, the failure to effectively manage either present or potential car use by staff and visitors renders the whole project untenable.

- WDRA object to the proposal on the following grounds:
 - a) grounds of lack of any additional off-street car parking provision, leading to likely increase in trespass on private land together with further unacceptable increase in demand for public street parking.
 - b) potential loss of neighbour amenity arising from large areas of opening lights. possible loss of neighbour amenity due to increase in building height and footprint.

However, in the event that the Planning Committee wish to approve the development they request that they visit the site before doing so and seek the inclusion of conditions limiting the occupancy to 45 people, production of an acoustic survey and the inclusion of a minimum of 2 electric car charging points.

Manchester Conservation Areas and Historic Buildings Panel – The Panel accepted the principle of removing the existing structure given the modern interventions. They considered it to be of little significance and its loss would not damage the Old Town Hall. The Panel felt the proposed building was appropriate in terms of its size, scale and massing and fitted in with the buildings in the surrounding area. They expressed some minor concerns around the proposed glazed treatment and it was suggested that additional banding could strengthen the openings.

Highway Services – Given the following, Highway Services have confirmed they can support the application:

- The revised parking layout shows that the bays to the front and side of the development are unaffected by the proposals.
- To the rear, two accessible bays are provided and the existing, non-compliant bays reconfigured so that they are to the required specification.
- An electric vehicle charge point is being provided and it is recommended that this is a minimum of 7kW.
- It has been confirmed by the applicant that staff numbers will not be increasing as a result of the development. It is therefore considered that the number of associated vehicle trips will be similar to existing.
- Confirmation has been provided that the developer has a right of way to access the rear courtyard.
- The applicant has provided a commitment that tactile paving will be installed across the Lapwing Lane access (at Raleigh Close) on the public highway. A S278 agreement will be required for alterations to the highway for which the developer will be required to fund in full.
- It has been confirmed that ten secure cycle storage spaces are being provided.
- It has been confirmed that refuse collection will take place from Lapwing Lane and that site management will be responsible for transporting the bins to/from the storage area to a point adjacent to Lapwing Lane on collection days.

Environmental Health – Suggests the imposition of a number of conditions designed to protect amenity and prevent pollution, namely acoustic insulation, refuse storage and contaminated land remediation.

Greater Manchester Police (GMP) – GMP have no objection to the proposed layout and requests that a number of security features are incorporated into the proposal.

Greater Manchester Ecology Unit (GMEU) – GMEU have confirmed that there are no significant ecological issues associated with this development:

- The building was assessed for bat roosting potential by a suitably experienced bat consultant. No evidence of bats was found and the building assessed as having negligible bat roosting potential. As individual bats can turn up in unexpected locations GMEU recommend an informative reminding the applicant of their legal obligations. In addition, as the bat assessment is becoming dated an additional condition is requested which requires another to be undertaken if the demolition does not commence before 30th April 2022.
- There appears to be some dense ornamental planting immediately adjacent to the building, which it is assumed will need to be removed to facilitate the demolition and new build. These shrubs provide potential bird nesting habitat, accordingly a condition limiting when the vegetation can be removed is requested.
- The NPPF states that the planning system should contribute to and enhance the natural and local environment. The site currently has negligible ecological value, interest restricted to the potential bird nesting habitat associated with ornamental planting on the site. The proposed landscape scheme includes more soft landscaping than the current site. I am happy for the soft landscape proposals to be conditioned.

United Utilities Water PLC – Suggests the imposition of drainage conditions.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

- ii. 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.

In addition to the above, Section 16 (*Conserving and enhancing the historic environment*) is of relevance:

Paragraph 197 in Section 16 states that in determining planning applications, local planning authorities should take account of:

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

Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 201 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

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

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 206 states that local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Paragraph 207 states that not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm under paragraph 200 or less than substantial harm under paragraph 201, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

Paragraph 208 states that local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

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

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

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

Policy EN 3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy EN 16, *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.

Policy EN 19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-

- 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.
- Flood risk and drainage.

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

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

- a) The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i. the relationship of new structures to neighbouring buildings and spaces;
 - ii. the effect of major changes to the appearance of existing buildings;

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

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

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

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

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

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

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

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

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

Issues

Principle of the Proposal – There is no objection in principle to provision of ancillary accommodation for an existing business, especially if needed to ensure the future viability of that business. At present there is insufficient meeting space within the Old Town Hall to accommodate the current staff numbers.

Notwithstanding the above, as the site is located within the Albert Park Conservation Area and adjoining a Grade II listed building, the proposal needs to be assessed to determine if it would have a substantial impact upon both these heritage assets. Furthermore, consideration must also be given to the proposal's impact upon the current levels of residential and visual amenity enjoyed within the vicinity of the site and the level of pedestrian and highway safety experienced on the surrounding highway network.

Impact on Heritage Assets (Albert Park Conservation Area and the Old Town Hall) – The requirement to preserve or enhance the Conservation Area, and the setting of the Listed Building, in this case the Old Town Hall, is a key requirement within policy EN3 of the Core Strategy, saved policies DC18 and DC19 of the UDP, along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials.

The Albert Park Conservation Area is situated approximately four miles south of Manchester city centre, in West Didsbury. It is principally an area of housing but also includes a district shopping centre on Burton Road, a smaller group of shops on Barlow Moor Road, schools, public houses and a number of churches. The conservation area was designated in March 1988. There are five listed buildings within the boundaries of the conservation area, one of which is the Old Town Hall.

The Old Town Hall, known as the Former Withington Town Hall in the 1990 listing document, is a Grade II listed building dating from the 1880/90s. It is constructed from buff brick with dressings of red brick and terracotta and is topped by a slate roof. The listing document notes that it is a “*good example of modest late C19 civic building, representing an important phase in the development of local government.*”

The Lodge building, which is not included in the listing document, was built as a gate lodge for the Town’s Yard (council depot) which was located to the rear of the former Withington Town Hall. The footprint of the Lodge was rebuilt in the early 1900s, probably due to the expansion of the facilities within the Town’s Yard and was then further extended in the 1970s. The Lodge was not intended to be understood or appreciated in conjunction with the former town hall, instead it was a functional, utilitarian subsidiary building screened by a brick boundary wall and sited opposite a weigh bridge. The building was a gate lodge to the Town’s Yard, not Withington Town Hall. The Lodge, as it exists today, has been substantially altered. It has had a new roof, new windows, new porch and a new interior (circa late 20th Century). Further to this, its historical context has been largely removed as the boundary wall, weigh bridge and yard it was erected for have all been removed.

The applicant commissioned a Heritage Statement to understand what significance, if any, the Lodge has to the setting of the listed Old Town Hall and the character of the Albert Park Conservation Area. The findings are detailed below:

The Lodge is considered to be a curtilage listed structure as it was built in association with the town hall before 1 July 1948. However, as has been demonstrated, the Lodge was built for a separate use to that of the town hall and this distinction was marked by being located behind the former boundary wall of the Town’s Yard. The Lodge, as it exists today, has no evidential value as it has largely been rebuilt; has no aesthetic value as it appears to be largely modern in construction due to the modern windows, roof and porch; and has no-to-low historic and or communal values as, although it is not possible to understand or appreciate its former use, there is clearly a relationship between it and the Town Hall. Consequently, the Lodge was considered to be of negligible significance.

As an element of the Albert Park Conservation Area, the contribution of the Lodge is considered to be neutral. It is surrounded by a modern housing estate and the focus of the Albert Park Conservation Area, in this area, is clearly the relationship and prominence the Old Town Hall has with its location on Lapwing Lane. The setting of the Old Town Hall is fairly limited and the understanding and appreciation of the heritage values of the Old Town Hall are not affected by the presence of the Lodge, nor does the Lodge contribute to its setting.

The Heritage Statement also assessed what impact the proposed building would have upon the setting of the Old Town Hall. The Heritage Statement acknowledges that the form and materiality of the proposed building takes its cue from the Old Town Hall whilst remaining subservient to it (the design of the proposed building is expanded upon further below). It states further that the proposed building is clearly understood and appreciated as a contemporary addition and one that has an associated use to the Old Town Hall. As the proposed development is located to the rear, it will not result in the public's ability to understand and appreciate the listed Old Town Hall. Consequently, the Heritage Statement concluded that the impact of the proposed development is negligible.

To conclude, as the Lodge does not contribute to the character of the Albert Park Conservation Area or contribute to the setting of the adjoining Grade II listed building, its demolition is considered acceptable. Given this and the fact that the proposal building would not impact on the setting of the listed building or how it is understood and appreciated when viewed from Lapwing Lane, it is considered that the proposal would not harm the setting or significance of the Albert Park Conservation Area or the Grade II listed Old Town Hall.

