



Planning and Highways Committee

Date: Thursday, 1 September 2022

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.**

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, Flanagan, Hewitson, Kamal, Leech, 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 28 July 2022. 5 - 10
5. **Application for 134154/VO/2022 - Land To The West Of Rodney Street Manchester Item No M4 6JJ - Ancoats & Beswick Ward** 11 - 82
The report of the Director of Planning, Building Control and Licensing is enclosed.
6. **Application for 132708/FO/2022 Car Park to the Rear of Chorlton Irish Club, Cross Road, Manchester, M21 9DJ - Chorlton Ward** 83 - 124
The report of the Director of Planning, Building Control and Licensing is enclosed.
7. **Application for 133858/FO/2022 - Land Adjacent Newall Green Farm, Manchester, M23 2TX - Baguley Ward** 125 - 154
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.

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.

Late representations will be summarised and provided in a Supplementary Information Report. Such material must be received before **noon on the Tuesday** before the meeting. Material received after this time will not be reported to the Committee, this includes new issues not previously raised during the formal consultation period. Only matters deemed to be of a highly significant legal or technical nature after consultation with the City Solicitor will be considered.

Material must not be distributed to Planning Committee Councillors by members of the public (including public speakers) or by other Councillors during the meeting. The distribution of such material should be in advance of the meeting through the Planning Service as noted above.

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

Further Information

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

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This agenda was issued on **Monday, 22 August 2022** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension (Library Walk Elevation), Manchester M60 2LA

Planning and Highways Committee

Minutes of the meeting held on Thursday, 28 July 2022

Present: Councillor Curley - In the Chair

Councillors: S Ali, Andrews, Davies, Flanagan, Hewitson, Kamal, Leech, J Lovecy, Lyons, Riasat and Richards

Apologies: Councillors Baker-Smith, Y Dar and Stogia

Also present: Councillor Good, Robinson and Wilson

PH/22/39 Supplementary Information on Applications Being Considered

A copy of the late representations received had been circulated in advance of the meeting regarding applications 133746/FO/2022, 132489/FO/2021 and 130922/FO/2021.

Decision

To receive and note the late representations.

PH/22/40 Minutes

Decision

To approve the minutes of the meeting held on 30 June 2022 as a correct record.

PH/22/41 133746/FO/2022 - Land at Junction of Parrs Wood Lane, Manchester, M20 5AA - Didsbury East Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing that described that this proposal related to the erection of a 6 storey building to form 75 no. residential apartments, and associated car and cycle parking, landscaping and highway works.

The application site currently formed part of the existing car parking area to the south of the associated Tesco Store located off Parrs Wood Lane located within the Didsbury East ward. As well as hardstanding associated with the car parking area the site also contained associated landscaping and trees.

The proposals were subject to notification by way of 272 letters to nearby addresses, site notice posted at the site and advertisement in the Manchester Evening News. In response 235 comments were received, 228 of these were objecting to the proposals. Didsbury East Councillors Foley, Simcock and Wilson have submitted comments objecting to the proposals.

Amongst other matters that were set out within the main body of the report it was considered that the principle of high density residential development in this part of

South Manchester did not accord with the adopted planning policies in place in Manchester; that the proposals did not provide for an adequate level of on-site car parking to serve the development; and, the applicant had failed to demonstrate that the proposals would not give rise to unacceptable impacts on the highway network in the vicinity of the site.

The Planning Officer had nothing further to add to the printed published report, noting the receipt of the late representations.

An objector, representing residents, addressed the Committee on the application. He stated that the proposed high-density development was inappropriate for the location and if permission was granted would adversely contribute to the traffic congestion already experienced in the area. He also raised the issue of road safety in the area. He stated that the number of car parking spaces proposed in the scheme would detrimentally impact on local on-street car parking. He concluded by supporting the officer recommendation to refuse the application.

The agent addressed the Committee on the application.

Councillor Wilson, Member for Didsbury East Ward addressed the Committee. He stated that he and his fellow ward councillors supported the officer recommendation to refuse. He reiterated the issues raised regarding the impact on local traffic congestion and on-street parking, with little or no mitigation measures proposed in the application. He further stated that the consultation exercise undertaken by the applicant had been disappointing.

Councillor Flanagan moved the recommendation to Refuse the application.
Councillor Andrews seconded the proposal.

Decision

The Committee resolved to Refuse the application for the reasons given in the report.

PH/22/42 133055/FO/2022 & 132890/LO/2022 - The Stables, Wilmslow Road, Manchester, M20 5PG - Didsbury East Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing that described that the applicant had applied to install 7 no. external air handling units within the roof valley on the west end (unit 3) of the grade II listed stable block to provide air conditioning for the office(s) within. The works would include a steel deck, attached to the roof trusses below, which would run the length of the roof valley and support the air handling equipment, along with 1 no. rooflight to provide access for maintenance.

No objections had been received from local residents or businesses. The proposal, however, had been assessed against its impact on a listed building and it was considered the units, due to their siting and associated works, would be to the detriment of the Stables causing less than substantial harm to the designed heritage asset.

Members were advised to note that the City Council had been notified of an appeal against non-determination. Members cannot now determine the application, but a resolution is required as to what decision the Committee would have made if Members were able to make a decision.

The Planning Officer had nothing further to add to the printed published report.

No objectors attended the meeting to address the Committee on the application.

The applicant or agent did not attend the meeting to address the Committee on the application.

Councillor Flanagan moved the recommendation to Minded to Refuse the application. Councillor Ali seconded the proposal.

Decision

The Committee resolved that it was Minded to Refuse the application for the reasons given in the report.

PH/22/43 132489/FO/2021 - Port Street, Manchester, M1 2EQ - Piccadilly Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing that described that the Planning and Highways Committee were 'minded to refuse' this proposal on 30 June 2022 on the basis that it would be one storey taller than set out in the Piccadilly Basin Strategic Regeneration Framework (SRF).

The proposal was for 481 homes with two commercial units in a part-33, part-11, part 9 part 7 storey building with hard and soft landscaping. 211 letters of objection had been received from 2 rounds of notification and 34 letters of support. Many did not object to the principle of the site being developed, supporting the creation of more housing with appropriate facilities and were keen to see it brought back to life but objected to the form of development.

The objections related to design and scale, heritage and townscape, affordable housing / need and viability, privacy and living conditions of adjacent residents, provision of public realm, traffic, highways and parking, climate change / embodied carbon, compliance with Planning Policy, precedent and the consultation process.

The Planning and Highways Committee were 'minded to refuse' this proposal on 30 June 2022 on the basis that it would be one storey taller than set out in the Piccadilly Basin SRF. They requested officers to present a further report with a potential reason for refusal.

The applicant had subsequently revised the scheme and had reduced the height to 33 storeys in order to fully comply with the Piccadilly Basin SRF. In light of this, officers could not present a potential reason for refusal.

The scheme would be consistent with the height indicated in the Piccadilly Basin SRF. The manner in which it complied with approved planning policies was clearly set out and addressed in the report. It was these policies that must form the basis of decisions made by the Local Planning Authority, including the Planning and Highways Committee. Planning law required that applications for planning permission are determined in accordance with the development plan, unless material considerations indicated otherwise.

The report concluded that Officers considered that the scheme was acceptable and should be approved.

The Planning Officer addressed the Committee by making reference to the late representations, one of which had been received at noon on the day of the meeting.

The Chair stated that there were to be no more late representations to be considered where they were received with 48 hours of the Planning and Highway Committee meeting.

An objector, representing local residents, addressed the Committee on the application. She stated that residents had welcomed the Committee's previous decisions to be 'minded to refuse' and supported the challenge provided by Members to Officer recommendations. She stated that it remained the opinion of residents that the proposal was inconsistent with the Piccadilly Strategic Regeneration Framework, the Ancoats and New Islington Neighbourhood Development Framework and the ambitions for the Northern Quarter. She stated that it was her opinion that precedent had been set to refuse this application when other applications had been refused in the locality due to the size of the proposed development. She stated that the need to develop the site appropriately and sympathetically was recognised however the application proposed was contrary and incompatible with the Strategic Regeneration Framework. She further referred to the detrimental impact the proposal would have on sunlight, particularly on the local school, the detrimental impact on the historic nature of the area, parking and highways and the inadequate provision of public realm. She concluded by asking the Committee to refuse the application.

The applicant addressed the Committee on the application.

The Planning Officer addressed the Committee by acknowledging the comments expressed by both the objector and agent. He said that the issues raised by both had previously been articulated and discussed at previous meetings when this application had been considered by the Committee. He reiterated that the sole reason the Committee had given to refuse at the meeting in June was on height, that is the higher building was one storey higher than in the SRF, and this had been addressed by the applicant.

A member spoke on the application and stated that the scale of the development would compromise various schemes and conservation sites in the local area and added that the reduction in height by 1 floor did not provide any reason for them to approve the application.

The Planning Officer stated that there was also a requirement to assess the public benefits of the scheme and noted that the report addressed this balance.

Councillor Flanagan stated that the previous concern was about exceeding the recommended height as set out by the Piccadilly SRF; going by the evidence provided and recommendations deemed appropriate in the SRF, he felt that the proposal was now suitable and agreed the officer's recommendation of Minded to Approve.

Another member stated that they felt that they could not support this amended proposal and expressed that the reduction by 1 storey would not make a huge difference. The member felt that there was still an issue with affordable housing at the site and noted that the Committee did not feel that the £1m contribution towards affordable housing across the city was acceptable at the first application hearing in May 2022, stating that the profits made from the scheme could in fact support affordable housing on-site.

The Planning Officer stated that there had been 'no minded to refuse' at previous meetings based on affordable housing, adding that the profit margin would now be lower due to the reduction of the scheme and that it could be difficult to defend a reason for refusal on this ground should the matter go to an appeal.

Councillor Andrews stated that he had supported a Minded to Refuse decision in June 2022 due to the excessive height under the Piccadilly SRF policy but explained that he now supported Councillor Flanagan's move to Approve the application and Councillor Andrews seconded the proposal.

Decision

The Committee resolved that it is Minded to Approve the application, subject to the signing of a section 106 agreement in relation to an initial off site affordable housing contribution, with a future review of the affordable housing position.

PH/22/44 132574/FO/2021 - Land South of Stables Car Park, Paradise Wharf, Ducie Street, Manchester, M1 2JN - Piccadilly Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing that described the application was for 4, three-bedroom townhouses adjacent to the canal towpath. They would be part 4, part 5 storeys with integral garages for cars and bikes. Vehicle and pedestrian access would be via an existing vehicle access adjacent to The Stables.

The dwellings would mainly be red brick with the fourth floor set back from the main elevations and finished in a glazed ceramic cladding. Roof terraces are formed in the remaining area.

The upper levels of the southern elevation have Juliette balconies, recessed balconies, and the main roof terrace. At the ground floor, adjacent to the towpath,

feature brick work and arched windows would provide interest and create defensible space.

One of the 4 trees on site would be removed. Servicing would be from Ducie Street and each household would have an internal bin store with space for 4 bins.

The Planning Officer addressed the Committee by making reference to the late representation received from Councillor Wheeler.

No objectors to the application attended the meeting or addressed the Committee on the application.

A representative from the construction arm of the developer attending on behalf of the applicant and addressed the Committee.

A member stated that they were happy to support the proposal but asked if the garages were big enough to drive into and then exit/enter the vehicle and if there could be internal depictions in the reports.

The Planning Officer responded by advising that the size of the proposed garages was appropriate for vehicles and that additional design documents could be accessed via the planning portal.

A Member welcomed the inclusion of electric vehicle charging points in the proposal.

Councillor Flanagan proposed a recommendation to approve with an additional condition that stipulated that at least one parking space outside of the Stables should be designated as a disabled parking space and that this should space be serviced with the provision of an electric vehicle charging point. Councillor Andrews seconded the proposal.

Decision

The Committee resolved to Approve the application, subject to the inclusion of the additional condition proposed by the Committee.

Application Number	Date of Appln	Committee Date	Ward
134154/VO/2022	20 Jun 2022	1 Sept 2022	Ancoats & Beswick Ward

Proposal City Council Development for the erection of two residential apartment buildings (Use Class C3a), one of 8 storeys (68 apartments) and one of 5 storeys (50 apartments), to form, a total of 118 residential apartments; and erection of ten, 3 storey townhouses (Use Class C3a); together with car and cycle parking provision, hard and soft landscaping including public realm, access, substation and other associated works

Location Land To The West Of Rodney Street, Manchester, M4 6JJ

Applicant Manchester City Council, PO Box 532, Manchester, M60 2LA

Agent Anne Hargreaves, Avison Young (UK) Limited, 6th Floor, 1 City Square, Leeds, LS1 2AL

EXECUTIVE SUMMARY

The proposal would create 128 homes in two apartment buildings and 10 townhouses. The apartment buildings are 8 and 5 storeys and the townhouses 3 storey. Parking, public realm and landscaping would be provided. The proposal is the first project the City Council's 'This City' housing company which seeks to develop high quality, low carbon housing for all Mancunians as part of boosting the City's housing supply which includes providing affordable housing.

Seven objections, one support and two general comments, have been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and would bring significant economic, social and environmental benefits. This is a brownfield site in a highly sustainable location and forms part of the next phase of regeneration in Ancoats known as "Phase 3".

30% of the new homes would be available for affordable rent based on the Manchester Living Rent. The remaining homes would be available for market sale. The proposal would reduce carbon and provide innovative solutions for surface water drainage and biodiversity improvements and a significant area of new public realm enhancing connectivity through the site for pedestrians and cyclists.

Economic The 128 homes would support the City's growing population. This is a key economic driver and is vital to a successful and thriving economy. The construction value of this project is £30 million and would create 548 construction jobs for the 24 month build period. There would be 466 jobs in the supply chain. The GVA of the construction programme to the Manchester economy would be £14.1 million.

Social A local labour agreement would prioritise Manchester residents for construction jobs. Public realm, linkages and green spaces would be created. All the homes would be accessible to meet changing needs of residents. There would be 7 on site parking spaces for disabled people.

Environmental This would be a low carbon development in a highly sustainable location. There would be limited on site car parking with residents encouraged to walk, cycle and use public transport as part of the travel plan. The parking would be fitted with an EV charging point. The new areas of public realm, green spaces and linkages would contribute to place making. Over 132 trees would be planted at the site and along street frontages. This would improve biodiversity and create wildlife habitats. Surface water risk would be managed through green and blue infrastructure such as rain gardens which would attenuate the water at source. The site is contaminated, but the conditions are not unusual and do not present a risk to human health or the environment subject to an appropriate remediation strategy.

The height, scale and appearance would contribute to the area. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling.

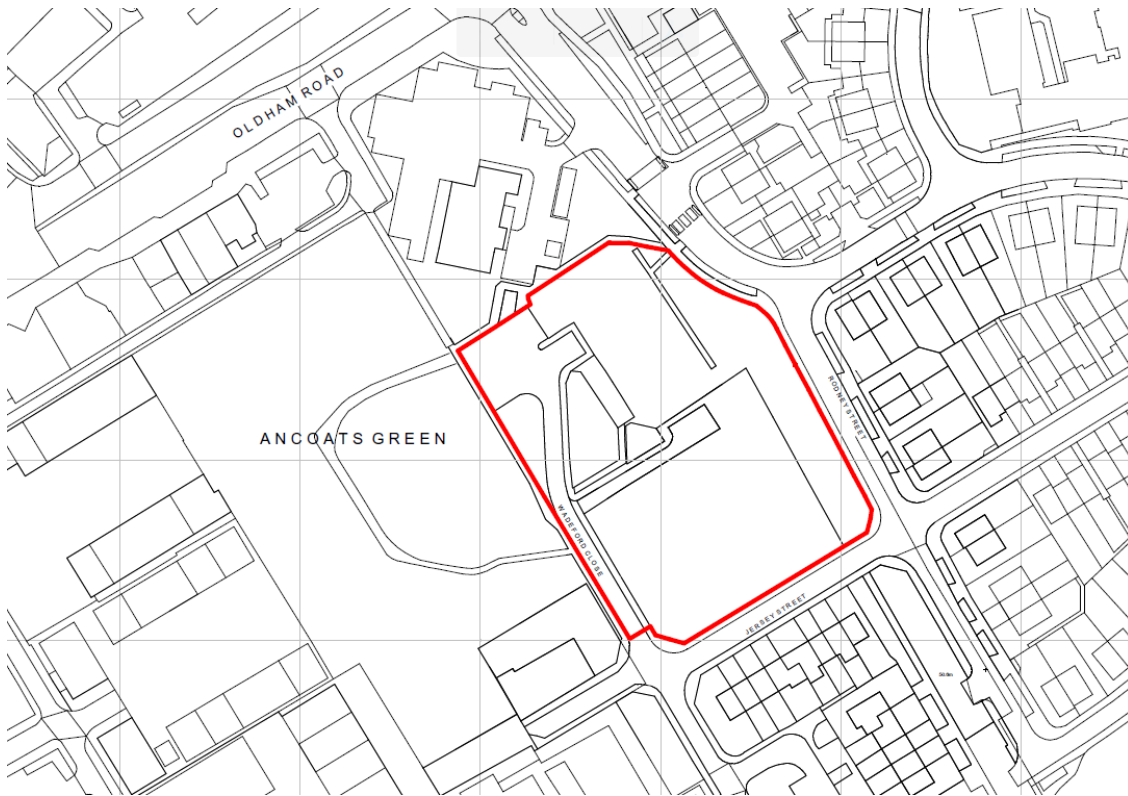
Impact on the historic environment Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 193, 194 and 196 of the NPPF and section 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on local residents The impact on daylight/sunlight, overlooking and wind conditions are considered to be acceptable. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Members consideration.

Description

This 0.76 ha site is bounded by Jersey Street, Rodney Street, Wadeford Close, Butler Street and a public footpath. It is in Ancoats and adjacent to the Miles Platting.



Location plan

It is flat, rectangular site and accessed off Wadford Close. It consists of areas of hard and soft landscaping with mature tree coverage around the perimeter.



Photograph of the site at the junction of Jersey Street and Wadeford Close

Previous buildings at the site were demolished in the late 1990s. Planning permission for a residential development was granted but never developed. The site was considered as part of the Miles Platting PFI but plans did not progress and the site has remained vacant.

Miles Platting has been transformed over the past 15 years with the development of homes and public realm. More recent activity has focused on sites in the Ancoats consisting of higher density housing, with ground floor commercial uses, in new buildings and conversion of existing older buildings. New Islington Free School and medical centre provide amenities which support the significant population growth in the area.

This change has been underpinned by Regeneration Frameworks including the Eastlands Regeneration Framework, the Ancoats and New Islington and Poland Street Zone Neighbourhood Development Frameworks. The site is identified for high density homes which builds on the aspirations of the PFI. The area is dominated by low rise industrial buildings.

The site is adjacent to the Ancoats conservation area and the following listed buildings or structures are nearby: Beehive Mill (Grade II*), Doubling Mill Fireproof Mill (Grade II*), New Mill (Grade II*), Decker Mill Old Mill (Grade II*), Little Mill (Grade II), Former Warehouse and Officers of Old Mill, Decker Mill and New Mill (Grade II),

Union Street Bridge (Grade II) and Victoria Square (Grade II). There are also known archaeological remains.

The site is in Flood Zone 1 and a critical drainage area. A small portion of the site is in the Air Quality Management Area (AQMA) which runs along Oldham Road and the upper section of Butler Street. Traffic associated with the development is likely to use roads in the AQMA and this is considered in detail in the report including the impact on residents, businesses and local schools. The area is highly sustainable with access to public transport and pedestrian and cycle links. The New Islington and Holt Town Metrolink stations are nearby.

Planning applications have been approved nearby as part of the regeneration of Ancoats, New Islington and Poland Street NDFs. 1500 homes are expected to be delivered around Poland Street with public realm and an enhanced Ancoats Green.

Sites should be brought forward for homes, including affordable homes, and other public benefits including a "Mobility Hub" which provides parking and cycling to support the new homes. The hub would offer alternatives to car ownership including car club and car share. Other planning permissions include 118 homes in an 8 storey building with ground floor commercial floorspace at Eliza Yard (130354/FO/2021), on the opposite side of Jersey Street, granted permission in July 2021.

The Proposal

The applicant aims to develop high quality, low carbon homes for Mancunians. They aim to deliver 500 every year with any profits made from market rented homes to going towards the provision of affordable homes.

The proposal is for 8 storey and 5 storey apartment buildings to form 68 and 50 homes with 27 one bed (21%) and 91 two beds (71%). There would be ten, 3 storey townhouses, eight with 3 bedrooms and two with 4.

This proposal would provide a mix of market housing and affordable housing with 38 (30%) of the new homes available for Manchester Living Rent, with rents below local housing allowance levels.

The market housing would help to subsidise the homes available at the Manchester Living Rent (MLR) with no requirement for grant funding. The MLR homes would include 14, one beds, 14, two beds, 8, three beds and 2, four beds.

A central green spine would separate the apartment buildings and provide a pedestrian link from Butler Street through the site to Ancoats Green. A private amenity courtyard would provide recreational space for residents of building B.

The townhouses would front Jersey Street with rear private gardens and in curtilage parking to the frontages with an electric car charging point.

A mature grouping of trees along the eastern edge of the site would be retained as part of a landscaped area.

The development would be energy efficient and low carbon. There would be 7 parking spaces for disabled people at buildings A and B all fitted with an EV charging point. A secure cycle store would accommodate 118 cycles. 30 car parking would be provided at the Mobility Hub, creating 47 in total (37%).

Two refuse stores would be located by the lift cores on the ground floor. Recycling would be prioritised with space created in each property. On collection days, the bins would be moved to Butter Street (building A) and Wadeford Close (building B).

The Planning Submission

This planning application has been supported by the following information:

- Air Quality Assessment;
- Archaeological Desk-based Assessment;
- AVO Strategy Summary;
- Broadband Connectivity Assessment;
- Construction Local Labour Proposal;
- Construction Management Plan;
- Crime Impact Statement;
- Daylight & Sunlight;
- Design & Access Statement;
- Extended Phase One Habitat Survey (Preliminary Ecological Appraisal);
- Tree Bat Roost Survey Report;
- Biodiversity Enhancement Measures;
- Assessment of Biodiversity Net Gain (BNG);
- Environmental Standards Statement;
- External Lighting Assessment;
- Fire Statement;
- Flood Risk Assessment and Drainage Strategy;
- Phase 1 Preliminary Risk Assessment;
- Phase II Geo-Environmental Assessment;
- Heritage Assessment;
- Acoustic planning report;
- Planning Statement;
- Transport Statement;
- Framework Travel Plan;
- Tree Survey and Constraints Report;
- Arboricultural Impact Assessment (AIA);
- TV/FM & DAB Reception Survey Report;
- Waste Management Strategy; and
- Wind Microclimate Assessment Report.

Land Interest The City Council has an interest in the site and members are reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Consultations

Local residents/local businesses/public opinion

The proposal has been advertised as a major development, as being of public interest and as affecting the setting of a Listed Building and conservation area. Site notices were displayed. Notification letters have been sent to an extensive area and the following comments have been received.

A letter of support is in favour of regenerating the area and the development looks tasteful and fitting. They have some concerns about green spaces (as they believe this development is on Ancoats Green) and raise the importance of new developments containing trees/plants/lawns to maintain green spaces in the area.

Two neutral comments state that the plans would continue to support the redevelopment of the area which is a good thing. However, they are concerned that the many mature trees would not be replaced on a like for like basis which damages the public realm and environment, including exacerbating flooding, and the proposal should be amended to increase the provision of planting to mitigate against those lost. The mobility hub would not provide the spaces required for the demand.

Seven objections have been received as follows:

- There is a need for more community facilities including green spaces or play facilities for kids. The area lacks spaces for the community;
- This proposal would take up valuable green space around Ancoats which there is very little of;
- The proposal would block light. The tall building around Wadeford Close currently create a dark park area;
- The site is currently used as a dog park and prime space. It should be turned into a usable green space rather than cramming more apartments into it;
- This proposal would deprive local residents and wildlife of an essential green corridor and natural environment within the city. The site has ecological value which would be stripped away if the proposal is built;
- There is evidence of bat activity at the site and biodiversity would be lost with new planting unable to grow because of the tall buildings around it. Putting bat boxes up is not enough;
- The proposal would not be able to replace the existing mature trees at the site including habitats, shade, run off management, soil preservation and benefits to peoples health and wellbeing;
- There is a huge problem with vacant buildings in Manchester many of which are second homes. This proposal states that 30% of the homes would be for accessible rent which is still likely to be unaffordable for many local people. The remaining apartments are inaccessible and expensive and would become air b and b properties;
- This proposal is being used as a gateway to unprecedented further development and gentrification across Manchester in the midst of ecological, environmental and social crises when what is actually needed is preservation and care for community resources and concerted efforts at all levels to make the most of what we have;

- The money being put into this project could be used more wisely by being invested in bringing back into use the vacant and underused building throughout the city as truly affordable homes and community facilities for all kinds, subsidising and vastly improving public transport to benefit wider communities while combatting air pollution and ill health, community growing schemes to put people back in touch with nature and where our food comes from, and above all protecting the few natural spaces and essential resources we have left in this city for the benefit of all who use them, and ensuring they remain open to everyone;
- There is a major concern with regards to parking, especially Gartforth Avenue despite years of discussion with the City Council where residents suggested proposals. Parking is problematic in the area and Gartforth Avenue is used as a cut through from Butler Street to Jersey Street. Gartforth Avenue should be restored to its original layout where the Rodney Street end is closed off to traffic and would help with ensuring there is clean air. Residents would adopt any planting that could be put in the street;
- Residents of Lower Vickers Street is struggling with parking issues with several cars parking on the road dangerously due to lack of double yellow lines and/or due to lack of permit parking. There should be a controlled parking zone for the area;
- There is a lack of parking for this development be it driveways or parking for each property. This would result in residents and commuter parking on Lower Vickers Street, Mellor Street and all surrounding residential roads which would become increasingly full. There should be parking restrictions for residents only. Commuter parking is already happening and this would be made worse as a result of the proposal.

Highway Services the traffic impact of the development is minimal and the site is in a highly sustainable area with access to public transport. Wadeford Close would be stopped up and No Waiting at Any time restrictions introduced. The highway on Butler Street would be modified and a loading bay created off Wadeford Close. The Mobility Hub would also provide parking, cycle facilities and bike hire and act as a delivery hub. A travel plan and construction management plan is required.

Environmental Health recommends conditions regarding hours for deliveries and servicing, plant, fume extraction, construction management plan, lighting and control of glare, glazing specifications and acoustic insulation of the residential and commercial accommodation. The waste management strategy is acceptable. The air quality assessment is acceptable subject to electric car charging points to the bays for disabled people. Further ground condition investigations are required including a verification regarding contamination on completion of the development.

Works and Skills Team advise that the local labour agreement is acceptable.

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

Environment Agency have no comments.

Greater Manchester Archaeology Advisory Service (GMAAS) there are archaeological remains of workers housing and pre industrial field boundaries that would merit archaeological recording. The Written Scheme of Investigation is acceptable.

Greater Manchester Ecology Unit (GMEU) advise that the ecological assessment is appropriate and adequate. The plant species should consider native species. The bat and bird boxes should be secured by planning condition and lighting levels should be agreed.

Historic England have no comments.

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

Health and Safety Executive (HSE) have provided comments on fire safety aspects of the scheme and has highlighted areas where additional consideration should be given. These outstanding matters have been drawn to the applicant's attention to ensure that they are considered early in the design process. Further consideration is given to this within the report below.

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. It 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 and public realm in a highly sustainable location in a strategic regeneration area.

SO2. Economy – High quality homes in this sustainable location would support the economic growth of the city. The development would support local employment during the construction phases.

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in its fabric and construction. The development is supported by a travel plan and 100% cycle spaces. The landscaping includes trees and planting.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Jersey Street and Rodney Street and an enhanced setting to Ancoats Green. It would be a high quality addition to the street scene and complement existing and recent nearby developments.

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 and fills a significant gap site in this regeneration area.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of Ancoats and New Islington. It would be fully accessible with secure parking space for disabled people fitted with an electric vehicle charging point. The remainder of the parking would in the Mobility Hub.

Policy T1 ‘Sustainable Transport’ - All public transport modes are nearby.

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. There would be a range of accommodation and the larger apartments would be attractive to families. The courtyard and public realm would provide amenity space with adequate cycle and waste management arrangements which would support recycling.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a strategic site and add to the supply of good quality homes in a highly sustainable part of the city. The fabric would be efficient with sustainable features such as photovoltaics and sustainable drainage.

Policy H4 ‘East Manchester’ – The proposal would provide high density accommodation with 73% being two and three bedroom and suitable to families.

Policy H8 ‘Affordable Housing’ – 30% of the homes are affordable with rent at levels at or below local housing allowances. This would provide affordable housing in excess of that required by policy H8 and secured through the City Council land interest.

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

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 with EV charging points. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

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

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

Policy EN9 ‘Green Infrastructure’ – Some green infrastructure would be lost The development would provide trees, planting and landscaping and would improve biodiversity. This is considered in detail within the report.

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 ecological value, the trees and planting represent a significant biodiversity enhancement. Vegetation clearance should not occur during bird nesting season.

Policy EN16 ‘Air Quality’ The impact on air quality would be minimised through careful control of construction activities and the removal of existing parking. A travel plan, 100% cycle provision and electric car charging points would minimise the operational aspects of the proposal.

Policy EN17 ‘Water Quality’ - Water saving measures would minimise surface water runoff. Remediation measures are required to minimise any risk to below ground water quality.

Policy EN18, Contaminated Land’ – Ground conditions are not considered to be complex and can be appropriately remediated through an agreed strategy.

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 building along and any impact on residential amenity from loss of privacy and daylight and sunlight.

DM2 ‘Aerodrome safeguarding’ the proposal are not considered to impact on aerodrome safeguarding at Manchester Airport.

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 DC18 ‘Conservation Areas’ – The impact on the Ancoats conservation area is considered in detail in this report.

Saved policy DC19 ‘Listed Buildings’ - The proposal would have minimal impact on the setting of nearby listed buildings. This is considered in detail in this 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.

Ancoats and New Islington Neighbourhood Development Framework (2016 and 2020)

The Neighbourhood Development Framework (NDF) was originally endorsed by Manchester City Council's Executive in October 2014 and an updated version was adopted in December 2016. The 2016 NDF highlights

Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the City's housing needs. The 2016 NDF identified six-character areas across Ancoats and New Islington, providing further development principles for these character areas alongside the neighbourhood wide development and urban design principles proposed within the original NDF. The Site falls within the Poland Street Zone as described within the 2016 NDF.

The neighbourhoods also sit within the wider East Manchester regeneration area and on the doorstep of a number of major regeneration projects which are providing further momentum to this part of the City and reinforcing its potential as a focal point for this increasingly established neighbourhood of choice. 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, substantial development has taken place within NOMA, including the reinvigoration of the Listed Estate and emergence of new build opportunities such as Angel Gardens and 4 Angel Square.

In addition, there is a major opportunity for economic growth and regeneration around Piccadilly as a consequence of HS2 demonstrate this point with early developer interest crystallising through developments outside of the current safeguarding zone within Mayfield, Piccadilly East and Piccadilly Basin.

The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites either primed or already delivered for development and a supportive planning policy framework. This includes wholesale landscaping and public realm work throughout the neighbourhood which was firstly delivered through the creation of the Marina, Cutting Room Square and Cotton Fields Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators.

These factors place Ancoats and New Islington not just as one of the key opportunity areas in Manchester, but one of the relatively limited number of places in Manchester where there is an opportunity to plan and deliver high density development in a sustainable manner. However, to date much of this sustainable development has been focused within the areas of the neighbourhood that are closest to Manchester City Centre.

In recognition of increased developer interest in other areas of Ancoats and New Islington a further update to the NDF was endorsed by Manchester City Council's Executive in July 2020, that further refined the development principles for the Poland Street Zone.

Ancoats and New Islington NDF – Poland Street Zone (2020)

The document represented an update on the Ancoats and New Islington NDF with a particular focus on the Poland Street Zone.

The vision for the Poland Street Zone is to bring forward an authentic evolution of Ancoats; a form of urban development and mix of uses, rooted in the area's past but driven by a sense of the future. The key ambitions for the area is that it becomes diverse and multi-generational, is a place for living and working, is urban and green, and sociable and sustainable.

An 8 storey height parameter is established within the NDF to help inform height across the area. The application site is also located in the Neighbourhood Integration Character area which seeks to ensure appropriate integration with Miles Platting but that new buildings remains distinctly urban in nature whilst respecting privacy and amenity to the neighbouring community. There are also objectives relating to permeability and linkages through development sites for enhanced connectivity for pedestrians and cyclist as well as retention of existing green infrastructure.

Poland Street Zone Public Realm Strategy (2022)

In March 2022, the City Council's Executive endorsed the Poland Street Zone Public Realm Strategy which forms an addendum to the 2020 NDF. The strategy seeks to set a series of design parameter for streets and spaces in the Poland Street Zone. The document also provided an up-to-date masterplan for new buildings around Ancoats Green following the approval of the Mobility Hub. The boundaries of Ancoats Green remain within its existing boundaries with the built form of this application re-freshed to reflect the emerging proposal which included how public realm should be brought forward at the site.

The proposal are considered to be in line the aspirations of the 2020 NDF and public realm strategy and this is considered in detail within this report.

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.

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 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 in a key regeneration area for 128 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. 30% of the new homes would be affordable available on an affordable rent basis at rent at or below local housing allowance levels. This is considered in further detail within the report.

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

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'* (para 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 site. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. The 190 homes would meet known housing and regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use 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 (para 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.

High performing fabric would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements include trees and landscaping which is a significant improvement based on the current condition of the 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 its former uses/buildings. The ground conditions are not usual or complex 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 construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no 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 construction. There would be a travel plan and access to public transport. The disabled parking would be fitted with EV 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 (para 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 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 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 outside of the threshold within “Urban Development Projects” which is 150 residential units. Nevertheless, a Screening Opinion has been adopted which confirms that the environmental effects of this development are not significant to warrant an EIA.

Ancoats Conservation Area declaration

The significance of the Ancoats Conservation Area is derived from the former cotton spinning mills, which dominate the area and are principally located adjacent to the Rochdale Canal and the nearby housing. Historically throughout the area, there have always been commercial and residential buildings. This juxtaposition, and interlinking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

The concentration of mill buildings in Ancoats has become an important landmark in the history of the Industrial Revolution. Murray Mills, McConnel and Kennedy Mill, along with others in the area, represent a clear chronology of development of cotton mill architecture from 1800 to the 1920s. Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character.

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the Region and is crucial to its long term economic success. There is a crucial link between economic growth, regeneration and the provision of homes and more housing is required to support economic growth.

Manchester is the fastest growing city in the UK. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires more housing. Around 3,000 homes are required each year and the proposal would contribute towards this. Providing the right quality and diversity of housing is critical to maintaining growth and success.

Successive regeneration frameworks and strategies have promoted residential development at the site dating back to the late 1990s following site clearance. For

the purposes of making planning decisions, the site is previously developed and brownfield in nature.

The Poland Street Zone NDF identifies sites in this area for high density residential led developments. This seeks to build upon what has already been delivered in other parts of Ancoats and New Islington.

The site is in the '*Neighbourhood Integration Character Area*' of the NDF which recognises the relationship between the Ancoats and Miles Platting communities. The NDF stipulates that buildings in this location must remain distinctly Ancoats, and urban in character, whilst being responsive to existing homes and respect privacy. The NDF also sought to reconfigure Ancoats Green and provide an area of public realm in this site.

The Poland Street Zone public realm strategy seeks to enhance Ancoats Green. This has provided an opportunity to consider how the siting of the buildings at the site can incorporate public realm.

The proposal reflects the aspirations of the NDF delivering new homes and contributing positively towards the economic, social and environmental requirements of policies EC3, H1 and H4 of the Core Strategy. The layout of the site, and composition of public realm, reflects the objectives of the public realm strategy.

128 new homes would be delivered including one- and two-bedroom apartments together with 3 and 4 bedroom townhouses. They would be suitable for and attractive to families and consistent with the City's space standards, with all one-bedroom homes suitable for 2 people. 30% would be available for affordable rent which would be set at the Manchester Living Rent.

The homes would be in two 8 and 5 storey apartment buildings and ten 3 storey townhouses. New public realm through the centre of the site, and retention of a significant area of mature landscaping along Rodney Street, would provide an enhanced setting to the buildings. A private courtyard would be provided for residents with private gardens for the townhouses.

This proposal would transform a previously developed, brownfield site in a highly sustainable and well-connected location. The proposals would provide public realm and enhanced links through the site to Ancoats Green. The scale of the development would complement and integrate with the character of Miles Platting and this will be considered in detail elsewhere in this report.

The development would deliver significant economic and social benefits including 548 construction jobs for the 24 month construction period and 466 jobs in the supply chains. There would also be employment associated when the development is occupied. A suitable local labour agreement, to enable the full employment benefits of the proposal to be captured, has been submitted and is acceptable.

The socioeconomic benefit associated with the development of an underutilised and contaminated site are significant and the regeneration would support economic and population growth, create jobs and increase local spending and taxation.

The development would be consistent with regeneration frameworks for the area and the City Centre Strategic Plan and would complement and build on 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, SP1, 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 requires development to contribute to the City-wide target for 20% of new housing to be affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide 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.

This application proposes 128 new homes of which 38 (30%) would be available on an affordable rent basis and include 14, one bed, 14, two bed together with 8, three bed townhouse and 2, four bed townhouses.

The rent of these affordable homes would be set at the Manchester Living Rent which would see the homes rent at or below the Local Housing Allowance Levels.

The affordable homes would predominately be the larger property types and offer affordable rent option to families to live in Ancoats. They would be secured through the City Council's land ownership and interest in This City. This would enable the new home to be retained in perpetuity.