Furthermore, it is considered that any harm at all would be at the very low end of less than substantial with the public benefits outweighing any harm. The primary public benefit would be the continued retention of the Old Town Hall in good condition. The erection of the replacement building would allow the current occupants to remain there rather than relocate to larger premises. This in turn would ensure that the Old Town Hall remains in use which is recognised as being the best way of safeguarding the fabric of the building. The secondary public benefit is the retention of employment within this part of south Manchester.

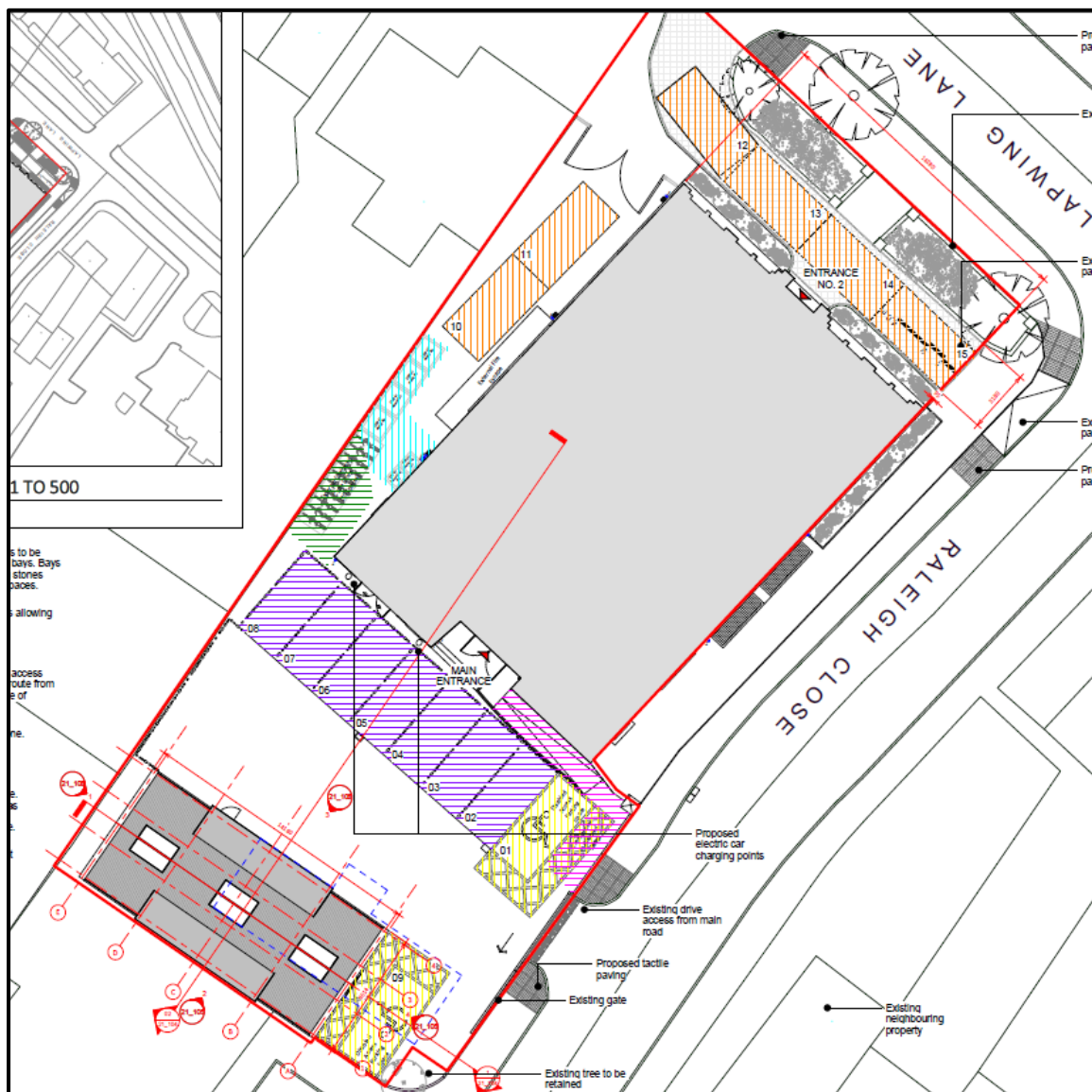
Design – Despite its traditional profile, the design of the proposed building is deliberately contemporary in order not to compete with the adjoining Grade II listed building. It would be constructed from red brick, topped by a pitched roof of slate and incorporates dormers to the front and rear, along with large areas of glazing. Its simple form is reminiscent of the large coach houses/outbuildings that would have been seen in the grounds of large buildings in this part of south Manchester. It is considered that the quality of the design is fitting for its location within the Albert Park Conservation Area. The front and rear elevations are shown below:



Siting – The proposed building would be sited and orientated in the same manner as the existing Lodge, i.e. it would be no closer to the listed building or dwellings on Raleigh Close. As a result the siting of the proposed building is considered acceptable.

The Guide to Development in Manchester states that “The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings” and that “New developments should respect the existing scale...” of an area. Given the height and design of the development, the scale and massing is considered acceptable in the context of this part of the Albert Park Conservation Area.

Car Parking – At present there are 15 parking spaces within the boundary of the Old Town Hall site that are utilised by the office staff. In amending the footprint of the proposed building the applicant has managed to retain 15 spaces within the curtilage of the site. This can be seen below:



At present there are a number of parking spaces located between the Old Town Hall and the existing Lodge. However, they are substandard in terms of size and would be replaced by those hatched in purple and yellow, the latter being disabled parking spaces. The spaces hatched in orange are existing spaces which would be retained.

Concerns have been raised that the creation of the additional floorspace would result in additional staff being employed. However, as the proposed building is to be used for meetings and storage purposes, the applicant has confirmed that this would not be the case.

Given the close proximity of public transport facilities (Metrolink stop is 213 metres away to the southeast, while the bus terminus on Palatine Road is 225 metres away to the north east), the fact no new staff are to be employed and the implementation of a Travel Plan, it is considered that the level of parking on offer is acceptable.

Concerns have been raised about the legitimacy of the applicants using Raleigh Close to access the rear parking area. Submitted deeds have confirmed that they do have access rights over Raleigh Close to.

Electric Vehicle Charging – The applicants have included one vehicle charging point at the rear of the Old Town Hall. Given the number of parking spaces that exist within the curtilage of the site they have been requested to increase this and a condition is recommended in order to explore this matter further.

Travel Plan – The applicant acknowledges that the site is not capable of accommodating the 32 cars that arrive on a daily basis. While the site can accommodate 15 cars at present, it is recognised that the remaining vehicles park on the west side of Raleigh Close, as the east side is subject to parking restrictions.

In order to overcome the issues associated with this off-site parking, the applicant has submitted a framework Travel Plan. This has shown that of the 45 users of the Old Town Hall:

- 73% arrive by car,
- 11% by bus,
- 11% by tram,
- 5% walking.

To encourage users to cycle the applicant is proposing to implement a cycle2work scheme. A shower facility is proposed, along with lockers and a 10 cycle storage facility would be provided.

The applicant undertook an additional survey asking if staff members would take part in a cycle2work scheme and utilise the cycling facilities. The results confirmed that a number of staff would be willing to switch from car to cycle and with the results as follows:

- 53% arrive by car
- 11% by bus,
- 11% by tram,
- 4% walking,
- 16% cycling.

The applicant estimates that approximately seven vehicles would be removed from the surrounding street.

The anticipated reduction in vehicles coming to the site and the surrounding roads is welcomed. To ensure the implementation of the Travel Plan it is felt prudent to attach a condition to the approval requiring the applicant to submit and adhere to a detailed Travel Plan. This will encourage employees to utilise alternative modes of transport other than car.

Cycle Storage – The applicant has indicated that a 10 space cycle store is to be located at the site of the Old Town Hall, adjacent to the boundary with the dwellings on Old Lansdowne Road. Though details of the cycle store would be required to be submitted via the imposition of a condition, the indicative drawings show that it would be a lightweight steel and glass structure that would not detract from the setting of the listed building.

Pedestrian and Highway Safety – As the development would not lead to an increase in staff numbers operating out of the site, it is not considered that it would generate such significant levels of traffic so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed within the vicinity of the site.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Sunlight and Overshadowing – Given the siting of the proposed building in relation to the dwellings on Raleigh Close and Old Lansdowne Road and the fact its overall height has been reduced from 10.34 metres to 7.6 metres, it is not considered that the proposal would lead to the overshadowing of those dwellings closest to the application site.

Impact upon Privacy – The proposal would be sited 17 and 17.5 metres from the dwellings on Raleigh Drive and 18 metres from those on Old Lansdowne Road.