The proposal exceeds the requirements of policy H8 and the NPPF.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon development in a highly sustainable location with excellent access to public transport. 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.

The building would be all electric and benefit as the grid decarbonises. The fabric would be highly efficient, with triple glazed windows, to prevent heat loss with energy saving fixtures and fittings such as LED lighting and a mechanical ventilation with heat recovery system. The heating and cooling systems would be highly efficient. Renewable energy would be used in the form of air source heat pumps providing domestic hot water. There would also be measures incorporated into the development to minimise water consumption together with responsibly sourcing materials and products. Waste management arrangements would prioritise recycling.

These measures would enable the development to achieve a 10.5% reduction in carbon on Part L (2013). This is in excess of the requirement of policy EN6, which seeks a 15% reduction on Part L (2010) (or 9% over Part L (2013)) of the Building Regulations.

17 car parking space at the site which would each be fitted with an electric car charging point. A travel plan would encourage residents to use public transport and reduce vehicle trips. A secure cycle store would provide 100% provision. There would be access to car parking in the mobility hub (around 30%). A significant portion of the spaces within the hub are fitted with electric charging points. Residents would have access to the cycle provision in the hub, car share and hire facilities and the coordinated delivery hub which seeks to minimise delivery traffic.

The proposal would be adapted to climate change through the provision of green infrastructure including landscaping, trees (including street trees) and an efficient drainage system to minimise the effects of surface water, including rain gardens and permeable paving.

Impact of the historic environment and cultural heritage

The western boundary site is adjacent to the Ancoats Conservation Area. There are no immediately adjacent listed buildings but the development would be seen within the setting of listed buildings in some views. Significant development is anticipated in the area and at this site as part of the ongoing regeneration at Poland Street Zone.

The applicant has provided a heritage statement and a detailed design and access statement which examines the impact and contribution of the proposal on the conservation area, important views and on the setting of Listed Buildings.

The significance of the conservation area is derived from the former cotton spinning mills which are principally located adjacent to the Rochdale Canal and the nearby housing. Lower rise commercial and residential buildings are found in and around the larger buildings. This relationship of manufacturing, transport and residential uses meant that Ancoats functioned as the world's first industrial estate.

The urban grain around the site, and the parts of the conservation area which fall within the Poland Street Zone, generally consists of low quality surface level car parking and low rise industrial buildings. There are modern residential buildings but the area is highly fragmented. Whilst the grid network of roads remains, the area lacks the quality of buildings and listed assets found elsewhere in the conservation area. The development of this vacant site represents an opportunity to enhance the character, appearance and significance of the conservation area. The vacant nature of the site has a neutral impact on the setting of the conservation area.

The heritage statement identifies a number of views for the purposes of assessing impacts on the conservation area. These are:

- Wadeford Close (corner of Jersey Street) towards Oldham Road;
- Corner of Garforth Avenue, towards Back of Ancoats; and

- Wadeford Close (Oldham Road) towards Jersey Street.

Consideration of the impact of development on each view is considered below.

Wadeford Close (corner of Jersey Street) towards Oldham Road

This view is along the eastern boundary of the conservation area and demonstrates the poor urban grain and character of this part of the conservation area. There are no features that contribute positively to the significance of the conservation area.



Existing view along Wadeford Close (corner of Jersey Street) towards Oldham Road

The built form would help to define the street edge along Wadeford Close. Due to its position on the edge of the conservation area, this does not form a key view into and out of the conservation area and therefore the impact on its setting is limited and would not affect its significance as a whole. The scale and appearance of the development would provide a high quality masonry building and bring much needed activity and footfall to the area.



Proposed view along Wadford Close (corner of Jersey Street) towards Oldham Road

Corner of Garforth Avenue, towards Back of Ancoats

This view is from the south eastern corner of the site looking towards the conservation area. The tree coverage means that the buildings in the conservation area are barely legible but there is a distance view of Beehive Mill (Grade II*).



Existing view Corner of Garforth Avenue, towards Back of Ancoats

This view looks into the conservation areas towards the more significant historic core of Ancoats. The development would not obscure the view which would be enhanced by high quality built form. The 3 storey buildings would form a positive addition to the view complementing the existing buildings opposite and respond to the characteristics and significance of the conservation area which has a variety of building heights.



Proposed view Corner of Garforth Avenue, towards Back of Ancoats

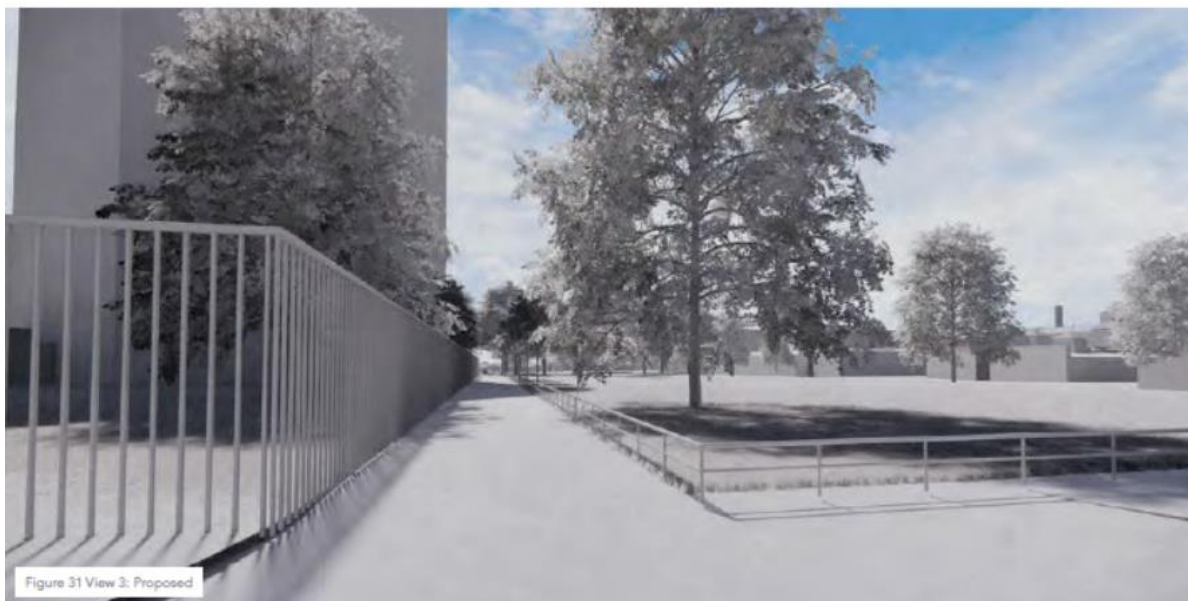
Wadeford Close (Oldham Road) towards Jersey Street

The view abuts the conservation area to the west which shows no heritage assets and reflects the poor quality nature of this part of the conservation area. The view does demonstrate the relationship with Ancoats Green.



Existing view Wadeford Close (Oldham Road) towards Jersey Street

The proposal would provide built form along the edge of the conservation area providing an enhanced setting to the heritage asset and Ancoats Green. This is not a highly sensitive view of the conservation area and whilst this development would result in significant change along the boundary of the conservation area, the impact on the significance and legibility of the conservation area as a whole is limited.



Proposed view Wadeford Close (Oldham Road) towards Jersey Street

This would be a major development adjacent to the Ancoats Conservation Area and would make a recognised change to the setting of the heritage asset although it is acknowledged that the views of the conservation area which have been considered are relatively poor or remain legible as a result of the development and the significance of the conservation area would not be harmed as a whole.

This change amounts to a very low level of less than substantial harm, as defined by paragraph 196 of the NPPF, to the setting and significance of the Ancoats conservation area.

Paragraph 193 of the NPPF states that it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the more important the asset, the greater the weight should be).

The proposal would contribute positively to the significance and character of the conservation area through the variation in scale of the buildings across the site (8, 5 and 3 storeys). The response to scale and massing ensures that the impact on the existing buildings are minimised whilst providing a robust edge along the conservation area, framing the key views along the edge of Ancoats Green and along Jersey Street looking towards the conservation area.

The proposal would result in a very low level of less than substantial harm as defined by paragraph 196 of the NPPF, to the setting and significance of the Ancoats conservation area. As directed by paragraph 196 of the NPPF, it is now necessary to consider whether the public benefits would outweigh any harm. The public benefits are considered in detail below.

Impact Assessment

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by public benefits delivered in accordance with the guidance provided in para 196 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 128 new homes in a highly sustainable part of the city centre.

The key views demonstrate how the development would have a beneficial impact on the majority of views and the significance of the conservation area through its use of materials, variety of scale and massing and re-establishing built form along the edge of Ancoats Green and Jersey Street.

The tallest element would be 8 storeys reducing to 5 and 3 storeys and respond to the height variation in the conservation area. All the views identified would remain legible and understood with their setting being enhanced through the high quality redevelopment of the site.

There would be enhancements to the public realm in line with the public realm strategy, including re-surfacing footways (with high quality heritage paving as required by the strategy along Jersey Street) and the creation of a significant area of public realm. The tree planting and landscaping would bring biodiversity benefits.

The proposal has a construction value of £30 million and 548 full time equivalent jobs would be created during construction with 466 jobs in the supply chain. These social and economic benefits would be secured through a local labour agreement to prioritise local residents.

There would also be Council Tax receipts and business rates which is estimated to be in the region of £1.5 million over the next ten years (£150,000 per annum).

This would be a low carbon building. An all electric system would benefit from a decarbonising grid. On site energy demands would be met from air source heat pumps. The development would have a low level on site parking with facilities provided in the Mobility Hub. All car parking provided at the site would be fitted with an electric car charging point. 100% cycle provision would be available.

Whilst the development would have localised heritage impacts, this would be a low level of less than substantial harm and would be outweighed by public benefits. 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, and paragraph 193 of the NPPF, 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 196 of the NPPF.

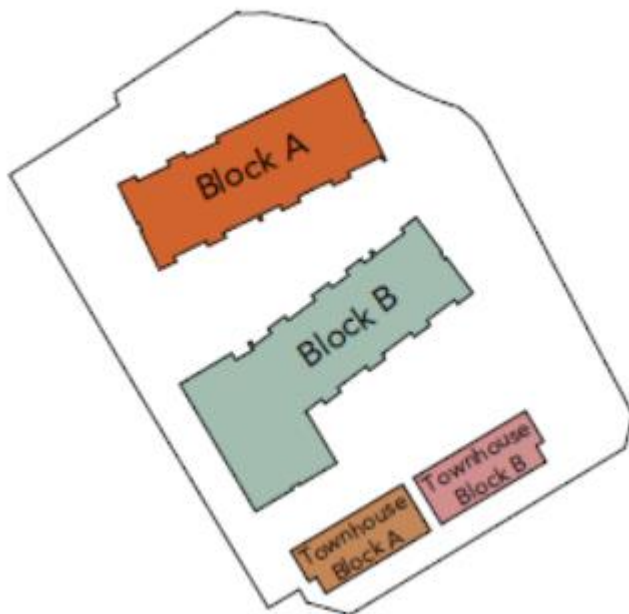
Impact on Archaeology

An archaeology assessment demonstrates there is below ground archaeological interest relating to workers housing and pre industrial field boundaries. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works associated with the development. This would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Visual amenity

The design would deliver the strategic objectives of the Poland Street Zone NDF and public realm strategy in terms of its siting, scale, appearance and contribution to place making and comply with policies SP1, EN1 and DM1 of the Core Strategy.

The development comprises two apartment buildings (blocks A and B) and ten townhouse. A central spine of public realm is created in between apartment blocks A and B to provide a link from Miles Platting (Butler Street and Rodney Street) to Ancoats Green. The townhouses would front Jersey Street. Between the townhouses and Jersey Street a residents courtyard would create amenity space for residents. Each townhouse would have a private garden. The remaining spaces around the site would be enhanced to form new public realm.

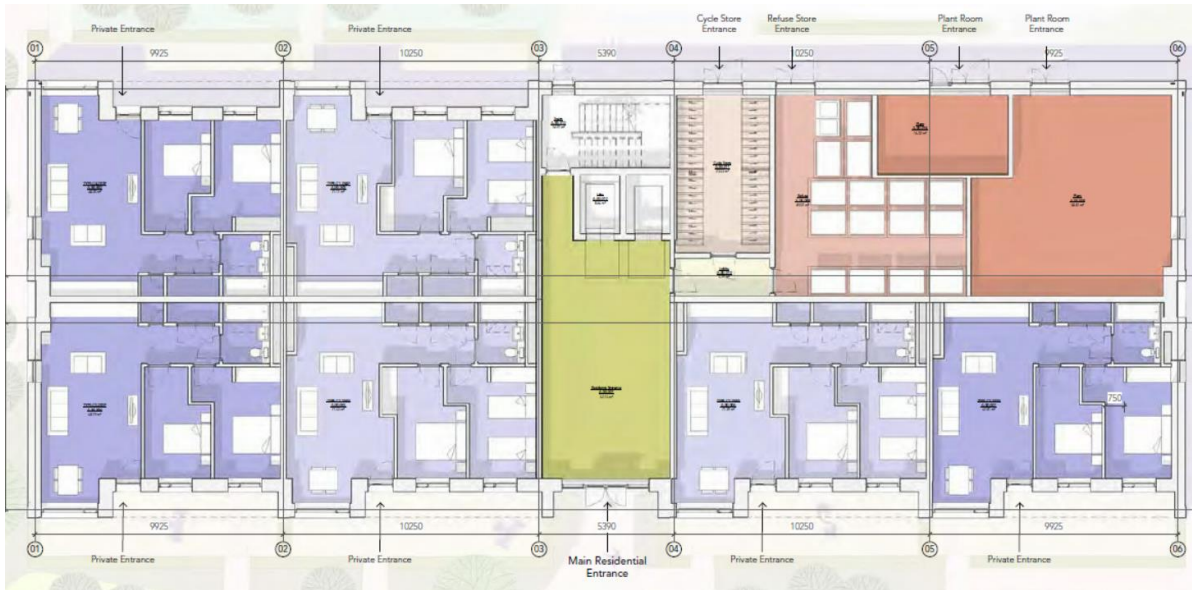


Block Plan



Layout plan showing buildings, public realm and car parking

Apartment block A is rectangular in shape. The ground floor would comprise apartments and the main entrance, accessed from the central spine. Private front doors, with defensible space, to the apartment would activate the public realm. Plant, refuse and cycle storage would be located on the northern side of the building and accessed from the parking area.



Ground floor plan apartment block A

The upper floors of block A are individual apartments with a double height space created at the first floor over the main entrance.

Block B is 'L' shaped with apartments on the ground floor with their own front door. It would contain the main amenity facilities for the development including the management team office with dedicated reception desk, social meeting area and a community hall for wellbeing classes, cinema and work space. Refuse, plant and cycle storage and parking for disabled people is on the ground floor



Ground floor plan apartment block B

The two blocks of townhouses front Jersey Street. They are set back from the footpath to create in curtilage car parking and refuse storage areas. Landscaping, boundary treatment and trees separate each property. Each property has a private garden.

The NDF describes this part of the Poland Street Zone as the '*Neighbourhood Integration*' character area. The NDF establishes a parameter of 8 storeys to guide building heights, but where Ancoats meets Miles Platting, the objectives seek to ensure that developments remain urban in character and 'distinctly Ancoats' but carefully integrate with existing homes with no impact on amenity or privacy. The creation of pedestrian friendly public realm is also a priority.

Apartment block A, at 8 storeys, is the largest and corresponds with the height parameters in the framework. It is adjacent to the 13 storey Tribe building. The scale decreases with block B at part 5, part 3 storeys and the townhouses at 3 storeys. This responds to the low rise terrace housing opposite and the townhouses along Rodney Street and beyond which are part of developments in the Miles platting PFI.



Apartment buildings A and B – view from Ancoats Green

The change in scale and massing respects the mixed character of existing homes. The main material would be red masonry with deep window reveals providing depth to the façade. Both apartment blocks adopt a similar design approach. The base has individual front doors and main entrances which are articulated through a brick recess for the apartments and double height curtain walling for the main entrances.

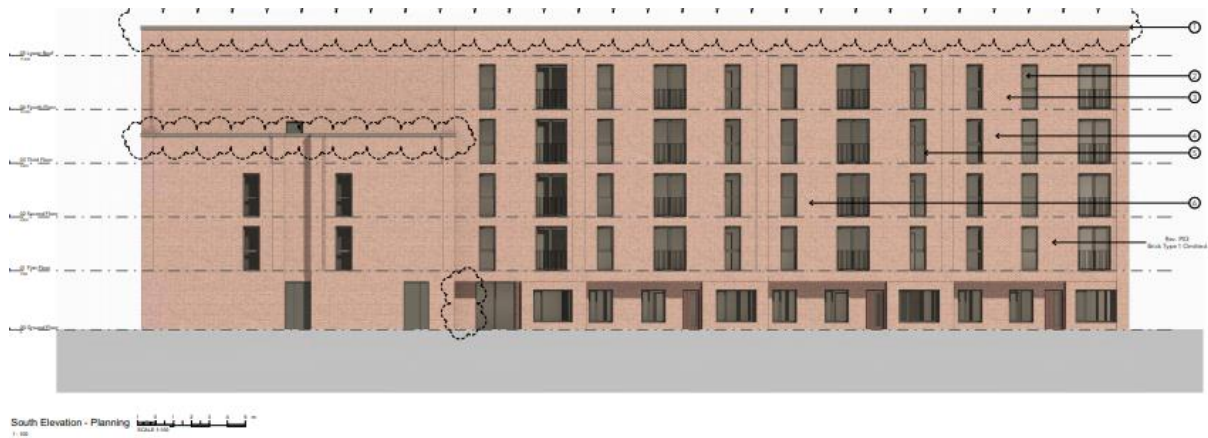


Recessed entrances to the ground floor apartments and double height main entrance



Block A elevations

Apartment block B would have double height curtain walling to the internal amenity area which provides views over Ancoats Green and the central spine.



Block B elevations

The upper floors have a regular window arrangement set within deep brick reveals. Slim profile window frame, a discrete ventilation system in the soffit of the window and delicate Juliet balconies would deliver a high quality building.



Deep window reveals and slim profile windows

The town houses would use red masonry with windows set in deep reveals.



Elevations of the townhouses



Image of the townhouses along Jersey Street

This would be an early development in the NDF and could act as a catalyst for further regeneration. As other developments come forward, the development would become

part of a series of developments focused around Ancoats Green. Its scale, massing and appearance provides a transition between the denser developments in the heart of Ancoats to the low rise developments of Miles Platting. The masonry façade responds to other developments in the area. The design is considered to be of a high standard and conditions would ensure that it is delivered to the required quality.

Impact on Trees

There are 24 individual trees and 15 tree groups on the site. They have been subject to an arboricultural assessment and are classified as follows:

- Category A (High Value) – 21 recordings (comprising of individual and group trees);
- Category B (Moderate Value) – 14 recordings (comprising of individual and group trees);
- Category C (Low Value) – 4 recordings (comprising of individual and group trees);

The higher value trees are located around the site perimeter.

45 trees would be removed, including: 20 Category A (High Quality) with 7 individual trees and 13 group trees; 20 Category B (moderate quality) with 5 individual trees and 15 group trees; and, 5 Category C (low quality) all group trees.

Policy EN9 states that new developments should maintain green infrastructure. Where the benefits of a proposal are considered to outweigh the loss of an existing element of green infrastructure, the developer should demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

As many of the mature trees as possible have been retained. Not all could be retained if the site is to be developed a way which would deliver the regeneration objectives. Notwithstanding this, the redevelopment delivers significant regeneration benefits. 132 trees would be planted in the public realm and landscaping works in mitigation of those lost. This would bring biodiversity benefits which are considered elsewhere within this report. This would satisfy policy EN9 of the Core Strategy.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology. Greater Manchester Ecology Unit (GMEU) concur with its findings.

The planting, trees and street trees would enhance green infrastructure, biodiversity and the ecological value of the site. A condition would agree final details to comply with policy EN9 of the Core Strategy and ensure a biodiversity gain at the site.

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

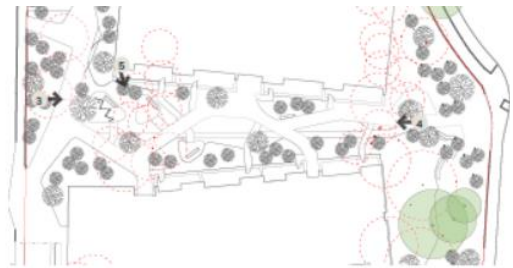
The NDF states that developments in the Neighbourhood Integration character area should create attractive and people friendly street spaces allowing for permeability for pedestrians and cyclist, integrate existing trees and create new green streets.

The landscaping would provide a high quality setting with public realm and links through to adjacent sites and communities. It comprises three main elements: Green street, private courtyard and green strip.



Landscape and public realm masterplan

The central spine would link Butler Street/Rodney Street with Ancoats Green. Interlinked pathways would lead pedestrians and cyclist through the site with incidental spaces to dwell, relax and play.



Images of the Green Street

The private courtyard would provide a natural landscaped area for residents in a private space, with trees, shrub planting and seating.

The mature tree boundary to the east of the site would repurposed and improved with new planting and informal pathways. Additional tree planting would enhance the character of the area and add visual interest.

High quality heritage materials would be used throughout the landscaping and along the footways in line with the public realm strategy.

In determining the impact of the development on daylight and sunlight, 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 BRE guidelines provide the requirements governing daylight to existing residential buildings around development sites. The light available to a window depends on the amount of unobstructed sky that can be seen from the centre of the window. The amount of visible sky and amount of available skylight is assessed by calculating the vertical sky component (VSC) at the centre of the window. The guidelines advise that bathrooms, toilets, storerooms, circulation areas and garages need not be analysed. They also suggest that distribution of daylight within rooms is reviewed although bedrooms are considered to be less important.

The BRE guidelines also sets out a more detailed tests that assesses the daylight conditions in rooms. These include the calculation of the Average Daylight Factors (ADF) which determines the level of illumination.

Where a VSC result show that a room would be adversely impacted, an ADF and/or DD analysis should be prepared to enable a more informed view to be taken as to the overall impact on daylight levels.

For sunlight, there is a requirement to assess main windows which face within 90 degrees due south. Windows which do not face within 90 degrees due south do not get direct sunlight.

A summary of the daylight impacts are detailed below:

1-7 Rodney Street

All 27 windows/16 rooms assessed would accord with the BRE target for VSC/NSL and daylight. 5 rooms assessed for sunlight all accorded with the ASPH guidelines.

2 Butler Street

98 windows were assessed, to 74 habitable rooms. 96 windows (98%) currently achieve the 27% VSC target. 71 rooms were assessed for NSL and currently meet the BRE criteria.

The two windows which do not the VSC target, one of the windows is reduced between 20-29.9% whilst the other is reduced in excess of 30%. This amounts to a minor and moderate reduction respectively. These windows serve bedrooms which are considered to have a lesser requirement for daylight than main habitable rooms. The rooms which do not meet the NSL target, there is a reduction of 20-20.9% which is considered a minor reduction.

All 25 rooms assessed for sunlight accorded with the ASPH guidelines.

22 Garforth Avenue

All the 6 windows/3 rooms assessed would continue to fully accord with the BRE target for VSC/NSL and daylight. A room assessed for sunlight would accord with the ASPH guidelines.

86-100 Jersey Street

All the 17 windows/17 rooms assessed would continue to fully accord with the BRE target for VSC/NSL and daylight.

Butler Street (129187/FO/2021)

All the 38 windows/30 rooms assessed would continue to fully accord with the BRE target for VSC/NSL and daylight. 10 rooms assessed for sunlight would accord with the ASPH guidelines.

In terms of overlooking, the distances between the surrounding developments are considered to be acceptable. The proposal is separated from existing developments by the existing road network. This provides adequate separation distances to prevent no loss of privacy.

(b) TV reception

A TV reception survey has concluded that there is likely to 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 of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

A broadband connectivity assessment concludes that fibre optic broadband is not available at a number of addresses currently near to this site. However, given the number of homes provided, the development would be eligible for free installation.

(c) Air Quality

An air quality assessment has considered air quality impacts during construction and when the development is complete/occupied, and whether mitigation is required.

The construction phase assesses effects of dust and particulate emissions from site activities and materials movement based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the potential air quality impacts when the development is complete/occupied has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local receptor locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

A small proportion of the site is in the Greater Manchester Air Quality Management Area (AQMA), where air quality conditions are known to be poor from emissions from the road network, along Butler Street. The remainder of the site is outside of the AQMA but close to it.

The air quality assessment has considered the impact of the development on the AQMA.

There are sensitive receptors on routes predicted to experience significant changes in traffic flow. No ecological receptors were identified at the site. The main emissions during construction are from dust and particulate matter from earthworks, particularly during the dry months, from construction materials and/or vehicle emissions for construction waggons.

The construction activities are likely to give rise to short term but predictable impacts on dust and particulate matter concentrations on the surrounding area. The likely source of this is vehicle emissions, dirt on the highway, demolition and wind effects on stockpiling of material.

Good on site practices would mitigate dust and air quality impacts and ensure they do not have a significant on nearby residents and local air quality conditions. This should remain in place for the duration of the construction period and should be a condition of the planning approval.

The impact on air quality when the development is occupied is likely to be from vehicle emissions and the associated impact on nitrogen oxide and particulate matter. The proposal would only have 17 on site car parking spaces at the site.

The impact of vehicle emissions and the effects of changes in traffic flow in relation to nitrogen oxide and particulate matter would be negligible. Exceedances of nitrogen oxide and particulate matter are not predicted at the site or on the adjacent AQMA.

The development would support sustainable travel. All parking spaces would be fitted with an electric vehicle charging point and there would be 100% cycle spaces. A travel plan would promote sustainable travel and exploit nearby walking and cycling routes and the proximity to the city centre.

A mechanical ventilation system would ensure that air intake would be fresh and free from pollutants. Environmental Health concur with the conclusions and recommendations of 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 the development would have no detrimental impact on existing air quality conditions.

(d) Wind Environment

A wind assessment has examined potential effects on the wind environment and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. A study area of 500 metre radius around the site was established.

The assessment also considered necessary mitigation measures to minimise the impact on the wind microclimate.

A Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments.

There are no known wind conditions at the site. Once the development is complete the conditions in and around the site would remain suitable for use. Consideration has also been given to the wind conditions once other developments in the area are complete and the report demonstrates that the wind conditions remain suitable.

Noise and vibration

The main sources of noise would be from: plant and construction activities. The acoustic specification would limit noise ingress from external noise, particularly from nearby roads and the adjacent rail/tram lines.

Noise levels from construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

The main source of noise to the homes would be from traffic on nearby roads. A mechanical ventilation system and appropriate glazing would ensure that noise levels in the homes are acceptable. This would be subject to verification prior to occupation.

Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation 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

Sufficient space would be provided in each home for the storage and recycling of waste. Building A would have a 49.01 sqm refuse store and building B would have a 47.5 sqm refuse store. Both stores are on the ground floor adjacent to the main entrance lobby. The space provided exceeds Council guidelines and would cater for all waste and recycling streams, The townhouses would have their own individual refuse area located at the front of the property containing 4 x 240 litre bins.

Waste removal would take place on Butler Street for block A, Wadeford Close for block B and Jersey Street for the townhouses. The waste bin for the apartments would be moved to the highway on collection day by the on site management team and promptly returned once emptied.

The refuse arrangements are acceptable to Environmental Health in order to satisfy policies EN19 and DM1.

Accessibility

All entrances would be level including step free access to the townhouses. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm.

All the homes would conform to the requirements outlined in Approved Document M4(2) Category 2: 'accessible and adaptable dwellings' (AD M4 2). By meeting these criteria, homes would be delivered that can be adapted over time to meet the changing needs of its occupants including older and disabled occupants.

There would be 7 parking bays for disabled people (4 for block A and 3 for block B). These bays would all be fitted with an electric car charging point.

Flood Risk/surface drainage

The site is in flood zone 1 '*low probability of flooding*' and 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 rate and/or volume from developments which may exasperate local flooding problems. As such, policy EN14 states that developments should seek to minimise the impact on surface water run off in a critical drainage area.

A drainage statement has been considered by the City Council's flood risk management team. The drainage strategy includes measures to minimise surface water run off. 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. A transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

The development would provide seven bays for disabled people, all with an electric car charging point and the 10 townhouses would also have in curtilage parking with an electric car charging point.

30 spaces in the Mobility Hub would be allocated to this development (around 30% provision), along with car share and car club facilities. At least 25% of the car parking in the Hub would be electric vehicle charging ready with the remaining spaces having the required infrastructure to be fitted as demand grows. The hub would offer additional secure cycle provision and coordinated delivery hub, minimising parcel deliveries through the phase 3 area. Deliveries would be taken to this development by a cargo bike.

This development would provide 47 parking spaces (37%). This is a similar level to other developments which have received planning permission in the phase 3 area.

The site is also close public car parks and residents would be supported to access parking through the travel plan.

118 secure cycle spaces would be provided at the site. A travel plan would support the travel needs of residents including supporting offsite parking if required. A condition should ensure that the travel plan is monitored and that residents are supported to find a parking space should they require one.

Wadeford Close would be stopped up and No Wating at Any time restrictions introduced. There would be alterations to the highway on Butler Street and creation of a loading bay off Wadeford Close for servicing.

The Public Realm Strategy for the phase 3 area requires a review the traffic regulation orders in order to minimise car journeys through the area and create a more pedestrian and cycle friendly environment. There are also known commuter parking issues in the adjacent neighbourhood of Miles Platting beyond Butler Street.

This development would not exacerbate car parking problems. However, the applicant acknowledges that a review of the traffic regulations orders (TROs) in the area would be beneficial, together with the implementation of works, and this should take place before the occupation of this development.

Whilst not necessary to support the proposal, the applicant has offered to a accept a planning condition to ensure the review of the TROs on surrounding streets is undertaken and a strategy for works is prepared for approval. 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. A condition is recommended requiring the CIS to be implemented in full to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report notes that further investigations are required to inform the final remediation strategy. A verification report should confirm that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

The work would take place close to homes and comings and goings are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris on roads.

Construction vehicles are likely to use Butler Street, Oldham Road and Great Ancoats Street which should minimise disruption on the local network. A number of planning permission have been granted in the Poland Street Zone and coordination between the schemes would be required to minimise impacts to local residents and effects on the local highway network. The applicant is committed to working with others and communicating with local residents and businesses to ensure that any impacts are minimised and access is maintained to the minimise any disruption.

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, businesses and the highway network.

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at Gateway One through the planning process should not duplicate matters that should be considered through Building Control.

A number of queries raised by the HSE have been addressed. There are outstanding matters but these are issues that should be addressed through Building Control and are not land use planning issues that can be dealt with through the planning process. The applicant has responded to these comments and therefore the issues are being considered early in the design process as a result of the consultation at Gateway One.

It is recommended that an informative of the planning approval highlights the need for further dialogue with relevant experts as part of the approval of Building Regulations in order to ensure that all matters relating to fire safety meet the relevant Regulations.

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. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

It is also considered appropriate to remove the right to extend the 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.

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 Poland Street Zone NDF specifically identifies the site for a development of up to 8 storeys for residential to meet expected housing and population growth in the area.

This proposal would contribute positive to the supply of new homes in the area by providing 128 one and bedroom apartments along with 3 and 4 bedroom townhouses. 30% of the new homes would be available for Manchester Living Rent.

Active frontages and high quality façades would make a positive contribution to the street scene and adjacent conservation area by removing this vacant site. The building 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.

The building and its facilities are also fully accessible to all user groups. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be appropriately mitigated to minimise the effect on the local residents and businesses.

There would be some minor localised impacts on the conservation area with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraphs 193 and 196 of the NPPF).

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 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.

Recommendation Approve

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 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.

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:

Drawings

RODSTA-BUT-ZZ-ZZ-DS-A-01070-PL1, RODSTA-BUT-ZZ-ZZ-DS-A-01071-PL1, RODSTA-BUT-ZZ-ZZ-DE-A-01072-PL1, RODSTA-BUT-ZZ-00-DP-A-00001-PL1, RODSTA-BUT-ZZ-00-DP-A-00002-PL1, RODSTA-BUT-ZZ-00-DP-A-01000-PL1, RODSTA-BUT-ZZ-00-DP-A-01001-PL1, RODSTA-BUT-T-00-DP-A-01022-PL1, RODSTA-BUT-T-01-DP-A-01023-PL1, RODSTA-BUT-T-02-DP-A-01024-PL1, RODSTA-BUT-T-R2-DP-A-01025-PL1, RODSTA-BUT-TA-XX-DE-A-01035-PL1, RODSTA-BUT-TB-XX-DE-A-01036-PL1, RODSTA-BUT-T-XX-DZ-A-01044-PL1, RODSTA-BUT-T-XX-DZ-A-01045-PL1, RODSTA-BUT-T-XX-DS-A-01053-PL1, RODSTA-BUT-ZZ-XX-DD-A-01055-PL1, RODSTA-BUT-T-XX-DD-A-01057-PL1, RODSTA-BUT-A-XX-DP-A-01060-PL1, RODSTA-BUT-B-XX-DP-A-01061-PL1, RODSTA-BUT-T-XX-DP-A-01062-PL1, RODSTA-BUT-ZZ-ZZ-DS-A-01068-PL1,

RODSTA-BUT-ZZ-ZZ-DZ-A-01075-PL1, RODSTA-BUT-XX-XX-VS-A-01082-PL1, RODSTA-BUT-A-ZZ-SA-A-01090-PL1, RODSTA-BUT-B-ZZ-SA-A-01091-PL1, RODSTA-BUT-TA-ZZ-SA-A-01092-PL1, RODSTA-BUT-TB-ZZ-SA-A-01093-PL1, RODSTA-BUT-ZZ-XX-RP-A-01110-PL1, RODSTA-LYR-XX-ZZ-DWG-L-1001-Rev 3, RODSTA-LYR-XX-ZZ-DWG-L-1002, RODSTA-LYR-XX-ZZ-DWG-L-3001, RODSTA-LYR-XX-ZZ-DWG-L-5001, RODSTA-LYR-XX-ZZ-DWG-L-5002, RODSTA-LYR-XX-ZZ-DWG-L-5003, RODSTA-LYR-XX-ZZ-DWG-L-8001, RODSTA-MET-ZZ-00-DR-E-6350-S2-P03, RODSTA-MET-ZZ-00-DR-E-6351-S2-P02, RODSTA-MET-ZZ-00-DR-ME-9001-S2-P04 and 900350-002 Rev 3 stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022

RODSTA-BUT-A-00-DP-A-01005-PL2, RODSTA-BUT-A-01-DP-A-01006-PL2, RODSTA-BUT-A-ZZ-DP-A-01007-PL2, RODSTA-BUT-A-R7-DP-A-01013-PL2, RODSTA-BUT-B-00-DP-A-01014-PL2, RODSTA-BUT-B-01-DP-A-01015-PL2, RODSTA-BUT-B-02-DP-A-01016-PL2, RODSTA-BUT-B-03-DP-A-01017-PL2, RODSTA-BUT-B-04-DP-A-01018-PL2, RODSTA-BUT-B-R4-DP-A-01019-PL2 stamped as received by the City Council, as Local Planning Authority, on the 10 August 2022

RODSTA-BUT-A-XX-DE-A-01030-PL2, RODSTA-BUT-A-XX-DE-A-01031-PL2, RODSTA-BUT-A-XX-DE-A-01032-PL2, RODSTA-BUT-B-XX-DE-A-01033-PL2, RODSTA-BUT-B-XX-DE-A-01034-PL2, RODSTA-BUT-A-XX-DZ-A-01040-PL2, RODSTA-BUT-A-XX-DZ-A-01041-PL2, RODSTA-BUT-B-XX-DZ-A-01042-PL2, RODSTA-BUT-B-XX-DZ-A-01043-PL2, RODSTA-BUT-A-XX-DS-A-01050-PL2, RODSTA-BUT-A-XX-DS-A-01051-PL2, RODSTA-BUT-B-XX-DS-A-01052-PL2, RODSTA-BUT-ZZ-00-DZ-A-01056-PL1, RODSTA-BUT-ZZ-ZZ-DS-A-01069-PL2, RODSTA-BUT-ZZ-ZZ-DS-A-01071-PL2, RODSTA-BUT-ZZ-ZZ-DE-A-01073-PL2, RODSTA-BUT-XX-XX-VS-A-01080-PL2 and RODSTA-BUT-XX-XX-VS-A-01081-PL2 stamped as received by the City Council, as Local Planning Authority, on the 19 August 2022

Supporting Documents

Internal Daylighting Report (RODSTA-MET-ZZ-XX-RP-DM-9712-S3-P02), Air Quality Assessment (PRO-068835, June 2022), Archaeological Desk-based Assessment (SA/2022/25 Version 2), AVO Strategy Summary (RODSTA-MET-ZZ-XX-RP-ME-9715-S3-P02), Thermal Comfort Report (RODSTA-MET-ZZ-XX-RP-ME-9711-S3-P02), 3D Modelling & Level 2 AVO assessment (22013-M004-E), Façade Design Note (RODSTA-BUT-ZZ-XX-RP-A-01103-PL1), Broadband Connectivity Assessment (Issue 1.0, 07/06/2022), Construction Local Labour Proposal (dated 13 June 2022), Construction Management Plan (dated 13 June 2022), Crime Impact Statement (2022/0141/CIS/01, Version B), Daylight & Sunlight (2118-ep-22-0706(DaySun Report), Design & Access Statement (RODSTA-BUT-ZZ-XX-RP-A-01100-PL1), Extended Phase One Habitat Survey (Preliminary Ecological Appraisal) (Version 3, 01.06.2022), Tree Bat Roost Survey Report (Version 3, 01.06.2022), Biodiversity Enhancement Measures (Version 3, 01.06.2022), Assessment of Environmental Standards Statement (RODSTA-MET-ZZ-XX-RP-Z-9951-P01), External Lighting Assessment (RODSTA-MET-XX-XX-RP-E-9102-S2-P02), Fire Statement (MA22046, Revision R01, 09/06/2022), Flood Risk Assessment and Drainage Strategy (079056-CUR-00-XX-RP-D-92001, V02), Phase 1 Preliminary Risk Assessment (079056-CUR-00-XX-DR-GE-001, V01), Phase II Geo-Environmental Assessment

(UK21.5551, Issue 1), Heritage Assessment (RODSTA-BUT-ZZ-XX-RP-A-01101-PL1), Acoustic planning report (22013-R01-C), Transport Statement (RODSTA-HYD-ZZ-00-RP-A-4001-P2), Framework Travel Plan (RODSTA-HYD-ZZ-00-RP-A-05001-P2), Tree Survey and Constraints Report (Version 2, 01.06.2022), Arboricultural Impact Assessment (AIA) (Version 4, 01.06.2022), TV/FM & DAB Reception Survey Report (TBAER063, 12th May 2022), Waste Management Strategy (RODSTA-BUT-ZZ-XX-RP-A-01102-PL1), Planning Statement (Including Statement of Community Involvement and Affordable Housing Statement) (June 2022) and Wind Microclimate Assessment Report (18797, 8 June 2022) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022

Fire Statement (MA22046, Revision R02, 09/08/2022) stamped as received by the City Council, as Local Planning Authority, on the 10 August 2022

Contaminated land assessment (GEA-22434-22-182) prepared by IDOM, Written Scheme of Investigation (WSI) for an archaeological evaluation, Rodney Street (27.07.22, Version 1) and Response to Highway Comments including tracking drawings stamped as received by the City Council, as Local Planning Authority, on the 9 August 2022

Email from Anne Hargreaves "Updated Carbon Emissions" stamped as received by the City Council, as Local Planning Authority, on the 18 August 2022.