There are three rooflights and a dormer window in the rear elevation that face nos. 2 to 10 Raleigh Close. Due to their siting close to the apex of the roof, the rooflights would not lead to overlooking and a reduction in privacy. The dormer window would be fitted with brise soleil to prevent direct overlooking of nos. 2 to 10 Raleigh Close. The side elevation that faces no. 1 Raleigh Close would be fitted with windows at ground and first floor level. However, as the facing elevation of no. 1 Raleigh Close does not contain habitable room windows it is not considered that the proposal would have a detrimental impact on the levels of privacy enjoyed by the occupants of that property.

There are no windows in the side elevation that directly faces the dwellings on Old Lansdowne Road and those in the front elevation would not directly overlook them or the associated private amenity space, given the mature landscaping that exists long the common boundary. Accordingly, it is not considered that the proposal would have a detrimental impact upon the levels of privacy currently enjoyed by the residents of Old Lansdowne Road.

Noise – It is not considered that the proposal would be an inherently noise generating use, notwithstanding this it is considered prudent to attach a condition requiring the proposed building to be acoustically insulated.

In conclusion, it is not considered that the proposal will have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those properties closest to the application site.

Visual Amenity – Given the design, scale and massing of the proposal it is not considered that the proposed building would have a detrimental impact upon the levels of visual amenity currently enjoyed along Raleigh Close.

Disabled Access – While the ground floor accommodation would be accessible for wheelchair employees, the first floor accommodation would only be accessible to the ambulant disabled due to the lack a lift.

Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition will ensure that appropriate dust management measures are implemented during the construction phase.

The applicants have stated that the proposed accommodation would be used in connection with the existing solicitor's office, primarily as meeting space and a storage area. As such, the applicants have confirmed that no new staff would occupy the building. Given this, it is considered that the proposal would not lead to an increase in vehicle movements to and from the site and that the development would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Notwithstanding the above, the applicants have been requested to include an electric vehicle charging point within the rear parking area number of electric vehicle charging stations

Sustainability – The building would achieve a minimum BREEAM rating of 'Very Good' using the latest methodology at the design and post construction stages. The proposal would reduce operational CO₂ emissions beyond the requirements of current Building Regulations, thereby exceeding the Manchester Core Strategy target.

This will be achieved through application of the "energy hierarchy" including excellent levels of building fabric performance, energy efficient building services and the provision of on-site low/zero carbon energy technologies such as SIPS, MVHR, PIR motion sensors, air tightness, energy efficient appliances and high efficiency glazing.

It has been designed to reduce surface water run-off as the proposed parking area would be permeable, and operational water demand would be reduced and metered. The proposal has also been designed to meet waste recycling targets and would minimise the amount of waste sent to landfill during the construction and operational phases.

The proposal would include the following key points:

- Thermal performance of construction elements which exceeds Building Regulations in combination with renewable technologies to further reduce energy demand (i.e. photo voltaic roof panels) aspiring to achieve not less than 15% reduction in CO2 emissions compared with Building Regulations 2010;
- Internal water use to be reduced through the provision of water saving fittings;
- Waste minimisation principles adopted both during construction and in the lifespan of the development through provision of recycling/composting facilities.
- Use of materials in the construction process which have a low environmental impact as determined by the BRE's Green Guide;
- Maximising the use of recycled and sustainably sources building materials.
- The provision of two vehicle charging points in the proposed car park.

Ecology – Given the finding of the ecology survey and the comments of the GMEU, it is not considered that the proposal would have a detrimental impact on the levels of ecology found within the site. Conditions and informatives regarding the requirement for a further bat survey, the provision of bio-enhancements and the timing of vegetation clearance would be attached to any approval granted.

Drainage – The conditions designed to protect against flooding, as requested by United Utilities, would be attached to any approval granted.

Waste Management – The applicant has indicated that four 1,100 litre Euro bins and two 330 litre bins would be sited to the side of the Old Town Hall in order to provide storage for general refuse, as well as storage for paper and mixed recycling. Environmental Health have confirmed that this provision is acceptable.

At present waste is stored within the large Euro Bins and these are located within the car parking area in an ad hoc fashion. The proposed arrangement would ensure that they are stored in a secure location at the side of the main building.

Crime and Security – The security measures requested by GMP would be the subject of a planning condition.

Conclusion

The Lodge was constructed around the same time as the Old Town Hall but it has been demonstrated that it was not built as an ancillary building for it but as a gate lodge for the adjoining council depot. It has been extensively modified and enlarged and does not contribute to the character or the Albert Park Conservation Area or the setting of the Grade II listed Old Town Hall.

The proposed replacement building has been greatly reduced in height and footprint from that first submitted and it is considered that these revisions, along with its design, have resulted in building that complements the conservation area and importantly does not compete with the listed building.

The concerns of residents are acknowledged in respect of the existing parking problems. However, as the proposal is for ancillary meeting space and not additional office space, it is not considered that the proposal would exacerbate existing parking issues.

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

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

Recommendation APPROVE

Article 35 Declaration

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

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

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

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

- a) Drawing no. 0174_20_200, stamped as received on 23 April 2021
- b) Drawing no. 0174_20_201A, stamped as received on 24 August 2021
- c) Drawing no. 0174_20_202, stamped as received on 23 April 2021
- d) Drawing no. 0174_21_102, stamped as received on 23 April 2021
- e) Drawing no. 0174_21_103, stamped as received on 23 April 2021
- f) Drawing no. 0174_21_104, stamped as received on 23 April 2021

- g) Drawing no. 0174_21_105, stamped as received on 23 April 2021
- h) Drawing no. 0174_00_200, stamped as received on 9 September 2021
- i) Drawing no. 0174_00_201B, stamped as received on 9 September 2021
- j) Drawing no. 0174_00_203, stamped as received on 15 July 2019
- k) Drawing no. 0174_00_204, stamped as received on 15 July 2019
- l) Drawing no. 0174_00_205, stamped as received on 15 July 2019
- m) Drawing no. 0174_00_206, stamped as received on 15 July 2019

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

3) The development hereby approved shall only be used as ancillary meeting and storage space for the business operating at the Old Town Hall and shall not be used as additional office floorspace and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity and pedestrian and highway safety, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

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

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

5) a) Externally mounted ancillary plant, equipment and servicing shall be selected and acoustically treated in order to comply with the limits set out in The Lighthouse Acoustics Plant Sound Assessment Report (ref. 0592/PSA1) in order to secure a reduction in the level of noise emanating from the site.

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy.

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

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before 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.

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

7) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

8) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 15 July 2019 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

9) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the residential accommodation hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

10) Prior to the commencement of above ground works the manufacturer's specification for the electric vehicle charging point, shown on drawing no. 0174_20_201, stamped as received on 17 August 2021, shall be submitted to and

approved by the City Council as local planning authority. The electric vehicle charging point shall then be installed prior to the use of the development hereby approved and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

11) Before the development hereby approved is first occupied a Travel Plan, based on the framework Travel Plan stamped as received on 15 July 2019, shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those residing at the development,
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time,
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car,
- iv) measures for the delivery of specified travel plan services,
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

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

12) No removal of or works to any hedgerows, 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 - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

13) If the development hereby approved does not commence before 30 April 2022, the Lodge building shall be reassessed for bat roosting potential and the findings supplied to and agreed in writing by the Council as local planning authority. Should the survey reveal the presence of any bats, a method statement for the demolition of

the building shall be submitted to and agreed in writing by the City Council as local planning authority and implemented in full in accordance with the approved details.

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

14) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

15) No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- (iii) The drainage of foul and surface water on separate systems: and
- (iv) A timetable for its implementation.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN08 and EN14 in the Manchester Core Strategy (2012) and national policies within the NPPF and NPPG.

16) The development hereby approved shall incorporate the security enhancements requested by Greater Manchester Police, as detailed in informative no. 1. The development hereby approved shall not be occupied or used until the Council as local planning authority has received written confirmation that the security enhancements have been incorporated into the development.

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

17) Prior to the commencement of above ground works, detailed drawings of the cycle store shall be submitted to and be approved by the City Council as local planning authority. The cycle store shall then be installed in accordance with the approved drawings before first use of the building hereby approved and shall remain in perpetuity.

Reason – In the interests of residential amenity and to promote sustainable forms of transport, pursuant to Policies DM1 and T2 in the Manchester Core Strategy.

18) The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy Conservation and Management Statement, stamped as received by the City Council as local planning authority on 24 August 2021, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

19) The brise soleil on the rear elevation shall be installed prior to the use of the building hereby approved and thereafter maintained in accordance with the details shown on drawing no. 0174_21_103, stamped as received on 23 April 2021

Reason - In the interests of residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

20) Prior to the commencement of above ground works, a detailed scheme of off-site highway works, in order to provide an adequate pedestrian crossing point in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

a) On the public highway, tactile paving to be installed across the Lapwing Lane access (at Raleigh Close).

The approved scheme shall be implemented and be in place prior to first use of the development hereby approved and thereafter retained and maintained in situ.

Reason - In the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy.

21) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site: o Deliveries, waste, cranes, equipment, plant, works, visitors; o Size of construction vehicles; o The use of a consolidation operation or scheme for the delivery of materials and goods; o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason - In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 124234/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
 Environmental Health
 Greater Manchester Police
 Environmental Health
 Highway Services
 Greater Manchester Ecology Unit
 Didsbury Civic Society
 West Didsbury Residents Association
 Greater Manchester Police
 United Utilities Water PLC

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

Representations were received from the following third parties:

Highway Services
 Environmental Health
 Greater Manchester Police
 Greater Manchester Ecology Unit
 West Didsbury Residents Association
 Highway Services
 Ward Councillors
 Greater Manchester Police
 United Utilities Water PLC

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



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Application Number	Date of Appln	Committee Date	Ward
124453/LO/2019	6 Aug 2019	23 Sept 2021	Didsbury West

Proposal Listed Building Consent for the demolition of the existing building

Location The Lodge Rear Of Old Town Hall , Lapwing Lane, Manchester, M20 2NR

Applicant Miss Kiran Pabla , Pabla+Pabla Solicitors, Old Town Hall, Lapwing Lane, Manchester, M20 2NR,

Agent Mrs Sonia Pabla-Thomas, SPACE:ARCHITECTURE+PLANNING, Old Town Hall, Lapwing Lane, Manchester, M20 2NR

Executive Summary

The applicant is seeking Listed Building Consent to demolish the Lodge in order to facilitate the erection of a 2 storey building to form ancillary meeting and storage space for the solicitors' office operating out of the Old Town Hall.

Though the Lodge itself is not listed, as it is located within the curtilage of the Grade II listed Old Town Hall, Listed Building Consent is required to remove it.

No objections have been received from local residents, though one has been received from West Didsbury Residents Association. They are concerned that given the design and scale of the proposed replacement building (ref. 124234/FO/2019), satisfactorily convincing case for demolition of the existing Lodge has not been made.

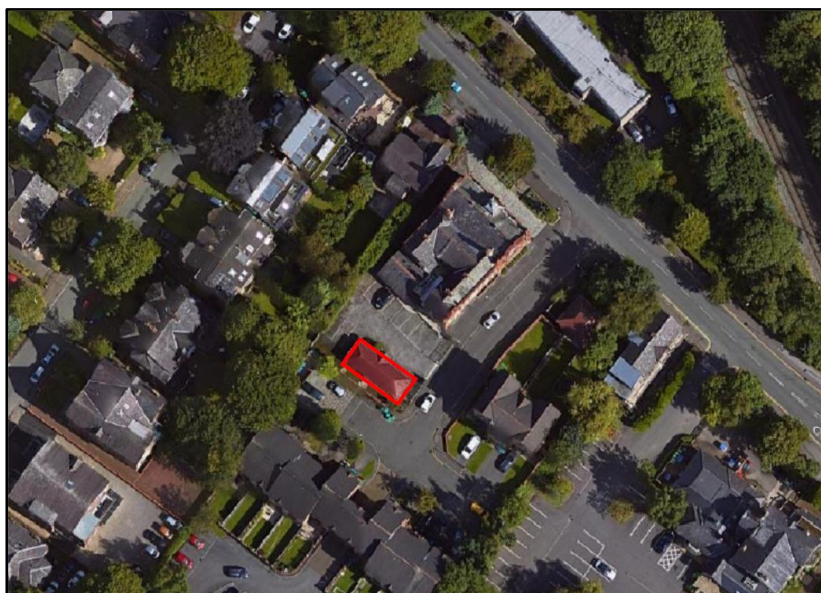
The Manchester Conservation Areas and Historic Buildings Panel accepted the principle of the Lodge's demolition, given the modern interventions. In addition, they considered it to be of little significance and its loss would not damage the setting and appreciation of the Old Town Hall.

Description

This application was placed before the Committee on 2nd September 2021 but determination was deferred at the request of the applicant in order to allow for ownership issues to be resolved. The applicants have amended the site edged red location plan so that it only includes land in their ownership. They have also provided Land Registry documents to show that they have a right of access along Raleigh Close.

This application relates to The Lodge, a single storey detached building located at the rear of the former Withington Town Hall (now referred to as the Old Town Hall) on Lapwing Lane. The Old Town Hall is a Grade II listed building. The Lodge is located within the Albert Park Conservation Area. The Lodge is currently used as a store, in association with the office uses within the Old Town Hall, but it is believed to have originally been the gate lodge to the Corporation Yard that existed where there are now residential properties. The Lodge is accessed directly off Raleigh Close, a short cul-de sac off Lapwing Lane.

To the north of The Lodge there is a small car parking area and beyond that stands the Old Town Hall, a Grade II listed building dating from the 1880-90s. To the west there are a number of semi-detached properties, namely nos. 1 and 3 Old Lansdowne Road, while to the south stands nos. 2 to 10 Raleigh Close. To the east, on the opposite side of Raleigh Close, stands nos. 1 to 5 Raleigh Close. The location of The Lodge is shown below:



The applicant is seeking Listed Building Consent to demolish the Lodge in order to facilitate the erection of a 2 storey building to form ancillary meeting and storage space for the solicitors' office operating out of the Old Town Hall. The application for the proposed 2 storey building (ref. 124234/FO/2019) is also on this agenda.

In this instance, Listed Building Consent is being sought rather than Conservation Area Consent, as despite not being listed itself the Lodge is located within the curtilage of the Listed Building.

Consultations

Local Residents – No comments received.

West Didsbury Residents Association (WDRA) – It remains WDRA's position that, given the design and scale of the proposed replacement building (ref. 124234/FO/2019), the applicant has failed to make a satisfactorily convincing case for demolition of the existing Lodge.

Manchester Conservation Areas and Historic Buildings Panel – The Panel accepted the principle of removing the existing structure given the modern interventions. They considered it to be of little significance and its loss would not damage the Old Town Hall.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. 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.

In addition to the above, Section 16 (*Conserving and enhancing the historic environment*) is of relevance:

Paragraph 197 in Section 16 states that in determining planning applications, local planning authorities should take account of:

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

Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 201 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

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

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 207 states that not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm under paragraph 200 or less than substantial harm under paragraph 201, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

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

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

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

Policy EN 3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of issues, in this instance the most relevant is the effects the archaeological or built heritage.

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

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

- a) The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i. the relationship of new structures to neighbouring buildings and spaces;
 - ii. the effect of major changes to the appearance of existing buildings;
 - iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including
 - iv. street trees);
 - v. the effect of signs and advertisements;
 - vi. any further guidance on specific areas which has been approved by the Council.
- b) The Council will not normally grant outline planning permission for development within Conservation Areas.
- c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
- d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

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

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

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

Issues

Impact on Heritage Assets (Albert Park Conservation Area and the Old Town Hall) – The requirement to preserve or enhance the Conservation Area, and the setting of the Listed Building, in this case the Old Town Hall, is a key requirement within policy EN3 of the Core Strategy, saved policies DC18 and DC19 of the UDP, along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials.

The Albert Park Conservation Area is situated approximately four miles south of Manchester city centre, in West Didsbury. It is principally an area of housing but also includes a district shopping centre on Burton Road, a smaller group of shops on Barlow Moor Road, schools, public houses and a number of churches. The conservation area was designated in March 1988. There are five listed buildings within the boundaries of the conservation area, one of which is the Old Town Hall.

The Old Town Hall, known as the Former Withington Town Hall in the 1990 listing document, is a Grade II listed building dating from the 1880/90s. It is constructed from buff brick with dressings of red brick and terracotta and is topped by a slate roof. The listing document notes that it is a “*good example of modest late C19 civic building, representing an important phase in the development of local government.*”

The building proposed to be demolished, the Lodge, is not included in the listing document for the Old Town Hall. It was built as a gate lodge for the Town’s Yard (council depot) which was located to the rear of the former Withington Town Hall. The footprint of the Lodge was rebuilt in the early 1900s, probably due to the expansion of the facilities within the Town’s Yard and was then further extended in the 1970s. The Lodge was not intended to be understood or appreciated in conjunction with the former town hall, instead it was a functional, utilitarian subsidiary building screened by a brick boundary wall and sited opposite a weigh bridge. The building was a gate lodge to the Town’s Yard, not Withington Town Hall. The Lodge, as it exists today, has been substantially altered. It has had a new roof, new windows, new porch and a new interior (circa late 20th Century). Further to this, its historical context has been largely removed as the boundary wall, weigh bridge and yard it was erected for have all been removed. The Lodge is shown below:



The applicant commissioned a Heritage Statement to understand what significance, if any, the Lodge has to the setting of the listed Old Town Hall and the character of the Albert Park Conservation Area. The findings are detailed below:

The Lodge is considered to be a curtilage listed structure as it was built in association with the town hall before 1 July 1948. However, as has been demonstrated, the Lodge was built for a separate use to that of the town hall and this distinction was marked by being located behind the former boundary wall of the Town’s Yard.