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

3) No 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 clearance 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).

4) a) The development shall be carried out in accordance with the Construction Local Labour Proposal (dated 13 June 2022) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022

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 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).

5) Notwithstanding the details submitted on the Flood Risk Assessment and Drainage Strategy (079056-CUR-00-XX-RP-D-92001, V02) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022 (a) the development shall not commence (other than enabling works including site clearance and service diversions) until a scheme for the drainage of surface water from the development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Consideration of an alternative green SuDS solution (such as SuDS enabled street trees) if practicable;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that are 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.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(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).

6) A programme of archaeological works for the development hereby approved shall be undertaken in line with the Written Scheme of Investigation (WSI) for an archaeological evaluation, Rodney Street (27.07.22, Version 1) stamped as received by the City Council, as Local Planning Authority, on the 10 August 2022. The works are to be undertaken in accordance with the WSI, which covers the following:

(a). A phased programme and methodology of investigation and recording to include:

- archaeological evaluation trenching;

- pending the results of the above, an open-area excavation if required (subject to a revised WSI).

Prior to the first occupation of the development, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

(b). A programme for post-investigation assessment to include:

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

(c). deposition of the final report with the Greater Manchester Historic Environment Record.

(d). dissemination of the results of the archaeological investigations commensurate with their significance.

(e). provision for archive deposition of the report and records of the site investigation.

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).

7) a) Notwithstanding the Phase 1 Preliminary Risk Assessment, Rodney Street, Ancoats, Curtins, Reference: 079056-CUR-00-XX-DR-GE-001 V01, 9 July 2021 and Phase II Geo-Environmental Assessment, Land off Rodney Street, EPS, Reference: UK21.5551, Issue 1, 17th December 2021 stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022 and Contaminated land assessment (GEA-22434-22-182) prepared by IDOM stamped as received by the City Council, as Local Planning Authority, on the 9 August 2022, the development shall not commence (other than enabling works including site clearance and service diversions) until the following information for that phase has been submitted for approval in writing by the City Council, as Local Planning Authority:

- Further SI has been recommended to delineate contamination;
- Provision of the calibration certificate(s) for the gas monitoring equipment to cover the entire monitoring period;
- Updated Risk Assessment to take account of elevated contaminants, lead and benzo(a)pyrene;
- Updated Risk Assessment to take account of asbestos found in soil samples;
- The Risk Assessment for controlled water is checked due to the errors in the human health risk assessment;
- Further SI has been recommended which may also update the risk assessments to date;
- Submission of a detailed 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 a building 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 in that part of the site shall cease and/or the building in that part of 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.

8) The development shall Construction Management Plan (dated 13 June 2022) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022.

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, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) Prior to the commencement of the development dilapidation survey of surrounding roads is submitted for approval in writing by the City Council, as Local Planning Authority. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. Within two months of the first occupation of the development, a post development dilapidation survey shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include remedial measures to re-surface and repair carriageways where necessary. Any remedial works shall be undertaken within two months of approval.

Reason – In the interest of minimising the impact on the condition of the carriageway pursuant to policy DM1 of the Manchester Core Strategy (2012).

10) Prior to the commencement of the development details of the construction traffic access arrangements via Wadeford Close in the event Jersey Street is closed shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented for the duration of the construction works.

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

11) The brick for the development hereby approved shall be Wienerberger Blended Red Multi Gilt Stock.

Prior to the commencement of the development (other than enabling works including site clearance and service diversions), 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, details of the drips to be used to prevent staining, ventilation/air brick details 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 for the development shall be carried out in accordance with drawings RODSTA-BUT-A-XX-DZ-A-01040-PL2, RODSTA-BUT-A-XX-DZ-A-01041-PL2, RODSTA-BUT-B-XX-DZ-A-01042-PL2, RODSTA-BUT-B-XX-DZ-A-01043-PL2 stamped as received by the City Council, as Local Planning Authority, on the 19 August 2022 (Apartments) and drawings RODSTA-BUT-T-XX-DZ-A-01044 - PL1 and RODSTA-BUT-T-XX-DZ-A-01045 - PL1 stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022

The extent of the window reveals and detailing will be as follows:

- Full brick reveal and full brick soffit.

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) Notwithstanding drawing RODSTA-LYR-XX-ZZ-DWG-L-8001 Rev - stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022, prior to any above ground works, details of the siting, scale, appearance and material for the proposed boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development 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 - In the interest of visual amenity and security of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

14) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement (RODSTA-MET-ZZ-XX-RP-Z-9951-P01) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022 and Email from Anne Hargreaves "Updated Carbon Emissions" stamped as received by the City Council, as Local Planning Authority, on the 18 August 2022.

The development shall achieve a minimum of 10.5% improvement over Part L 2013.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of a building at the development hereby approved.

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.

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

This shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- 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 implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

16) a) Notwithstanding drawings RODSTA-LYR-XX-ZZ-DWG-L-1001-REV 3 and RODSTA-LYR-XX-ZZ-DWG-L-3001-REV- stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022, prior to any above ground works, details of a hard and soft landscaping treatment scheme (including the proposed size and species of trees) 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 a building 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.

17) (a) Notwithstanding the Acoustic Planning Report (22013-R01-C) stamped as received by the City Council, as Local Planning Authority on 20 June 2022, prior to the first occupation of a building 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 a building 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 a building 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 have 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 in writing with the City Council, as Local Planning Authority, and thereafter be 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).

18) (a) Prior to the first occupation of a building 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 in writing with the City Council, as Local Planning Authority. Any measures shall thereafter be 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) The waste management arrangements for the development hereby approved shall be carried out in accordance with the Waste Management Strategy (including MCC's Waste Proforma) (RODSTA-BUT-ZZ-XX-RP-A-01102-PL1) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022.

The details shall be implemented prior to the first occupation of a building of the development and thereafter retained and maintained in situ.

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

20) 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. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved details shall be implemented in full prior to the first occupation of a building 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 the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

21) 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.

22) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (2022/0141/CIS/01, Version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022. 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.

23) Prior to the first occupation of the development, the siting, scale and appearance of the external cycle and refuse stores for each townhouse shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The cycle storage arrangements for apartment buildings A and B shall be carried out in accordance with drawings RODSTA-BUT-A-00-DP-A-01005 - PL2 and RODSTA-BUT-B-00-DP-A-01014 - PL2 stamped as received by the City Council, as Local Planning Authority, on the 10 August 2022.

The approved details shall be implemented prior to the first occupation of a building of the development and thereafter retained and maintained in situ.

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

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

This shall include the following:

- Footway improvement and reinstatement works around the perimeter of the application site. These footway improvements/reinstatement works shall include details of materials (including the use of high quality material including natural stone where appropriate and in line with the Poland Street Zone Public Realm Strategy (2022). This relates to the footways along Jersey Street, Rodney Street and Butler Street.
- Stopping up of Wadeford Close including creation of No Waiting at Any Time Restrictions and creation of a loading bay;
- Alterations to the highway to form access from Butler Street including provision of appropriate tactile paving and dropped kerbs;.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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).

25) Prior to the first occupation of the development hereby approved, a scheme of Traffic Regulation Order(s) (TROs) for the streets surrounding the development in Ancoats and Miles Platting shall be submitted for approval in writing by the City Council, as Local Planning Authority. The submitted scheme shall include an explanation as to the extent of the TRO(s) proposed and timescale for implementation.

The approved scheme shall be implemented in line with a timetable agreed in writing with the City Council as Local Planning Authority.

Reason – To ensure an appropriate and comprehensive review of existing Traffic Regulation Orders (TROs) is undertaken in Ancoats Phase 3 and the adjacent Miles Platting neighbourhood taking account of new development in the area and appropriate amendments and introduction of new TROs is progressed in line with a strategy pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

26) Prior to any above ground works, a Stage 1 Road Safety Audit and servicing plan for building B shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall detail the servicing and reversing distances for this building together and appropriate mitigation dependant on the outcome of the Road Safety Audit. Any approved mitigation shall be implemented prior to the first occupation of the development and thereafter retained and maintained for as long as the development is in use.

Reason – In the order to devise an appropriate servicing strategy for building B in the interest of highway and pedestrian safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

27) 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.

28) 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.

29) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance of bird and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of a building of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds and bats and to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

30) Prior to the first occupation of the development, details and specifications of 7 kw fast charging electric car charging points for each townhouse and the car parking spaces associated with apartment buildings A and B 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.

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

31) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches, roof alterations, outbuildings or upwards extensions at the townhouses shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the townhouses hereby approved other than those shown on the approved drawings outlined in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

33) Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no further development in the form of upward extensions to the apartment 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.

34) 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 to 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.

35) In this condition "retained tree" means an existing tree, shrub or hedge which is shown as retained within the Arboricultural Impact Assessment (Version 4) stamped as received by the City Council, as Local Planning Authority on the 20 June 2022; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the first occupation of the buildings for their permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

36) The development hereby approved shall be carried out in accordance with the Framework Travel Plan (RODSTA-HYD-ZZ-00-RP-A-05001-P2) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022.

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 during the first three months of the first 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 occupation of the development, a Travel Plan 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).

37) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps to the apartments and the townhouses shall be submitted for approval in writing by the City Council as Local Planning Authority. The air source heat pumps must also comply with the noise criteria as specified in condition 18. The approved details shall then be implemented prior to the first use of each part of the development and thereafter retained and maintained in situ.

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

38) The development hereby approved shall include for full disabled access to be provided to the residents courtyard and communal walkways and via the main entrances of the apartment blocks and to the floors above.

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

39) 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).

40) 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 consent applications for the buildings.

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

41) Prior to the first occupation of the development hereby approved, a detailed landscaped management plan for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenity of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

Informatives

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team. The 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; this may necessitate design changes with all costs attributable to the Developer. The S278 will include, but is not limited to: TROs, creation of the new access on Butler Street, footway works etc.

Note: A 'Stage 1' Road Safety Audit should be completed and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

If adoption is required the highway works will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards. This includes; materials, layout, drainage, street-lighting, surfacing, stats etc.

It should be noted that any non-standard materials, and street trees, will attract commuted sums for on-going maintenance.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

You should ensure that the proposal is discussed in full with Building Control to ensure that it meets with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

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: 134154/VO/2022 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.

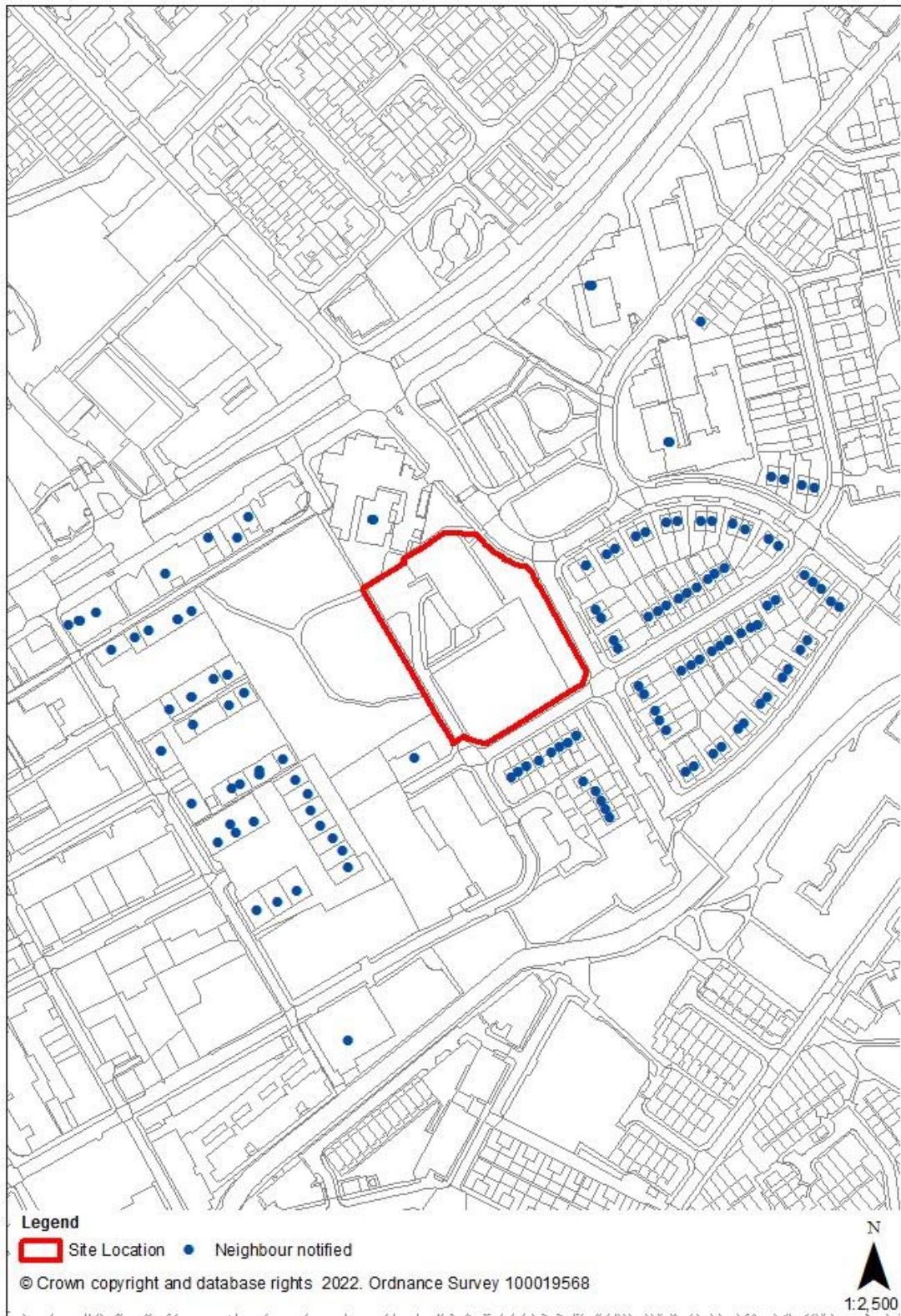
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 MCC Flood Risk Management
 Greater Manchester Police
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Ecology Unit
 United Utilities Water PLC
 Manchester Airport Safeguarding Officer
 Health & Safety Executive (Fire Safety)**

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
132708/FO/2022	17 Jan 2022	1 Sept 2022	Chorlton Ward

Proposal Erection of a part three, part four storey development to provide 29 (10 x one and 18 x two bed and 1 x studio) residential units with associated vehicular and cycle parking, refuse store and landscaping

Location Car Park to the Rear of Chorlton Irish Club, Cross Road, Manchester, M21 9DJ

Applicant Mr Jonathan Turner, Southway Housing Trust, 729 Princess Road, Manchester, M20 2LT

Agent Ms Lucy Furber, Icen Projects Limited, This Is The Space, 68 Quay Street, Manchester, M24 EW

Executive Summary

The proposal relates to the erection of a part three, part four storey development to provide 29 (10 x one and 18 x two bed and 1 x studio) residential units with associated vehicular and cycle parking, refuse store and landscaping.

The application site currently forms part of the existing Chorlton Irish Club car parking area to the south located within the Chorlton Ward, the opposite side of Cross Road lies within Chorlton Park Ward.

The proposals were subject to notification by way of 273 letters to nearby addresses, site notice posted at the site and advertisement in the Manchester Evening News. In response to the revised scheme objections were received from 21 residents at 16 separate addresses and three neutral comments were made.

Amongst other matters that are set out within the body of the report it is considered that the principle of apartment led residential development in this part of South Manchester is appropriate as it will add to the stock of affordable housing. The scheme will also bring forward high quality development on a brownfield site in a sustainable location that will not give rise to unacceptable impacts on the highway network or cause undue harm to the amenity of surrounding property.

Other matters raised by objectors are also fully addressed.

Description

The site measuring 0.20 hectares was part of the car park for the Chorlton Irish Club and is located on Cross Road to the north of Beech Road Park. The site is bounded by the Chorlton Irish Club to the north which fronts High Lane and other residential property fronting High Lane. To the east lies residential properties on the other side of Cross Road and to the west residential properties on Thornbridge Avenue. The site is less than 100m as the crow flies from commercial units fronting Barlow Moor

Road to the east which form part of Chorlton District Centre. The site is within Chorlton ward on the boundary with Chorlton Park ward.



The application would see the use of part of the open surface level car park for the provision of a part three, part four storey development to provide 29 (10 x one, 18 x two bed and 1 x studio) residential units with associated vehicular and cycle parking, refuse store and landscaping. The units would provide 100% affordable shared ownership C3 (Use Class) built to meet the Council's approved space standards.