The Lodge, as it exists today, has no evidential value as it has largely been rebuilt; has no aesthetic value as it appears to be largely modern in construction due to the modern windows, roof and porch; and has no-to-low historic and or communal values as, although it is not possible to understand or appreciate its former use, there is clearly a relationship between it and the Town Hall. Consequently, the Lodge was considered to be of negligible significance.

As an element of the Albert Park Conservation Area, the contribution of the Lodge is considered to be neutral. It is surrounded by a modern housing estate and the focus of the Albert Park Conservation Area, in this area, is clearly the relationship and prominence the Old Town Hall has with its location on Lapwing Lane. The setting of the Old Town Hall is fairly limited and the understanding and appreciation of the heritage values of the Old Town Hall are not affected by the presence of the Lodge, nor does the Lodge contribute to its setting.

To conclude, as the Lodge does not contribute to the character of the Albert Park Conservation Area or contribute to the setting or appreciation of the adjoining Grade II listed building, its demolition is considered acceptable. It is further considered that the demolition would result in less than substantial harm to both the setting of the Listed Building and the character of the Conservation Area. Indeed, any harm would be at the minor scale of less than substantial harm. Any harm would be outweighed by the public benefits associated with the redevelopment proposed including the design quality of the replacement building and the on going economic benefits associated with the long term use of the Listed Building.

To prevent the existing Lodge being demolished and the site undeveloped, a condition (no. 2) is suggested which requires a contract for the construction of the replacement building to be in place before demolition works commence.

Concerns of WDRA – WDRA are objecting to the demolition of the Lodge on the grounds that the replacement building, which is the subject of planning application 124234/FO/2019, is not acceptable in terms of design and impact upon residential amenity.

The committee report for application 124234/FO/2019 is also on this agenda and it details why it is considered the replacement building is acceptable in terms of its design, scale and massing and how it would not impact upon existing levels of residential and visual amenity, highway safety and upon the character of the Albert Park Conservation Area and the setting of the adjoining Grade II listed building. It concludes that the proposed development would bring with it public benefits which outweigh the loss of this building within the Conservation Area.

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

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

Recommendation APPROVE

Article 35 Declaration

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

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works approved under application 124234/FO/2019 has been made and evidence of that contract has been supplied to the City Council Local Planning Authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building, pursuant with Policy EN3 in the Manchester Core Strategy and Saved Policy DC19.

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

a) Drawing no. 0174_00_200 (existing site plan), stamped as received on 9 September 2021.

b) Drawing no. 0174_00_201B (proposed site pan), stamped as received on 9 September 2021.

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.

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: 124453/LO/2019 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:

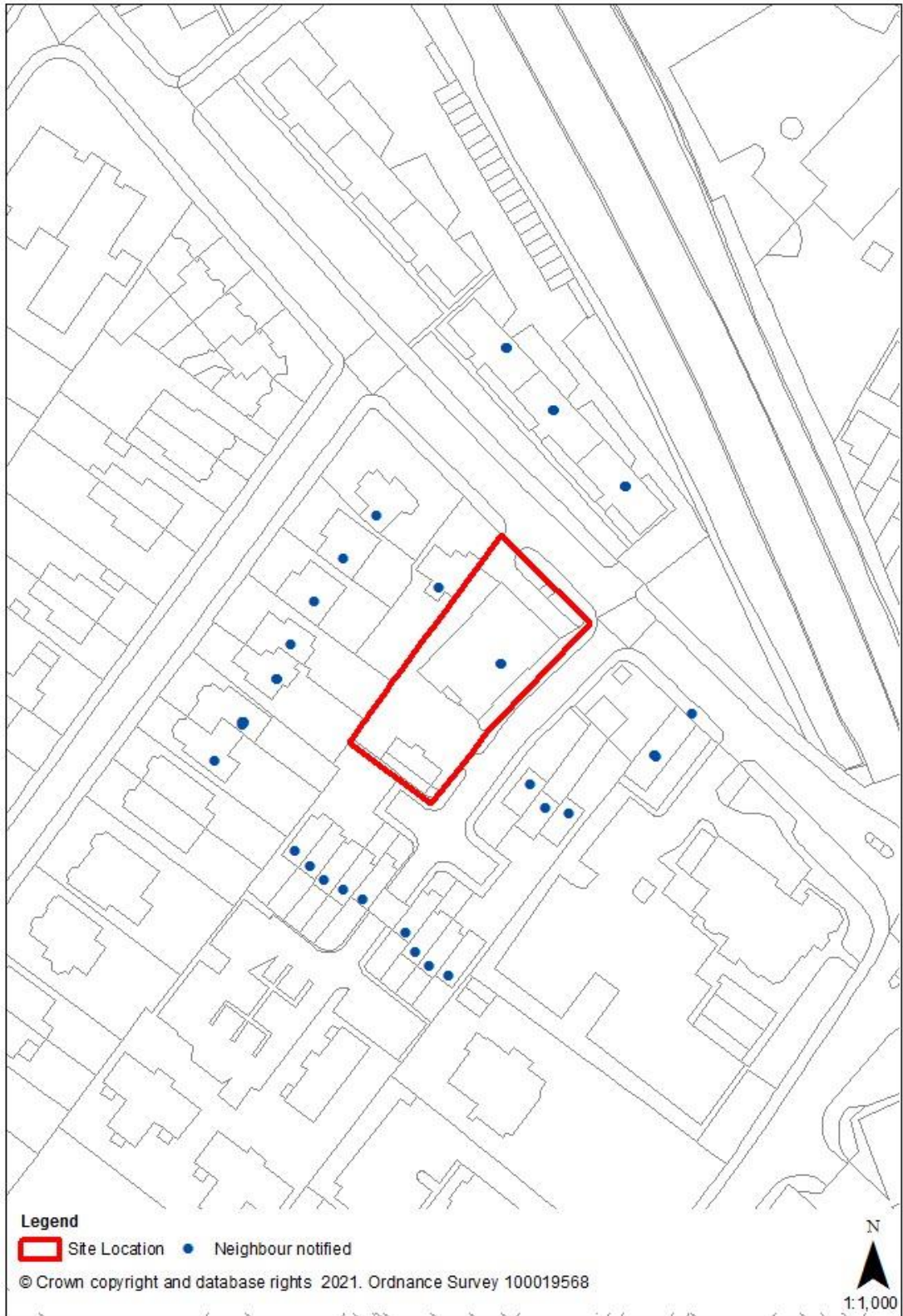
Didsbury Civic Society
West Didsbury Residents Association

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:

West Didsbury Residents Association

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



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Application Number	Date of Appln	Committee Date	Ward
128916/FO/2020	1 Feb 2021	23 Sep 2021	Woodhouse Park

Proposal Erection of a part two/part three storey building to form Hotel (C1 use) together with associated car parking and landscaping.

Location The Moss Nook, At The Corner Of Trenchard Drive And Ringway Road, Manchester, M22 5NA

Applicant Newpark Group , Unit 4 The Cottages, Deva Centre, Trinity Way, Salford, M3 7BE,

Agent Mr Andy Frost, Frost Planning Limited, Drumlins, 57 Chelford Road, Prestbury, Cheshire, SK10 4PT

Executive Summary

The applicant is proposing to erect a part two/part three storey hotel on the site of a now vacant restaurant.

Objections have been received from 38 local residents and representation has been received from the TREMAR Residents Association. While a number of people recognise the benefits of a hotel on the site, in terms of employment and prosperity to the local economy, objections have been raised in respect of the size of the development; the lack of parking and the resultant pressures this would place in the area; and the impact on residential amenity, resulting from noise and loss of privacy.

Description

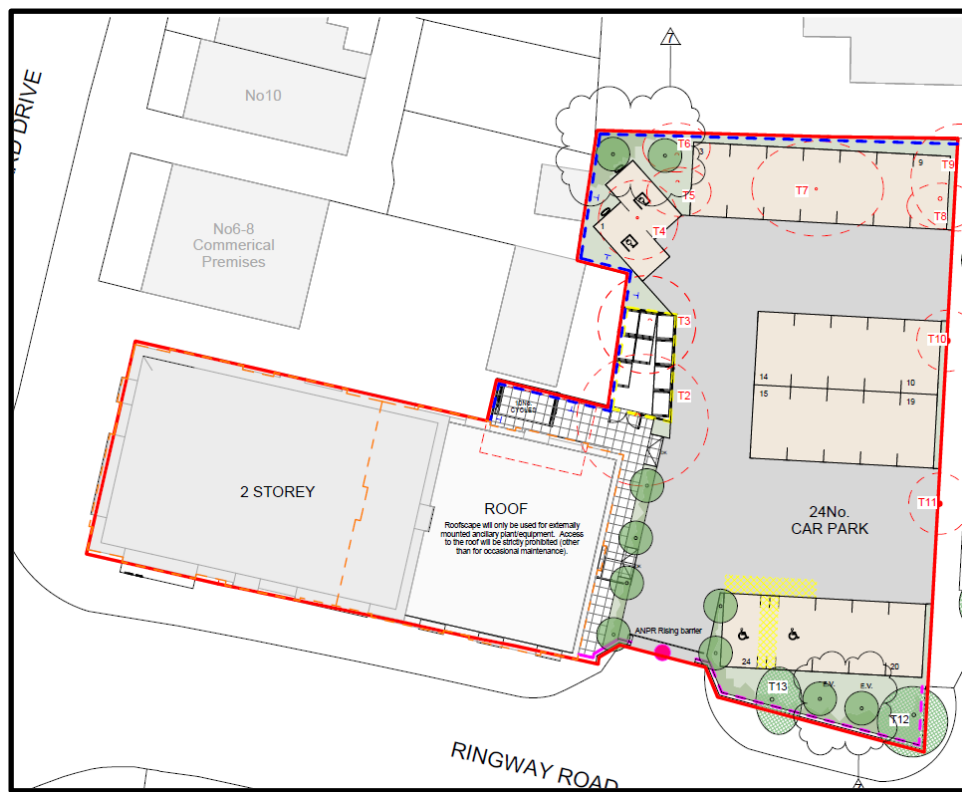
The Moss Nook is a part single/part two storey building with living accommodation in the roofspace. It sits on the north-eastern corner of the Trenchard Drive/Ringway Road junction and while currently vacant it was last used as a restaurant with living accommodation above. To the rear of the property there is a garden area and a 20 space car park. Beyond the car park stands a 2 storey office building and its associated car parking. To the front of the property, on the opposite side of Trenchard Drive, stands The Tatton Arms PH. To the side of the property stands nos. 6-8 Trenchard Drive, a detached 2 storey office building and Stable Cottage, a detached dwellinghouse. The remaining properties on Trenchard Drive are all dwellinghouses. On the opposite side of Ringway Road stands Smithy Farm.

The applicant is proposing to demolish the existing property and erect a part two/part three storey 30 bed hotel. At the rear of the proposed building the applicant is proposing a 24 space car park accessed off Ringway Road, along with a cycle and bin store. Access to the car park would be via an Automatic Number Plate Recognition (ANPR) controlled barrier. Two of the car parking spaces would be fitted with vehicle charging points; two would be designated disabled bays and three would be designated as *night spaces*, i.e. to be used for guests arriving late at night.

To facilitate the development, 10 of the 12 trees within the site would be felled. To compensate for their loss the applicant is proposing to plant 10 replacement trees.

Originally the applicant proposed the erection of a part three/part four storey hotel which included a roof garden. Given concerns about overlooking and the height of the building, the proposal was amended to that now before the Committee.

The site and proposed layout is shown below:



Consultations

Local Residents/Businesses – Objections have been received from 38 local residents and businesses, 10 of which were received after the re-notification process in respect of the revised proposal. The comments are summarised below:

- Moss Nook is primary an area of domestic dwellings and this building intrudes by size and location to the detriment of the area.
- It will not fit in as the only four storey building in this small residential area – it will block out the sun from the back gardens of the 8 houses next door as well as overlooking them.
- The design of the proposed would be out of keeping with the area. A proposal more in keeping with the area and requires much less parking space would be supported.
- A 24/7 commercial use is this location would have an impact on local residents from the noise and activity of people coming and going.
- Where will the car parking overspill area be - 25 car spaces will not be enough for 33 bedrooms plus say 10 staff. There are no more parking spaces in Trenchard Drive, Emerald Road or Maroon Road and Ringway Road has double yellow lines, both sides, all the way along it.
- The hotel is too tall, too large and the design totally out of place with the current street scene. Noise from its operations and air-conditioning running 24/7 would be unacceptable. It would overlook and overshadow surrounding properties and completely dominate the area.
- The proposal is directly under Runway Two's flight path and within a Public Safety Zone (PSZ), as such it's development should be restricted to within current Government guide lines. This application will increase the number of people within the Public Safety Zone and produce a new development several storey's high directly under a flight path. This application clearly fails to meet Government guidelines on building within the PSZ and as such should be refused.
- The Moss Nook Restaurant was an upmarket exclusive Michelin starred establishment which fitted into our small residential area so why not keep the front facade and make it a three-story block the same height as the houses next to it. On the plan it looks like a down market Premier Inn or Travel Lodge not a quality 5-star country style Hotel matching the class that the Moss Nook Restaurant had in the 'golden triangle' on the Cheshire border of Wilmslow, Alderley Edge and Hale Barns.
- There is already more than 25,000 bedrooms in Airport City with swimming pools, gyms and decent restaurants where you can park your car for the duration of your holiday. This proposal is just a small 'out of the way' B & B that is an out of place 'eyesore' in Moss Nook.
- The close proximity of the development to the public house may raise the potential for future noise complaints around the use of the Tatton Arm's car park.
- The roof garden would lead to the overlooking of adjoining amenity space.

- A meaningful Construction Plan condition should be imposed if the proposal is approved.
- A site visit should be recommended to assess the true street scene and current elevations.

TREMAR Residents Association – Due to COVID-19 restrictions the residents association confirmed that they had not been able to hold a TREMAR / Moss Nook residents meeting to consider the application. However, they did consult with residents and submitted a compilation of comments which have been summarised above.

They acknowledge that many supports the conversion / development to a Hotel on the basis that it promotes jobs and prosperity to the local economy but oppose the current proposal because it is architecturally the ‘wrong’ type of development for this residential area.

Highway Services – Highway Services have made the following comments:

- Trenchard Drive lies within the Shadowmoss Resident Parking Permit Area (Zone WP2) and on-street parking is restricted to vehicles displaying permits only.
- The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus, tram and train.
- It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns
- 100% parking for the hotel rooms should be provided.
- Whilst the electric vehicle (EV) bays have been repositioned, the number of spaces is still acceptable.
- It is noted that an ANPR operated barrier is proposed at the vehicle entrance and verification that vehicles awaiting access will not impede the free flow of traffic on Ringway Road is required.
- A dwarf boundary wall is being provided with permeable railings above and this arrangement is acceptable from a highway perspective.
- Ten secure cycle spaces are proposed which exceeds the core strategy minimum standards of one space for every ten guestrooms and which is therefore acceptable from a highway perspective.
- A Travel Plan conditions should be attached to any approval granted.
- Service arrangements need to be clarified.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and prevent ground contamination.

City Arborist – There are no objections to the proposal from an arboricultural perspective. The trees proposed for removal would not meet the criteria for TPO status.

There are 10 trees proposed for removal and it is suggested that as a minimum they should be replaced on and one for one basis. The replacement trees should be of a reasonable size for instant impact and to provide some screening from the neighbouring property.

Aerodrome Safeguarding Officer – No objection to the proposal subject to the imposition of a number of conditions designed to ensure aerodrome safety.

MCC Flood Risk Management – Suggests the imposition of a surface water drainage condition.

United Utilities Water PLC – Suggests the imposition of a surface water drainage condition.

Greater Manchester Police (GMP) – GMP recommends that a condition be attached to any approval granted which requires the incorporation of the physical security measures set out in the Crime Impact Statement.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. 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.

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

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

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

Policy CC 4, *Visitors - Tourism, Culture and Leisure* – Proposals for new hotels outside of the City Centre will be supported where they support visitor-oriented development and where the Council is confident that they will be deliverable.

Policy EN 16, *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.

Policy EN 19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-

- 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.
- Flood risk and drainage.