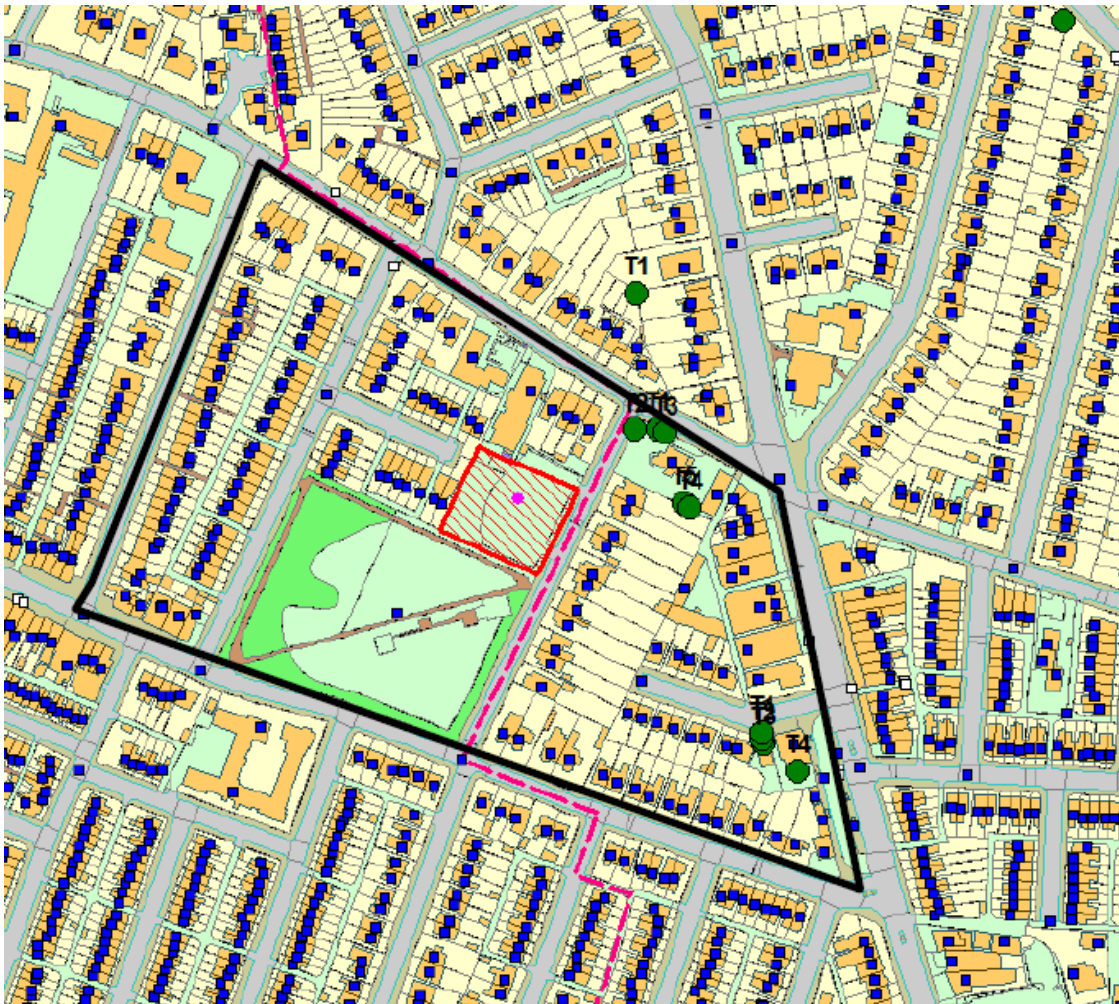
29 car parking spaces would be provided on site for the 29 apartments (including an accessible space and electric vehicle charging points for 7 spaces with ducting provided to the remaining 22 spaces). Bin storage would be provided and cycle storage for 39 bicycles, equivalent to 134% provision.

The site would utilise a widened existing vehicular access to gain vehicular access into the site.

Consultations

Publicity

The development was advertised in the Manchester Evening News as a major development. A site notice was placed next to the site boundary. Neighbouring residents and businesses were notified of the application by letter. Following alterations to the scheme addressing an easement and alterations to the Cross Road elevation a further notification was undertaken. Extent of notification was as below:



Objections to the originally submitted scheme were received from 59 residents at 52 different addresses on the grounds that:

- Parking is already a problem due to the proximity of Cross Road to the district centre, Beech Road and the neighbouring park. People within the development

will have more than one car and they will have visitors. Parking will overflow into surrounding streets (Cross Road, Beech Road and High Lane) and will adversely affect residents and local businesses. May need parking permits and limit number per property. Can the occupants afford Electric Vehicles?

- When Manchester United play drivers use Cross Road as a rat run for cars getting stuck on the commute. Road safety on Cross Road particularly for vulnerable users of the park is an issue as car drivers use the road to avoid traffic lights, an accident will occur.
- Parking restrictions should be introduced on High Lane to the west of Cross Road and traffic regulation orders should be made on Cross Road.
- Residents do not agree with the information contained within submitted traffic impact documents.
- Disruption of construction and construction traffic to the highways network but also possible damage to existing infrastructure and neighbouring property.
- The proposal is too high and not in keeping with the road or the area which is near to a Conservation Area and to Beech Road Park. Housing is mainly 2/3 stories in height and this would set a precedent. Stepping back of the third floor is minimal. The development does not reflect building lines and aspects of surrounding development. This development will harm the Beech Road neighbourhood as a visitor attraction.
- The information provided does not have heights annotated which is misleading.
- The proposal will affect the view from housing and will be lead to property being claustrophobic and over looked. The scheme will be overbearing, oppressive and result in loss of light that is underplayed in the submitted Daylight / Sunlight assessment and loss of privacy, overlooking would be provided from the proposed balconies without appropriate screening.
- Noise disturbance associated with the use of the balconies and the use of the car park. The noise impact assessment assesses the impact of the Irish club but not the breakout of noise from the development proposed.
- The development would be contrary to policy Development Management DM1 which relates to impact on the surrounding areas in terms of the design, scale and appearance of the proposed development.
- Wouldn't object if the scheme was three storey not four.
- Materials of the development look sub standard. The style of the flats, with its' fourth floor which is silver in colour is alien and does not fit in with the old Victorian park and style of other surrounding houses.
- Suggestion of buff / light grey brick as appropriate rather than red brick vernacular and criticism of design to Cross Road, with regards to height, plain design (lack of stone strong courses) and materials and proximity to the back of footpath. Cross Road is narrow and therefore the height of the proposal in this location has a disproportionate impact.
- The orientation of the development siding onto the street detached it from the neighbourhood and hinders integration with existing Cross Road social networks.
- Loss of trees to Cross Road frontage, a request for their protection made. Mature trees should not be removed and replaced with saplings considering the climate change emergency. Biodiversity enhancement is lacking.
- Impact on hedge at the end of Thornbridge Avenue, most of the hedge is to be retained but what are the likely impacts of the building works on roots of this hedge and the retained tree.

- The lack of a gate to the development is commented upon and a point made that the apartments would be isolated behind a locked pedestrian gate.
- Bins will be inadequate and cause vermin, there is already a problem with the nearby takeaways. The increase in properties with bins will lead to bin lorries being on the road for longer providing an obstruction to the operation of the highway.
- Water pressure and drainage. The water pressure is already poor on Cross Road and extra homes will make this worse. Drainage is also a problem due to mature tree roots affecting drains. The mixed sewer also suffers blockages.
- Development should be for houses.
- The development will devalue the surrounding houses which are high value. This isn't the right site for this style of development.
- Apartments with balconies overlooking the park will surely be desirable, who will manage that these units will remain affordable.
- Pollution from another 29 cars and apartments seems to be contrary to the council's efforts to improve Manchester's air quality for its residents.
- The development will negatively affect animals and wildlife and all park users through building disruption. Park users will feel overlooked and be disrupted by noise from use of the proposed balconies.
- The land in this area has issues with subsidence due to the presence of sand.
- Would like to see the planting of more trees close to the park boundary.
- There isn't the infrastructure in Chorlton to support more people.
- The flats seem to be single aspect, which places reliance on artificial electric light with extra costs and is there no natural through ventilation I these times of communicable infections.
- When the Irish club reopens it will need sufficient car parking to function and if not enough is available will spill to surrounding streets and will cause congestion to people in surrounding roads, particularly when large events are accommodated.
- Consultation should have been wider.
- Southway should have amended the design as a result of the feedback from the pre-application consultation.

Support was received from 10 residents at 9 different addresses on the grounds that:

- There is a need for more affordable housing. Southway do great work in the communities of South Manchester.
- This supports the Chorlton Irish Club.
- Great use of this car park for much needed housing.
- Dual aspect apartments are welcomed.
- Density should be maximised in a location like this.
- The height is appropriate for the context and generates appropriate density.
- Positive that the scheme is to nationally described space standards.
- Ask for higher sustainability aspirations and asked for 200% cycle parking, including for cargo bikes and e bikes, with associated charging provision. Ask for details of watering of mesh planted screens, ask for trees to be to the level of maturity shown in visuals supplied and maintenance of the green roof planting. Ask for details of lighting to recesses to be provided.
- Car parking is ridiculous, but correct in terms of planning policy and probably realistic in terms of current demand (and to avoid overspill onto surrounding streets). Apartment and parking space ownership should be de-coupled.

Residents should rent the parking space separately, such that if they decide they no longer need it there is a financial benefit to sacrificing the space. Chorlton has trams, buses, hire bikes, car share schemes (including one within 2 minutes' walk). Over time and with 'encouragement' if residents were to give up their cars and parking spaces, more of the hard surfaced space could be given over to soft landscaping to the benefits of residents. Currently the amount of soft landscape within the site is very small (and it's not enough to just say there's a park next door).

A neutral comment was made by one resident that the height of the proposal should relate to the existing over 100 year old housing stock and nearby conservation area to be sympathetic. A request was also made to traffic calm Cross Road, add a filter at the High Lane end of Cross Road and resurface Cross Road to improve the local environment for local residents. Very supportive of affordable housing provision.

Following the renotification further objections were received from 21 residents at 16 different addresses on the grounds that:

- The amount of housing units should be reduced to avoid the removal of trees, trees would be replaced with saplings, trees to Cross Road should be retained.
- The scheme is within the root protection zone of existing mature trees
- Why hasn't a contribution to the park for new equipment been discussed
- Development is not in keeping with the area
- Creation of traffic and a question about the traffic analysis undertaken, one resident carried out their own traffic count over a 5 day period. Concerns about the operation of the highway and the impact on safety
- Increase in traffic means increased air pollution impacting on the health of those utilising the neighbouring park.
- The building which is of significant scale and density will dominate the park, houses on Cross Road and Thornbridge Avenue and represent overdevelopment contrary to council policy DM1.
- There are no four storey buildings in this location, the building should lose a storey.
- The building will remove daylight and direct sunlight for neighbouring houses and provide overlooking leading to a loss of privacy, particularly in relation to the balconies. There would also be noise from the balconies. Privacy screen and noise baffles should be added to the balconies.
- The scheme will result in overlooking of users of the park.
- The scheme will place more pressure on amenities
- Open space will be lost
- Under provision of car parking for the scheme as most properties will have 2 cars.
- The removal of the car park will mean any future events at the Chorlton Irish club will have under provision of car parking
- Problems with drainage and water pressure on Cross Road.
- Request for a site visit from committee to understand the issues.
- The design of the revised scheme is not architecture that will enhance the area, changes made do not address residents concerns, they came about due to the presence of a sewer. The scheme in fact introduced balconies in this location that cause further overlooking.

- Policy H6 states that development of scale should be located in district centres as part of mixed use schemes, this is not Chorlton district centre.
- Query over the retention of the units as shared ownership affordable units.
- Use of gas water heating is problematic in terms of carbon neutrality and price of energy. PV has been discounted when it is technically feasible.
- South facing flats would suffer from overheating
- The new delivery bay would result in loss of shrubbery next to the childrens play area
- The entrance is more hidden than in the previous design.

Three neutral comments were received stating that:

- The cycle parking was welcomed
- The line of fir trees at the end of Thornbridge Avenue should be retained to continue to provide a screen and that they agreed that the Ash Tree at the end of Thornbridge Avenue should stay.
- The revised scheme had addressed concerns.

Chorlton Voice

Object to this proposal, they consider that the revised plans marginally reduce the impact of the building on Cross Lane, but state that the scale of the building remains inappropriate. They consider that the scale and massing of the proposed building are excessive for the location and that the development would therefore be an obtrusive feature in the area.

They support the principles of any development of this site providing casual surveillance to Beech Road Park, however believe that the number and size of windows and balconies in the south elevation would detract from the amenity of the Park, to the detriment of the enjoyment of Park users.

They are also concerned that only one of the units is described as wheelchair accessible. They consider that all new dwellings should be built to Lifetime Homes standards.

Friends of Beech Road Park

Commented on the originally submitted scheme Are summarised as follows:

Block of Flats height

At four storeys height, this block would be a floor taller than anything else within sight of the park, & closer than almost all of the three & two storey housing currently around it. Worried that this would set a precedent.

People come to the park for a break from brick, tarmac & concrete.

Lighting

Concern regarding lighting adjacent to park. Some light could be useful to people using the park at dusk or after. However, there could be an adverse impact on wildlife - birds, bats, etc. More information is required in relation to any lighting.

Fencing

Concern raised regarding existing fencing and barbed wire and question what fencing is proposed.

Hedging/trees

Welcome the greening up of the car parking area. The Friends & Park Services have planted and maintained a variety of shrubs just inside the Park fence along its boundary with the Irish Club. It's reached the early stages of a varied hedgerow.

At present, the park hedging is cheek by jowl with several shrubs on the Irish Club side of the fence: privet, holly, hawthorn, cherry, etc. that still supplement the park hedging to a degree. The Tree Survey states that the hawthorn, privet & cherry along the Park boundary are overgrown, unmanaged & should be removed.

Are they going to be removed? If yes, will they be replaced? If yes, by what?

Sunlight

In the summer the sun rises in the north - east. As it rises above the houses on Cross Road, it can directly shine on some of the undergrowth around the Irish Club boundary, which can be shaded by trees when the sun is higher & more southerly.

Will the block reduce the direct sunlight the boundary area receives?

Highway Services

TRIP GENERATION AND JUNCTION CAPACITY:

Residential: The proposed 'Residential - Flats Privately Owned' trip rates for the proposed apartments are acceptable to Highways and provides a robust assessment.

The proposed apartments are estimated to generate 7 two-way trips in the AM peak and PM peak hour. Given the proposed trip rates it is accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

Chorlton Irish Club: The proposed trip rates and car park accumulation methodology is acceptable.

ACCIDENT ANALYSIS:

A total of two incidents have occurred on the local highway network. Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes by buses on Barlow Moor Road and Metrolink in Chorlton.

OFF-SITE HIGHWAYS WORKS:

It is understood that the site will remain unadopted.

The access to the residential car park will be upgraded. Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways.

It is requested that the existing crossing at Cross Road/High Lane is upgraded with dropped kerbs and tactile paving and be resurfaced (as part of the S278 agreement). This will ensure that walking routes to/from the proposed dwellings and the Irish Club are up to standard and safe.

During pre-application discussion Highways requested that the developer should fund suitable mitigation measures. This is likely to include, but is not limited to additional TROs and refreshing the 20mph zone road markings and associated speed cushions on Cross Road. This would ensure that this development does not adversely impact existing highway safety and operation.

PARKING AND ACCESS:

There are currently 50 vehicular parking spaces as part of the Chorlton Irish Club.

Apartments Parking:

100% parking will be provided for the residential dwellings and will be situated on the landscaped car park area to the west of the property. The car parking area will have green gap paving, planting and lighting. 6% (2 parking spaces) will be allocated as disabled parking. These two spaces will be situated nearest the entrance of the car park and therefore closest to the internal footway. This arrangement is acceptable to Highways.

The existing vehicular access points on Cross Road will be utilised. This access will be upgraded to provide a 6m wide access width with 2m kerb radii. This arrangement is acceptable to Highways.

A visibility splay has been prepared for the access. The visibility splay drawing shows that a stopping sight distance of 25m can be achieved from this access. This is acceptable to Highways.

It is recommended that as part of the Travel Plan the car park use is monitored to ensure that parking from non-residents is not occurring.

A traffic-free pedestrian access will be in place off Cross Street. The footpath will be situated within the red-line boundary of the site and provide access to the internal staircase, the rear of the site, the bin store and the southernmost ground floor apartment.

Irish club Parking: The current 50 parking spaces on-site are associated with Chorlton Irish Club. An area to the north of the development will be retained and will provide designated onsite parking for the Chorlton Irish Club. This space will have capacity for 10 parking spaces. Additionally, the existing car park at the front of the Irish Club will be retained and provide three parking spaces. Therefore, a total of 13 parking spaces will be in place for Chorlton Irish Club. This is a reduction of 37 parking spaces.

It is requested that parking during peak times and when hosting events is managed to reduce potential congestion on street. It is appreciated that Chorlton Irish Club sits outside the red-line boundary of the development site, but it is requested that 6% of parking should be allocated as disabled parking.

Highways recommends that the Chorlton Irish Club consider how they will manage the car park during peak times and when hosting events at the car park to reduce potential congestion and impacts on existing on-street parking.

No information has been provided on the drop-off/pick-up activity that will be associated with the Chorlton Irish Club i.e. taxis. It is requested that it is considered as it is anticipated that there will be taxi and mini-bus drop-off/pick-up activity during peak times and when hosting events.

On - Street Parking Demand:

A Car Parking Occupancy Survey was undertaken on Friday 15th October and Saturday 16th October 2021.

The survey concluded that there are 48 on-street parking spaces available along Cross Road. During the Friday PM period Cross Street has a peak occupancy of 73% (18:30 –19:00). On average there was an occupancy rate of 58% and c. 20 on-street parking spaces available. Cross Street has a peak occupancy of 71% on Saturday. On average there was an occupancy rate of 58% with c. 21 on-street parking spaces available.

The survey would suggest that there was on-street parking available for overspill vehicles associated with the Chorlton Irish Club to park. It is requested that the Chorlton Irish Club monitors vehicle parking during peak periods and when hosting events

EV CHARGING: Is acceptable.

CYCLE PARKING: A secure and sheltered bike store will be in place on the north-west corner of the site. The bike store will provide 39 spaces, one cycle space per apartment and 10 communal cycle spaces. This arrangement is acceptable to Highways.

BOUNDARY TREATMENTS: It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

REFUSE AND SERVICING: A bin store will be located on the eastern edge of the site close to the pedestrian access. Servicing will take place on Cross Road, as per the arrangement to the existing residential properties on Cross Road. Bins will be taken to/from the bin store to the collection point on Cross Road on collection day. Highways consider this to be acceptable.

TRAVEL PLAN: Highways welcomes the travel plan measures and initiatives that will be in place at the development.

The development, submission, implementation and monitoring of full Travel Plans should be included in the conditions of any planning consent.

CONSTRUCTION MANAGEMENT: A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

REVISED PLANS - In addition to the 29 car parking bays for residents, a delivery bay has been created onsite to allow for delivery vehicles to park and make deliveries to the future residents. The bay can also be used by maintenance vehicles that may be required to enter the site.

Tracking has been undertaken for a vehicle enter, egressing and manoeuvring to the proposed delivery vehicle bay which demonstrates that a 7ft delivery vehicle can enter, egress and manoeuvre to the delivery bay in forward gear.

Environmental Health

Recommend condition requiring a Construction Management Plan, Refuse in accordance with the details submitted, Air Quality and Contaminated Land.

Neighbourhood Team Leader (Arboriculture)

The main consideration from an arboricultural perspective would be the area fronting Cross Road. The arboricultural section agree with the findings of the Cheshire Woodlands arboricultural report submitted, however they would like to see new trees positioned inside the site, fronting Cross Road to create a screen for the adjacent properties.

The Sycamore trees proposed for removal to the Cross Road frontage are multi-stemmed, self-set specimens growing in close proximity to the boundary wall. Due to the above I would not recommend the trees for TPO status.

The applicant has carefully considered the offsite mature Ash tree.

No objection subject to adequate tree planting fronting Cross Road.

MCC Flood Risk Management

Conditions are recommended relating to surface water and maintenance of a sustainable urban drainage scheme.

Parks & Events

Any comments received will be reported to Committee

Work & Skills Team

Request the imposition of a Local Labour Condition for the Construction Phase.

Greater Manchester Police

Overall, the proposed scheme has been found acceptable in principle, but further consideration of some aspects is required as stated in section 3.3 of this report in order to gain our full support for this development at planning stage. These include:-

- Boundary treatments and control of access around site
- Position and detail of cycle storage, refuse storage
- Security of ground floor French windows / doors

Recommend that a planning condition is added that reflects the physical security specification listed within Section 4 of the Crime Impact Statement.

Greater Manchester Ecology Unit

Potential ecological issues associated with loss of trees can be dealt with via condition.

Bats - The trees proposed for felling are very low risk for roosting bats. Whilst some ivy is present that could provide temporary shelter on occasion, the trees are in good condition and requesting formal surveys would be unreasonable. No further information or measures are required.

Nesting Birds - Trees will be lost, potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. A condition relating to breeding birds is recommended.

Contributing to and Enhancing the Natural Environment - Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. A number of trees and associated bird nesting habitat will be lost. Adequate numbers of replacement trees are proposed. The mature trees that are to be removed are sycamore and non-native species. I recommend that some of the replacement trees are native to ensure an overall long-term enhancement and that two bird boxes are provided. The retained mature trees would be suitable locations to place the bird boxes. The details can be conditioned.

United Utilities

Recommend conditions in relation to the originally submitted scheme, however the scheme has been redesigned to address their concerns. No further comments were received on the revised scheme.

Policy

Relevant Local Policies

Local Development Framework

The relevant development plan in Manchester is the **Core Strategy Development Plan Document 2012-2027 (the “Core Strategy”)**, adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The proposals are considered to be consistent with the following Core Strategy Policies SP1, H1, H6, H8, T1, T2, EN1, EN4, EN6, EN9, EN14, EN15, EN16, EN18, EN19, DM1, PA1 and for the reasons set out below.

Policy SP1 - Spatial Principles. This sets out the key special principles which will guide the strategy. 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, make a positive contribution to the health, safety and wellbeing of residents, consider the needs of all members of the community regardless of disability and protect and enhance the built and natural environment.” The development would reuse previously developed land to improve the built environment and local character.

Policy H1 – Housing Provision. This policy identifies that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027 equating to an average of 3,333 units per year although this rate will vary across the

identified period. The policy identifies that the emphasis outside of the City Centre and the City's Inner areas is to increase the availability of family housing. It is expected that 90% of residential development will take place on previously developed land and sites in close proximity to centres and high frequency public transport routes. The application proposals would contribute to the overall provision of new residential units in the City on previously developed land in a sustainable location close to services and public transport routes including bus routes and Metrolink. On this basis the proposals are considered to accord with the policy H1 of the Core Strategy subject to consideration of matters set out within the issues section of this report.

Policy H6 - Housing in South Manchester. This policy indicates that 5% of new residential development will take place in South Manchester over the lifetime of the Core Strategy. High density development will generally only be appropriate within district centres. Outside the district centres priorities will be for housing meeting identified shortfalls, including family housing and provision that meets the needs of elderly people with schemes adding to the stock of affordable housing. The application proposals would provide affordable residential accommodation across the site for a need which is identified as being required in South Manchester. On this basis the proposals are considered to be in general accordance with policy H6.

Policy H8 – Affordable Housing. Sets out the Council's approach to assessing applications of greater than 15 residential units and provision of affordable housing or an equivalent financial contribution. Consideration of matters with regards to this policy are set out within the issues section of this report.

Policy T1 – Sustainable transport. This policy embeds the delivery of a high quality integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. It indicates support for proposals that: improve choice by delivering alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; improve access to transport services and facilities for all; improve pedestrian routes and the pedestrian environment; facilitate modes of transport that reduce carbon emissions; reduce the negative impacts of road traffic

Policy T2 - Accessible Areas of Opportunity and Need. The Transport Assessment submitted in support of the application concludes that the application site is highly accessible. Given the location of the application site, pedestrian accessibility to and from the surrounding area is very good. There is access to bus, Metrolink and rail networks. The quality of cycle links is good, cyclists within the development would benefit from 40 cycle parking spaces.

Policy EN1 – Design Principles and Strategic Character Areas. Developments in Manchester are expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The application site is located in the southern character area where development is expected to retain the identity and focus of activity associated with the historic district centres and along the radial routes should be commensurate in scale with the prominence of its location. The application proposals have been designed to reflect

the context. Consideration of this matter is set out in more detail within the issues section of this report.

Policy EN3 – 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 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development. The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:

All development must follow the principle of the Energy Hierarchy, being designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies

Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

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

Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies. This policy sets out that major developments are expected to meet the targets set out in the policy which are to be demonstrated through an energy statement.

The applicant has prepared an Environmental Standards Statement which sets out the energy strategy for the development.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given practicably according to the principles of sustainability. The development is on track to secure a 23% improvement upon building regulations Part L 2013.

Policy EN9 – Green infrastructure. This policy indicates that new development will be expected to improve on existing green infrastructure in terms of quantity, quality and function. Opportunities to encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN14 – Flood Risk. The policy reflects national planning policy to direct development away from sites at greatest risk of flooding, and towards sites with little or no risk of flooding. Site specific flood risk assessments are required for all development proposals on sites greater than 0.5 hectares. The site in this instance measures 0.20 hectares.

Policy EN15 – Biodiversity and Geological Conservation. This policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the city. Developers are expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Consideration of these matters are set out in more detail within the issues section of the report.

Policy EN16 – Air Quality. This policy indicates that the Council will seek to improve the air quality within Manchester and particularly Air Quality Management Areas, located along Manchester’s principal traffic routes and at Manchester Airport. Developers are expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality this includes cumulative impacts, particularly in AQMAs. Environmental Health have assessed the submitted Air Quality assessment, and requested further information to be conditioned as part of any scheme approved.

Policy EN18 – Contaminated Land. The policy outlines that the Council gives priority for the remediation of contaminated land to strategic locations. Proposals for development of contaminated land must be accompanied by a health risk assessment.

The application is accompanied by a ground conditions report that has been assessed by Environmental Health and it is recommended that a suitably worded condition be attached to any approval.

Policy EN19 – Waste. The proposed arrangements for management of waste are set out within the Waste Strategy and plan. This confirms that these arrangements are appropriate for this scale of development and that servicing and waste collection can be undertaken in an efficient manner. Measures to control construction and demolition waste will be managed in accordance with a Construction Management Plan produced prior to work starting on site.

Policy DM1 - Development Management. This sets out the requirements for developments in terms of sustainability and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space;

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- That development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes;
- Impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage.

These issues are considered full, later in this report.

Policy PA1 – Developer Contributions. Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance.

Saved UDP Policies

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

It is considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework

The National Planning Policy Framework (July 2021) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role. The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

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

Section 5 (Delivering a sufficient supply of homes) - The proposals would provide 29 new homes within a sustainable location.

Section 6 – (Building a strong and competitive economy) - The proposal would create

jobs during the construction period.

Section 8 (Promoting healthy and safe communities) – The proposals have been designed with safety and security in mind.

Section 9 (Promoting Sustainable Transport) – The proposal is in a sustainable Location.

Section 11 (Making Effective Use of Land) – The proposal would make effective use of land utilising a brownfield site in an urban location.

Section 12 (Achieving Well-Designed Places) – It is considered that the proposals reflect the local character in terms of layout and scale of development and would achieve a well-designed place.

Section 16 (Conserving and enhancing the historic environment) – It is considered that the scheme has regard to the context of the site and causes less than significant harm to a non-designated heritage asset that is outweighed by the public benefit of the proposal.

Other Material Considerations

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007)

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity. In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

Residential Quality Guide

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 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.

South Manchester Regeneration Framework

South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the SRF is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness.

The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods.

The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

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

Principal

Policy H6 guides development in the South of Manchester. Policy H6 states: 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

Whilst it is acknowledged that the scheme sits just to the west of the district centre it is considered that the development meets the terms of the housing policy as it will add to the stock of affordable housing. The scheme will also bring forward high quality development on a brownfield site in a sustainable location.

The separation of the land from the Chorlton Irish Club does not require planning permission and the sale of the land could occur with no control. The application for development of the former car parking area for the Chorlton Irish Club must be determined on its own merits.

Affordable Housing

The application has been submitted by Southway Housing Trust and the development would be brought forward by Southway Housing Trust for shared ownership units. The properties would be sold under Southway Plus's (Southway's commercial arm) marketing brand, Gecko Homes. Gecko manage the sales programme of homes delivered for market sale & shared ownership. They are responsible for customer applications and reservations for each development, act as landlord for shared ownership properties and deliver after-care.

Southway have confirmed that before any applicant can be offered a property, they must have their eligibility confirmed by the Homebuy Agent for the North West as required as a condition of grant by Homes England. The eligibility process is to ensure that applicants meet the criteria for shared ownership - primarily first-time buyers - but including people that may have previously owned a property but can no longer afford to buy one outright such as following marital breakdown. Southway have indicated willingness to work with City Council housing officers to consider any applicant they wish to refer and to review sales and marketing strategies with Housing Officers should this be something the Council wish to pursue.

Policy H8 of the adopted core strategy confirms that new development of 15 dwellings or more will contribute to the city-wide target for 20% affordable housing

provision. The proposed development would provide 100% affordable housing (through shared ownership) provision and far exceeds policy requirements.

It is considered that this development would contribute towards addressing the under supply of affordable housing and will support the local authority in meeting their affordable housing targets. The affordable housing provision would be secured via a condition. The scheme is supported by Housing and Residential Growth.

Heritage and Archaeology

The site is located to the east of the Wilbraham Road and Edge Lane Conservation Area, as such it is not considered that either the existing surface level car park or the development proposal would make any contribution to the character and appearance of the Conservation Area.



The Friends of Chorlton Irish Club successfully listed the Irish Association Social Club as an Asset of Community Value in August 2019, this expires on the 29th August 2024.

The relative age, aesthetic value and communal historic interest of the building is considered to be sufficient to consider the building as a non-designated heritage asset. However, the elements of the building worthy of note aesthetically front High Lane, the property having been substantially extended over time as referenced in the submitted Heritage Statement. The classification of the building as a non-designated heritage asset relates more to the historic interest of the use of the building. The development proposal will have a negligible adverse impact on the viewpoints of the non-designated heritage asset from Cross Road and from High Lane. The view from Cross Road is towards the rear of the property as extended and the view from High Lane is glimpsed beyond the existing Irish Club building, not denuding the architectural contribution of the building frontage to the High Lane street frontage.

The proposals themselves do not involve any direct works to the Irish Club being outside of the site edged red. The severance of the land to the rear is not considered to impact deleteriously upon the setting of the non designated heritage asset as land would be retained for the provision of parking to the rear of the Irish Club for the parking of 10 vehicles, 3 further vehicles would be accommodated to the site frontage, leading to a provision of 13 spaces in total.

The development proposal would deliver public benefits in the form of affordable housing of high quality design and the negligible adverse impact on two viewpoints as described above for the non designated heritage asset has to be weighed against the public benefit. For the above reasons it is considered that the proposals would cause less than significant harm to designated heritage asset that it outweighed by the public benefits of the development proposals.

Reference has been made to possible archaeological interest in relation to the commitment to ground of a “Miraculous Medal” by Father Murray from St John’s Church. Greater Manchester Archaeological Advisory Service have been consulted and they are satisfied that no further action is required.

Scale and Layout



The area has a range of heights around the site from two storey terraced and semi detached houses residential houses to three storey large Victorian and Edwardian housing above basements.

In the immediate street scene, to the south of the site lies Beech Road Park beyond which lies Beech Road with three storey commercial premises and two storey residential property. To the north lies the Irish Club building and three storey housing fronting High Lane. To the west of the site is two storey terraced and semi detached housing on Thornbridge Avenue. To the east on the opposite side of Cross Road lies large two and three storey semi detached housing with distinctive gabled features to the road frontage.

The application proposals have been designed with a scale and form to reflect the immediate context, the Cross Road elevation would be set back from the back of footpath by c. 2.7m for a width of 8.7m and then angling into the site away from back of footpath.

The scheme was deliberately designed as a linear block from east to west across the site to seem like an offset continuation of the terraced form visible to Thornbridge Avenue to the west (with intervening semis and not continuing the line due to site constraints) with a narrower interface to Cross Road, albeit with activity to this frontage. The applicant sets out in their planning statement that this provides living accommodation and private amenity space for the occupants of the proposed development facing the park, with bedroom accommodation on the quieter, northern elevation. They state that existing residents on Cross Road can still enjoy their long views across the site and towards the park, whilst park users still benefit from a large degree of separation from any built form, with the design providing a backdrop along this frontage.

Design

The new building would reflect the local vernacular with a mixture of red brick, metal glazing, living screening and standing seam cladding. The materials are considered to be high quality.

The applicant sets out that they have considered each elevation and how it relates to neighbouring uses.

Cross Road elevation – Has been designed to be domestic in scale. Its narrow frontage presents at 3 storeys to the road with the third floor stepped back. The scheme retains the two entrances to the car park, with one being left within the Irish Club's ownership. As well as a car park entrance, a small pedestrian entrance has been created to aid pedestrian safety and tie in with the domestic scale of the street scene. The existing wall along the boundary with Cross Road has also been retained to create a semi private relationship with the street.

Thornbridge Avenue elevation - The main massing of the elevation sits adjacent to the side elevation of the existing houses with a curved façade sweeping around a retained Ash tree. At third floor the building is stepped back from the boundary by approximately 10 metres. The windows across the curved facade are proposed to be obscured and would provide a dappled effect on the facade which creates elevational interest when the Ash tree is not in leaf. The view of the leylandii hedge would be largely unchanged when viewed from Thornbridge Avenue, which reflects the desire of residents on this avenue to keep the hedge (referred to by some as a line of fir trees).

High Lane elevation - This elevation would have four entrance cores which would serve up to seven apartments, signposted by curved brickwork walls. The design intention of this elevation was to create an architectural rhythm akin to a row of Victorian terraced houses, of which make up a significant amount of the Chorlton building stock. A 2.1m high timber fence would secure this boundary from the adjoining car park retained for the Irish Club, as recommended by Greater Manchester Police.

Beech Road Park elevation - As a backdrop to Beech Road Park, the southern elevation has been designed with depth, activity and greenery in mind. The full

elevation is populated with the private amenity space of each apartment at every floor, interspersed with living screening to aid with solar shading. The form of the building steps away from the houses on Thornbridge Avenue and emerges at third floor with a row of five glazed gables which sit on top of the building, with the roof line being a contemporary addition to the locality.

The apartments include access to balconies which are an extension of the living space, whilst providing amenity space.

Residential Space Standards

The units meet the internal space standards set out in the residential design guide.

Residential Amenity



Daylight and Sunlight

A Daylight and Sunlight Amenity Impact Assessment has been prepared by Gray Scanlan Hill in support of the application, this measures the impact of the proposed development on No's. 1, 3, 5, 7, 9 & 11 Cross Road, 9, 11, 13 & 15 High Lane and 11, 12, 13 & 14 Thornbridge Avenue.

The report concludes that the proposed development would have non-significant impact on daylight amenity of the neighbouring property. All 37 rooms (100%) appraised would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions in sunlight that would not be noticeable to the room

occupants (acceptable to the BRE on the basis that proposed values remain at least 0.8x of baseline values).

The gardens of the above-mentioned neighbouring properties have also been identified and sunlight appraised as external amenity areas using the BRE's "Time in Sun" test. All gardens appraised, except the front garden of 12 Thornbridge Avenue, would comfortably achieve the BRE target for time in sun, and all would therefore continue to appear adequately sunlit throughout the year. The front garden of 12 Thornbridge Avenue would experience a small reduction in the extent to which it receives 2 hours of direct sunlight. This garden does not, however, achieve the BRE target in the Baseline Condition, and as a front garden is not the main / primary external amenity area of this building.

On the basis that only one none private amenity space is impacted for a short period of time it is not considered that the impacts of the proposal would cause such undue harm as to warrant refusal of planning permission.

Overlooking and overbearing impact

In general the balconies to the south elevation would provide surveillance to Beech Road park and would not impact on residential amenity. The nearest balconies to the south elevation overlooking Beech Road Park would have a wall to the side preventing a view towards gardens on Thornbridge Avenue. This is with the exception of the third floor, however, these are set a further 7m away from property to the west on Thornbridge. The combination of the set away from the side of the building and the position of the building would protect the rear amenity spaces on Thornbridge Avenue from overlooking.

To the east facing Thornbridge Elevation the windows across the curved facade are proposed to be obscurely glazed, to be controlled by condition.

To the north to the rear elevation of properties facing High Lane there would be a separation distance proposed of c. 30m which is an acceptable separation standard. To the rear elevation of the retained Chorlton Irish building there would be c. 9.5m to a single storey element and c.18m to the main rear elevation which is considered to be acceptable in the context given the tight knit grain. The widows to this elevation would be bedroom windows and the entrance to the units, at the third level stepping back increasing the separation distance.

To the east there are residential properties on the opposite side of Cross Road that are located c. 17.5m across the road, this is in keeping with the historic pattern of development front to front distances being measured between 13 – 22m away from one another. The third floor setting back away further with no windows included in the east elevation. The balconies being located on the part of the building that is chamfered into the site increasing the separation distance to 22m.

The height of the proposals when coupled with the separation distances provided would not result in any overbearing impact.



Proposed south elevation to Beech Road Park (showing relationship to properties on Thornbridge Avenue)



Proposed north elevation (showing relationship to properties on Thornbridge Avenue)



Proposed east elevation as viewed from Cross Road (showing relationship to rear of existing Chorlton Irish club and property fronting High Lane)



Proposed west elevation as viewed from Thornbridge Avenue.

Noise Disturbance

It is not considered that the comings and goings and use of external areas associated with 29 apartments would cause any undue harm to the amenity of any neighbouring property. An acoustic report was submitted and assessed as being acceptable.

Controls would be put in place with regards to Construction Traffic. These impacts would be time limited.

Beech Road Park - Amenity

Comments have been made about the impacts of the development upon the users of the park, both with regards to loss of light and noise disturbance associated with breakout from the balconies facing southwards towards the park. It is considered that the overlooking offered from the proposed development towards the park would be beneficial in terms of surveillance and it is not an expectation that you would enjoy privacy or quiet in a public park next to a childrens' play area.