Saved UDP Policy DC26, “Development and Noise” – Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

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

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

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

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

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

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

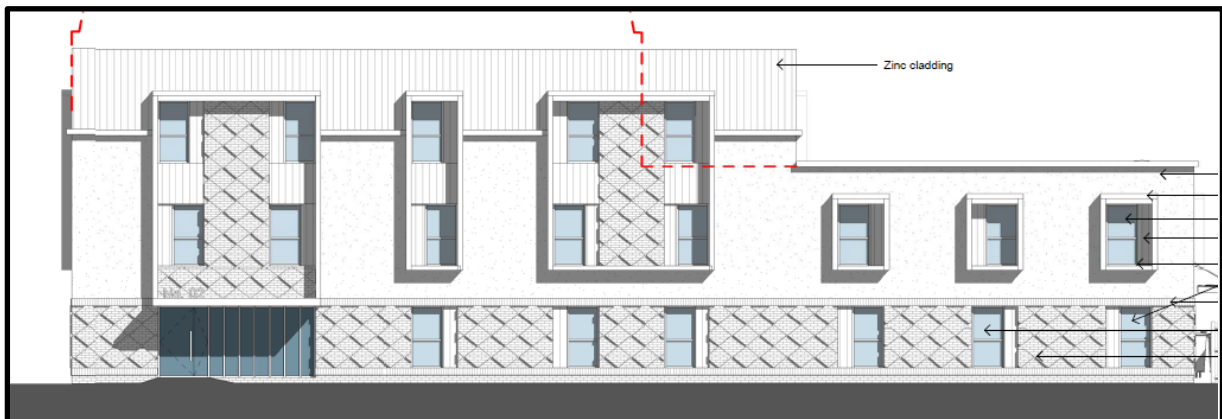
1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and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

Issues

Principle of the Proposal – Although the building is currently vacant, the legal planning use of the site is for commercial purposes, i.e. a restaurant. Given this, there is no objection in principle to another commercial use, such as the proposed hotel, operating from this site. Notwithstanding the above, consideration needs to be given to the proposal's impact on the existing levels of residential amenity enjoyed by the occupants of the dwellings within the vicinity of the site and upon the levels of pedestrian and highway safety enjoyed along Ringway Road and Trenchard Drive.

Design – Trenchard Drive consists predominantly of modest two storey dwellings from a variety of periods in the late 19th and 20th Century. The wider area consists not only of these dwellings but a number of commercial and office buildings, most of which date from the latter half of the 20th Century. Given the variety of building ages and styles that exist in the area, there is no objection to the contemporary design proposed by the applicant.

The proposed building, which can be seen below, would be constructed from a mix of traditional and modern materials, primarily red brick and light grey render and topped by a zinc clad roof. The ground floor would be of red brick with the upper floors being clad in render, which would be broken up by red brick panels and dark grey framed windows within vertical box frames.

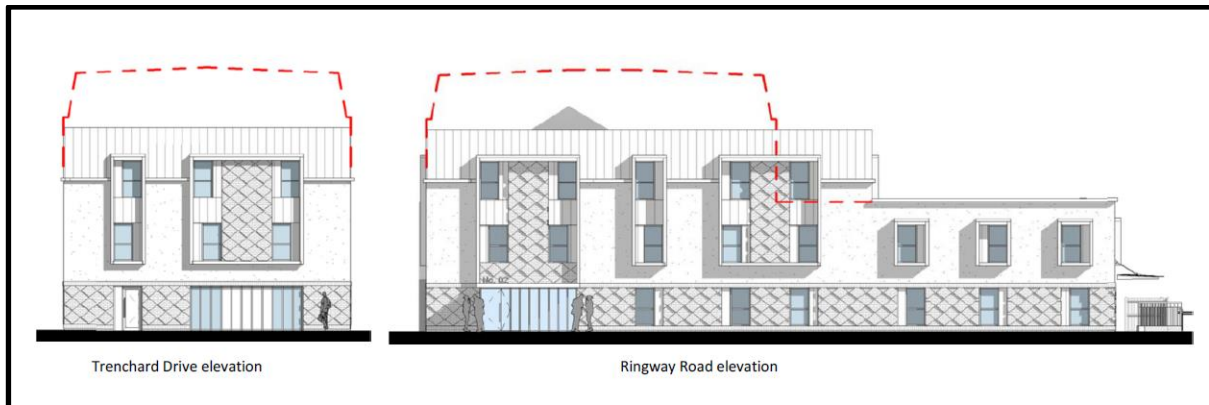


Overall the design of the building is considered acceptable.

Siting – The proposed building would adhere to the established building line on the eastern side of Trenchard Drive and be located at the back of pavement on the Ringway Road frontage. The cycle store and bin store would be sited to the north of the building.

Overall, the siting of the building and storage elements is considered acceptable.

Scale and Massing – When originally submitted, the proposal consisted of an additional floor at the front of the building. Even though the site is located on a corner and can accommodate a taller building than that currently there, it was considered that the fourth floor was excessive and the proposal was amended to that now before the Committee. The drawing below shows the proposed elevations to Trenchard Drive and Ringway Road and the outline of the original proposal can be seen annotated by a red dotted line.



The amendments to the proposal have resulted in a building which is of a scale more appropriate to this area. Given this reduction in height, the fact that the rear element is only two storeys high and the overall massing is broken up by the feature panels and box frames, the overall scale and massing of the proposal is considered acceptable.

Disabled Access – Level access would be provided into the hotel and lifts would allow access to all of the rooms throughout the building, all of which accessible. In addition, two bays within the car park have been designated as disabled bays and these have been sited close to the premises for ease of access.

Overall the level of disabled access is considered acceptable.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Sunlight and Overshadowing – Given the siting of the proposed building in relation to the dwellings on Trenchard Drive and Maroon Road and the fact it has been reduced in height, it is not considered that the development would lead to the overshadowing of those dwellings closest to the application site.

Impact upon Privacy – The northern elevation of the proposed hotel, i.e the elevation facing the nearest dwellinghouses, contains 18 windows spread over the ground, first and second floors. These windows would be obscurely glazed to prevent any overlooking and resultant loss of privacy. Given this and the removal of the second floor roof garden, it is not considered that the proposal would result in a reduction in the level of privacy enjoyed by residents on Trenchard Drive and Maroon Road.

The plan below shows the relationship of the proposed hotel to the nearest dwellings and their associated gardens. The nearest dwelling on Trenchard Drive is 15 metres away, whilst the nearest dwelling on Maroon Road is 33 metres away. Stables Cottage, at the rear of 6 and 8 Trenchard Drive is located considerably closer at 3.15 metres. However, that dwelling has a blank gable facing the proposed hotel and no private amenity space being sited at the rear of an existing office.



Noise – A number of residents have raised concerns about the noise levels generated by the development. Whilst it is not considered that the general day to day activity associated with the running of the hotel would generate unacceptable levels of noise, it is recognised that external plant and the comings and goings of customers, especially at night, has the potential to cause disamenity.

Environmental Health have suggested that a number of conditions, requiring the building and any external plant to be acoustically insulated, be attached to any approval granted. These would ensure that there is no break-out of noise from the hotel itself and minimise the noise generated by air-conditioning units or similar external plant.

It is not anticipated that the daily operation of the hotel would be inherently noisy, especially given the background noise levels generated by passing aircraft and traffic on the A555 and Styal Road. However, it is recognised that the comings and goings of customers to the car park during the night has the potential to cause disamenity resulting from vehicle associated noise such as engines starting, doors opening/closing and general conversation. In order to prevent this the applicant has introduced the following amendments to the scheme:

- The reception entrance has now been placed on Ringway Road, i.e. the elevation furthest away from the residential properties on Trenchard Drive and Maroon Road.
- Access to the car park would be controlled by an Automatic Number Plate Recognition (ANPR) controlled barrier which would ensure that customers could enter the car park without stopping for tickets, as they would have to register online for access. This would also prevent unauthorised access from taxis and others.
- Guests arriving late at night would be required to park in one of the three *night spaces* located along the Ringway Road frontage, i.e. the part of the car park furthest away from the Trenchard Drive and Maroon Road dwellings.

A condition would be attached requiring the above to be implemented in perpetuity.

It is recognised that there could still be impacts on the amenities of neighbouring occupiers from comings and goings, car doors, radios, voices etc. However, given the size of the hotel it is not envisaged that the numbers of visitors at night would be such so as to warrant refusal as long as the mitigation measures listed are maintained. Given the acoustic insulation of the hotel building and any external plant, along with the introduction of the amendments and parking management strategy outlined above, it is not considered that the proposal would have an unduly detrimental impact upon existing levels of residential amenity as a result of noise.

It is also worth noting that existing restaurant use is not restricted by an hours condition and if in operation could open late into the night/early morning.

Visual Amenity – Given the design, siting and scale of the proposal, it is not considered that the development would have a detrimental impact upon the levels of visual amenity currently enjoyed within the vicinity of the site.

Car Parking – Twenty-four car parking spaces are proposed at the rear of the site. Of these, two would be fitted with electric vehicle charging points, two would be designated for use by disabled guests and three would be designated as *night spaces*, i.e. for use by guests arriving late at night.

When a guest books, either by phone or on the website, they would be required to book a parking space on site if travelling by car. If no parking spaces are available then the guest would be advised to either travel to the site by tram, train or taxi, or to book a parking space at one of the many Airport car parks. If parking at one of the Airport car parks the hotel would arrange for a vehicle to collect the guest from the car park when they arrive. A vehicle would be organised the following day to drop the guest off at the Airport. All guests that have not booked a parking space on site would be advised that there are no opportunities for street parking in the local area.

Given the size of the development, the parking management strategy outlined above and the prevalence of public transport facilities within walking distance of the site, the number of parking spaces proposed is considered acceptable. Notwithstanding this, the applicant is aware of the previous parking pressures placed on Trenchard Drive and the surrounding streets and as a result is proposing a Travel Plan for both guests and staff in order to discourage use of the car wherever possible.

Pedestrian and Highway Safety – Highway Services have acknowledged that the proposed development is unlikely to generate a significant increase in the level of vehicular trips experienced in the area and that as a result there are no network capacity concerns. In light of this, the provision of adequate parking facilities and the number of parking prohibitions in the vicinity of the site, it is not considered that the proposal would have an unduly detrimental impact upon the levels of pedestrian and highway safety enjoyed along Trenchard Drive and Ringway Road.

Cycle Parking – The proposed cycle store would accommodate 10 cycles and this is deemed acceptable for the size of the proposed development. Highway Services have no objection to the cycle store.

Servicing Arrangements – It is recognised that the proposed car park could accommodate service vehicles calling at the hotel. However, to satisfy that there would be no conflict with guests and users of Ringway Road, the applicants have been requested to provide a swept path analysis

Trees – There are twelve trees within the curtilage of the site, ten of which would be felled to facilitate the development. All twelve trees have been designated as C1 - *unremarkable trees of very limited merit or such impaired condition that they do not qualify in higher categories*. Given their designation there is no objection to them being felled.

To compensate for their loss, the applicant is proposing to plant ten replacement trees, which is considered acceptable in this instance. Details of species and size would be subject to a landscaping condition. It is considered that the quality of the replacement trees would compensate for the loss of the poor quality trees.

Waste Management – Environmental Health has confirmed that the submitted Waste Management Strategy is acceptable. It consists of the following bins, the larger of which would be stored in an external timber store at the rear of the hotel:

- General Waste – 4 x 1,100 litre bins
- Pulpable Recycling – 2 x 1,100 litre bins
- Mixed Recycling – 2 x 1,100 litre bins
- Small bins in each room, the dining area and office

A condition requiring the implementation of this Waste Management Strategy would be attached to any approval granted.

Energy Efficiency – To maximise energy efficiency, the applicant has stated the development would exceed recommended U-values and use a fabric first approach. The following technologies would be incorporated into the scheme

- High specification building fabric with U values that will improve on Part L2 standard values
- Improved Psi values for limiting thermal bridging
- Hard coated glazing which will be BFRC certified
- Low air leakage rates
- The development will incorporate highly efficient mechanical ventilation units with heat recovery (MVHR)
- Electric panel heaters
- Dedicated LED low energy efficient light fittings within all areas
- 31kWp of photovoltaic panels have been included

The measures outlined above highlight that the scheme would achieve compliance with building regulations Part L 2016. Imposition of an appropriately worded condition would ensure that this is the case.

Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of guests and staff. However, given the size of the development, the introduction of two vehicle charging points and the prevalence of public transport the overall significance of potential impacts is considered to be low.

As a result of the above findings it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Crime and Security – In line with the recommendations of GMP, a condition would be imposed requiring their suggested security measures to be incorporated into the scheme.

Drainage – The conditions suggested by Flood Risk Management and United Utilities would be attached to any approval granted.

Aerodrome Safeguarding – The site is not located within the Public Safety Zone, the boundary for which is approximately 280 metres away to the northwest. As such, the restrictions required of the Circular 01/2010, *Control of Development in Airport Public Safety Zones*, are not relevant in this instance.

Notwithstanding the above, the Aerodrome Safeguarding Officer at Manchester Airport has suggested that a number of conditions be attached to any approval granted. These conditions would require to the applicant to submit a Glint and Glare Assessment for approval; limit the species of trees to be planted on the site and ensure the development is constructed in a safe manner.

Conclusion

The site is home to a commercial use, albeit one that ceased trading several years ago, as such the principle of another commercial use is acceptable. Despite this it was recognised that the original proposal was too high for the site and the scheme was duly amended to that before the Committee.

Whilst the wider area is a mix of residential and office uses, the immediate area to the north of the site is residential. Local residents were understandably concerned that a commercial use on the site that operates 24 hours a day would lead to a reduction in amenity and without the controls proposed by the applicant this would surely have been the case. However, it is considered that the proposed parking management strategy, that would be the subject of a planning condition, would minimise any disruption at night.

This, along with the provision of adequate parking facilities, ensures the delivery of an acceptable scheme.

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 Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

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

Conditions to be attached to the decision

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

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

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

- a) Drawing no. PL0110 REV 7, stamped as received on 7 September 2021
- b) Drawing no. PL0001 REV 5, stamped as received on 31 March 2021
- c) Drawing no. PL0002 REV 6, stamped as received on 31 March 2021
- d) Drawing no. PL0003 REV 10, stamped as received on 7 June 2021
- e) Drawing no. PL0060 REV 4, stamped as received on 17 December 2020
- f) Drawing no. PL0061 REV 4, stamped as received on 17 December 2020
- g) Drawing no. PL0100 REV 7, stamped as received on 7 June 2021
- h) Drawing no. PL0120 REV 3, stamped as received on 31 March 2021
- i) Drawing no. PL0121 REV 2, stamped as received on 31 March 2021
- j) Drawing no. PL0200 REV 8, stamped as received on 7 June 2021
- k) Drawing no. PL0210 REV 9, stamped as received on 7 June 2021

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

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

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

4) Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

5) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the development hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

6) Prior to the operational phase of the development hereby approved, a detailed Parking Management Strategy shall be submitted to and be approved by the City Council as local planning authority. The Parking Management Strategy shall be in place before the development becomes operational and shall remain in perpetuity while the hotel is in operation.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

7) Before the development hereby approved is first occupied a Travel Plan, based on the framework Travel Plan contained within the Transport Statement (ref 210324/SK22033/TS01(-03)) stamped as received on 31 March 2021, shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those residing at the development,
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time,
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car,
- iv) measures for the delivery of specified travel plan services,
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

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

8) Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme, based on drawing no. PL 0110 REV 7 stamped as

received on 7 September 2021, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the hotel becomes operational. 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, DM1 and DM2 of the Manchester Core Strategy.

9) The approved electric vehicle charging points, as shown on drawing no. PL 0110 REV 7 stamped as received on 7 September 2021, shall be installed prior to the use of the development hereby approved and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy

10) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 17 December 2020 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

11) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

0730hrs to 2000hrs - Monday to Saturday,
1000hrs to 1800hrs - Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 in the Manchester Core Strategy.

12) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy and Saved UDP Policy DC26.

13) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy and Saved UDP Policy DC26.

14) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

b) Prior to commencement of the use hereby permitted confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby residential properties, pursuant to Policy DM1 in the Manchester Core Strategy.

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

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before 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 within each phase 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 in each phase 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 Policy DM1 in the Manchester Core Strategy.

16) The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy and Sustainability Statements, stamped as received by the City Council as local planning authority on 17 December 2020, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

17) Above-ground construction works shall not commence until a Glint and Glare Assessment has been submitted to and been approved by the City Council as local planning authority.

Reason - In the interests of aerodrome safeguarding, pursuant to Policy DM2 in the Manchester Core Strategy.

18) Prior to the commencement of the development hereby approved, a Bird Hazard Management Plan shall be submitted to and be approved by the City Council as local planning authority. The approved management plan shall be implemented and remain in-situ in accordance with the details contained within it.

Reason - In the interests of aerodrome safeguarding, pursuant to Policy DM2 in the Manchester Core Strategy.

19) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Expected number and type of vehicles accessing the site: Deliveries, waste, cranes, equipment, plant, works, visitors; Size of construction vehicles; The use of a consolidation operation or scheme for the delivery of materials and goods; Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 128916/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Environmental Health
 MCC Flood Risk Management
 Highway Services
 Neighbourhood Team Leader (Arboriculture)
 Greater Manchester Ecology Unit
 TREMAR Residents Association
 Greater Manchester Police
 Manchester Airport Safeguarding Officer
 United Utilities Water PLC

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

Representations were received from the following third parties:

United Utilities Water PLC
 Highway Services
 Greater Manchester Police
 Environmental Health
 MCC Flood Risk Management
 TREMAR Residents Association

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