Sufficient separation distance would be provided across the car parking associated with the development to the park to maintain the views into and out of and openness of the park.

Parking

The scheme provides 29 car parking spaces for 29 residential units, which equates to a 100% parking provision. This is compliant with the Core Strategy. The site is located in a sustainable location. It is within walking distance of Chorlton and St Werburgh's tram stop and there is a bus station located to Barlow Moor Road with frequent services. There are 39 secure cycle parking spaces to be provided and quick access to the newly upgraded cycle infrastructure. There is also an enterprise car club space on Beech Road.

There is an acknowledged tension between the aspiration to provide sustainable development and the reality of modern living. In this instance Southway chose to provide 100% car parking provision in response to perceptions about issues relating to on street parking in this particular location. A number of objections received request a higher car parking ratio, however the National Planning Policy Framework which is up to date states that it is important to promote Sustainable Transport.

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.

Consideration has been given to comments received about the use of Cross Road in association with neighbouring commercial and leisure facilities and it is understood why the applicants have ensured that the development site caters to its own needs. It is considered that the appropriate level of car parking has been proposed and this is

supported by an enhanced cycle parking offer, enabling the storage of more than just one cycle per unit to encourage residents to make more sustainable transport choices.

The Chorlton Irish Club would retain the ability to park thirteen cars, 3 to the High Lane frontage as existing and 10 within a retained car parking area. A transport assessment has been submitted that indicates that there is also on-street car parking availability.

It is concluded that whilst there may be busy times this is a sustainable location and there is currently no requirement for the club to retain the current car parking in planning terms, the car park could be closed or landscaped at any point. The public benefits associated with the proposed development outweigh any harm caused by the intermittent pressures associated with on street parking, in an area evidenced to have some capacity.

Operation of the Highway and Construction Management

The supporting documentation with regards to Transport have been assessed and the Highways section require works to mitigate the impacts of the development. The works required are:

- Additional TROs installed between the access point to the apartment and the access to the Chorlton Irish Club to ensure that visibility from these access points are not impacted by parked vehicles.
- TRO refreshment along Cross Road and to the 20mph zone road markings.
- Speed cushions installed along Cross Road.
- Dropped kerbs and tactile paving installed at the altered access to the apartment car park.
- Existing crossing at Cross Road/High Lane upgraded with dropped kerbs and tactile paving and to be resurfaced.

The works would be dealt with via a Section 278 agreement, this should be controlled by condition. A condition requiring a detailed construction management plan is recommended to control the impacts of the development during construction. It is therefore considered that the impacts of the development proposals during construction and upon the operation of the Highway post development are acceptable, subject to conditions.

Landscaping and Amenity

The landscaped car park area would be separated from the gardens to the ground floor apartments by a low level hedge, the car park would include green gap paving and ornamental shrub and grass planting. There is 'living screening' on the building's elevations and green roofs indicated.

The boundary treatments proposed are:

- Brick wall along Cross Road -1.4m. There is no gate to this frontage as the car park would benefit from passively surveillance from each apartment and contains lighting.

- 2.1m timber fence to the rear of the Irish Club – in response to GMP's comments
- Steel railing to the park – 1.8m. In keeping with existing boundary treatment to the park.
- The hedge to the end of Thornbridge Avenue would be retained and a gap planted with 4m high hedging, a 1.8m high brick wall would be extended along the boundary with No. 14 Thornbridge Avenue.



The scheme would involve the loss of 12 moderate and low quality existing trees (B and C category trees T2 to T4, G1, G3 and G4, and hedges H2 and H3) and a section of boundary hedge will be removed at the request of the neighbour and replaced with a new boundary wall. The A category trees would be retained. The loss of the trees listed above would be mitigated by the provision of 15 new pear, cypress oak and himalayan birch trees measuring from 2.5m – 6m.

It is considered that the landscaping and replacement planting proposed is appropriate. A condition requiring works to be in accordance with the submitted landscaping details is recommended alongside a condition protecting retained trees.

Ecology

Greater Manchester Ecological Unit have considered the application they have requested a condition with regards to the protection of nesting birds and required

details of bird boxes to be attached to retained mature trees and request that native species are used for replanted trees. Conditions as requested have been attached as part of the recommendation.

Drainage

The site falls within Flood Zone 1 and is at low risk of flooding, the applicant has provided a drainage strategy to accompany the application. Following receipt of these documents the Councils Flood Risk Management Team raise no objections to the proposals and have recommended a number of conditions be attached to any approval. The application proposals are therefore considered to accord with policy EN14 of the Core Strategy.

United Utilities originally made representations with regards to the presence of an on-site sewer, following revisions to the scheme, partially to address the concerns of United Utilities no further comments have been received.

Waste Management

There would be space within each unit for the storage of waste. Residents would then be responsible for transferring the waste from their apartments to the bin stores. There would be a secure bin store behind a secure pedestrian access gate which Environmental Health have confirmed would provide an appropriate amount of storage. A management company would take bins to the kerbside for collection and return the bins to the store for the residents to use. It is proposed that an arrangement would be made with Manchester City Councils waste management company in terms of waste collection arrangements. Servicing will take place on Cross Road, as per the arrangement to the existing residential properties on Cross Road. This has been assessed as being an appropriate level of bin storage provision and waste collection arrangement.

Climate Change

An Environmental Standards Statement has been submitted to accompany the planning application. To maximise the energy efficiency of the dwellings and reduce the energy demand the development will be built using high specification building fabric. The units will minimise heat loss, be effectively ventilated, utilise efficient electric and water heating systems and LED lighting throughout to limit artificial lighting energy consumption achieving a minimum of 23% carbon dioxide emissions reduction over Part L1A:2013 of the Building Regulations. The scheme includes for 7 electric vehicle charging points to be installed with electric vehicle charging infrastructure for the other 22 spaces.

Air Quality

An air quality assessment has been submitted in support of the application. With the implementation of mitigation measures dust impacts from construction of the development are considered to be not significant when assessed in accordance with IAQM guidance. The scheme includes for 7 electric vehicle charging points to be

installed with electric vehicle charging infrastructure for the other 22 spaces, this is considered to be an appropriate level of provision.

Accessibility

All apartments proposed as part of this scheme meet Part M4 standard of Building Regulations or better. The scheme includes 15 x apartments that can be accessed by both a lift and ambulant staircase, and 1 x apartment has the capability to be converted to a fully Wheelchair Adapted property. 2 disabled accessible car parking spaces are proposed.

Infrastructure

Comments received raised concerns in relation to the impact of the proposed development upon infrastructure in the locality. The proposed development is in walking distance of the district centre, as such it is considered that the scheme would be well catered for and that the small increase in population associated with the development proposals would not have a detrimental impact.

Residents Comments

Matters raised by residents have been addressed in the report.

It is considered that the scale, character and appearance of the development proposals are of high quality and would be appropriate contextually.

The Highways impacts of the scheme have been assessed. A balanced view has been taken on the level of car parking provision having regards to parking needs, the sustainability of the location, climate change requirements and levels of amenity for occupants and the Highways section have confirmed that the Highway network would not be adversely impacted upon subject to a condition requiring highways works.

The composition of the development and its design has been assessed having regards to whether or not the development would have any undue impact upon the residential amenity of surrounding property. It is not considered that the scheme would cause any undue impacts through such as overlooking, loss of privacy, overbearing, loss of light or noise disturbance subject to appropriate controls.

The scheme has secured improvements to landscaping and will provide biodiversity and habitat for ecology.

Conclusion

The development proposals would see the provision of 29 affordable residential units in a sustainable location and form. The principle of residential development in this location is acceptable. The scheme for development is of an appropriate scale, mass and design having regards to the site context. It is not considered that the proposals will adversely impact upon the residential amenities of surrounding residential or commercial property. The development proposals will maximise high quality site landscaping as a setting for the development proposals.

The proposals are considered to be consistent with Core Strategy Policies SP1, H1, H6, H8, T1, T2, EN1, EN3, EN4, EN6, EN9, EN14, EN15, EN16, EN18, EN19, DM1, PA1 and Saved Unitary Development Plan Policy DC26.

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 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.

Recommendation APPROVE

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. The proposal is considered to be acceptable and has been determined in a timely manner.

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:

Air Quality Assessment, prepared by Redmore Environmental
 Crime Impact Statement, prepared by Greater Manchester Police
 Phase II Ground Investigation Report, prepared by Sutcliffe
 Waste Management Proforma

Received 17 January 2022

Phase I Preliminary Risk Assessment, prepared by GroundTech Consulting
 Statement of Community Involvement, prepared by UK Networks
 Tree Survey Plan, prepared by Cheshire Woodlands

Received 20 January 2022

(PL)001 Rev B Proposed site plan
 (PL)002 Rev B Proposed Floorplans 01
 (PL)003 Rev B Proposed Floorplans 02
 (PL)004 Rev B Proposed Elevations 01
 (PL)005 Rev B Proposed Elevations 02
 (PL)006 Proposed Section AA
 CGI views 01 & 02
 227-LYR-XX-ZZ-DWG-L-1001- Rev 2 Landscape GA
 227-LYR-XX-ZZ-DWG-L-2001- Rev 2 Softworks
 227-LYR-XX-ZZ-DWG-L-3001- Rev 2 Illustrative Sections
 227-LYR-XX-ZZ-RPT-L-0003 Landscape Chapter
 Design & Access Statement
 Environmental Standards Statement, prepared by Icen Projects
 Noise Assessment, prepared by Professional Consult
 Transport Statement, prepared by Mode
 Heritage Statement, prepared by SLHA
 Drainage Strategy including Flood Risk Assessment, prepared by Sutcliffe
 Arboricultural Assessment (incl. Tree Protection Plan) prepared by Cheshire
 Woodlands
 Daylight and Sunlight Amenity Impact Assessment Report, prepared by Grey
 Scanlan Hill

Received 16 June 2022

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 and hard landscaping around the buildings as detailed on the approved drawings 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 Core Strategy.

4. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City

Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

5. No development shall take place until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

6. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
 - a. Verification report providing photographic evidence of construction as per design drawings;
 - b. As built construction drawings if different from design construction drawings;
 - c. 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.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

7. 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 Core Strategy for the City of Manchester.

8. The development is to be undertaken in accordance with the submitted waste management strategy. The strategy shall be implemented in full prior to the first occupation of the authorised development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

9. Prior to the first occupation of the development hereby approved the cycle parking provision as detailed within the approved drawings and documents shall be installed.

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

10. The car parking for the units hereby approved indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the first

occupation of the development hereby approved. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Core strategy.

11. Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

12. Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment 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:

- Additional TROs installed between the access point to the apartment and the access to the Chorlton Irish Club to ensure that visibility from these access points are not impacted by parked vehicles.
- TRO refreshment along Cross Road and to the 20mph zone road markings.
- Speed cushions installed along Cross Road.
- Dropped kerbs and tactile paving installed at the altered access to the apartment car park.
- Existing crossing at Cross Road/High Lane upgraded with dropped kerbs and tactile paving and to be resurfaced.

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)

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

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

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

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

14. No demolition of the building on site or 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 and to comply with policy EN15 of the Core Strategy.

15. Prior to the commencement of above ground works on the development hereby approved, details of the provision of bird boxes shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Reason: With regards to biodiversity enhancement, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

16. 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.

17. The details of the hard and soft landscaping treatment scheme as set out within the approved drawing references:
 227-LYR-XX-ZZ-DWG-L-1001- Rev 2 Landscape GA
 227-LYR-XX-ZZ-DWG-L-2001- Rev 2 Softworks
 227-LYR-XX-ZZ-DWG-L-3001- Rev 2 Illustrative Sections
 227-LYR-XX-ZZ-RPT-L-0003 Landscape Chapter; shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority,

seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the dwelling houses hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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.

19. a) Prior to the commencement of the development, details of a Local Labour 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 Labour 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 Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work 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).

20. Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk

Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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.

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

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

22. No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity, pursuant to policy DM1 of the Core Strategy.

23. The development hereby approved shall be implemented in full accordance with the measures as set out within the Environmental Standards Statement, received by the City Council as local planning authority on 17 January 2021.

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.

24. Prior to the commencement of the development, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme, or any amended scheme in relation to the tenure mix subsequently approved in writing by the City Council as local planning authority, and shall meet the definition of affordable housing in Annex 2 of the NPPF (or any future guidance that replaces it). The scheme shall include:

- i. the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of a minimum 20% of the dwelling houses;
- ii. the timing of the construction of the affordable housing;
- iii. a strategy to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- iv. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced. The affordable housing scheme shall be implemented as part of the development and thereafter retained in perpetuity.

Reason - In order to provide affordable housing at the site in accordance with policy H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

25. Prior to occupation of the development hereby approved the windows to the east elevation facing Thornbridge Elevation across the curved facade shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

Local Government (Access to Information) Act 1985

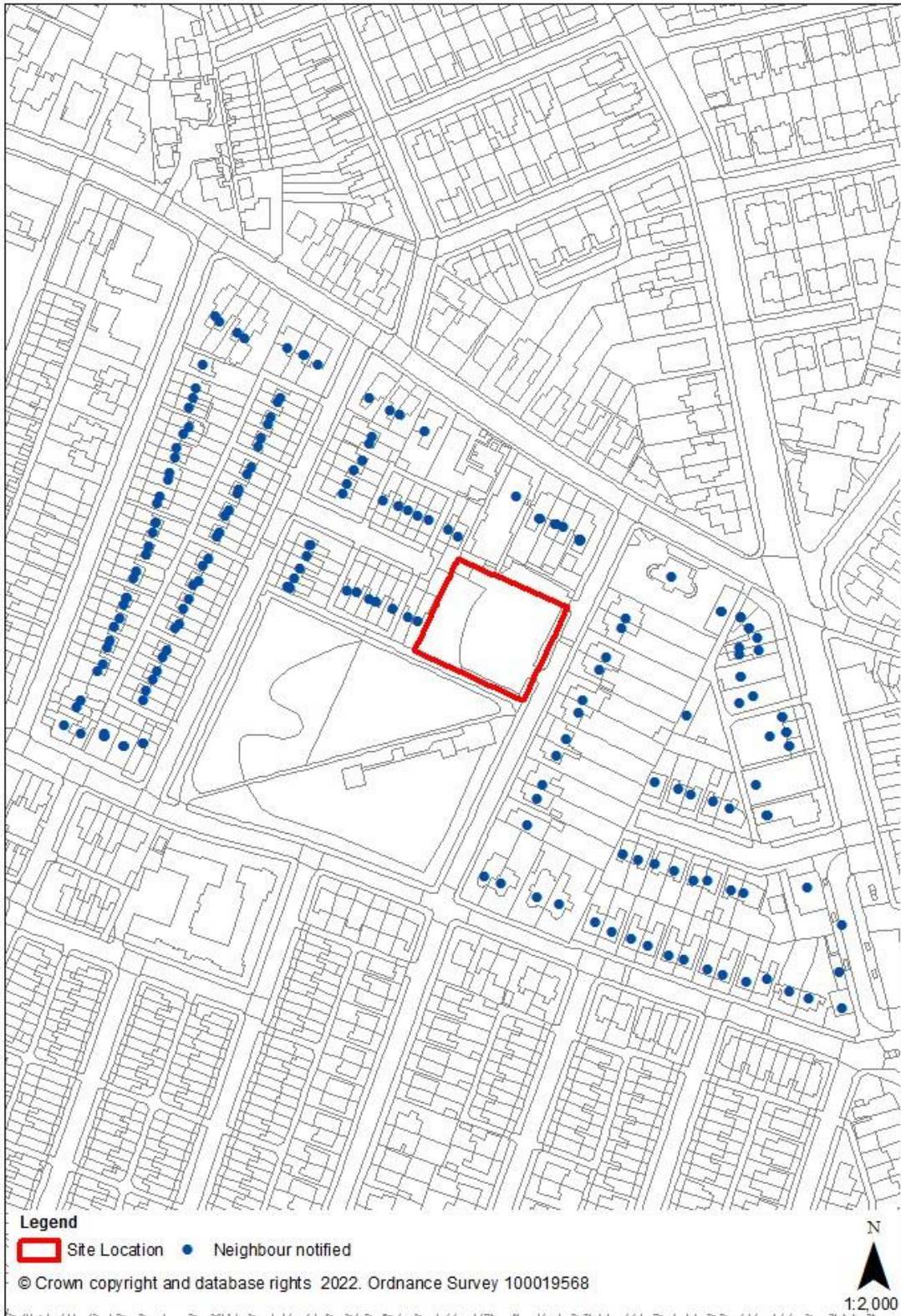
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 132708/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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
Parks & Events
Work & Skills Team
Greater Manchester Police
Greater Manchester Ecology Unit
Chorlton Voice

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

Relevant Contact Officer : Jennifer Connor
Telephone number : 0161 234 4545
Email : jennifer.connor@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
133858/FO/2022	24 May 2022	1 Sept 2022	Baguley

Proposal Erection of a 2 storey building to form eight supported living apartments (Class C2), with associated landscaping and car parking.

Location Land Adjacent Newall Green Farm, Manchester, M23 2TX

Applicant Abbeyway Commercial Ltd , 9 Riverside, Waters Meeting Road, Bolton, BL1 8TU,

Agent Mr Tom Hallett, Q+A Planning Ltd, The Stables, Paradise Wharf, Ducie Street, Manchester, M1 2JN

Executive Summary

The applicant is proposing to erect a two storey building on the site to form eight supported living apartments, complementing the existing supported living use that operates out of the other three buildings. One resident has objected to the proposal but did not substantiate it with any reasons. Another local resident has stated their support for the proposal but has raised concerns about potential highway issues, as well as making a number of observations about ecology and construction management.

The application is being placed before the Committee as the site is located within the Green Belt and adjacent to three Grade II listed farm buildings.

The proposal is considered to be appropriate development within the Green Belt and as such would not constitute a departure from the Core Strategy and would not need to be referred to the Secretary of State.

Description

This application relates to a site to the southwest of Newall Green Farm. The farm complex, which consists of three buildings is now used as supported housing following the granting of a number of planning and listed building consent applications, which are detailed in the following section. The site is located within the Green Belt, bounded to the north, south and the east by the existing buildings and site of Newall Green Farm and to the west by school playing fields associated with Newall Green High School.

The Newall Green Farm complex is operated by Zeno, a specialist independent provider of services for adults with learning disabilities and associated development impairments. They provide a complete life approach, from supporting young people in their family home through to adults of all ages within community settings. Zeno support individuals across the whole spectrum of developmental impairments, including autism and associated mental health issues by providing both supported living and residential care placements.

Newall Green Farm consist of a 17th century farmhouse (building A); an 18th century L shaped building which would have been used as a barn (building B); and an 18th century building which would have been used as a cart house and stables (building C). All three buildings benefit from Grade II listing, having been listed in 1952 (farmhouse) and 1974 (barn; cart house and stables) respectively. Building A is in use as a care home; building B as two supported living dwelling units on the ground floor with five independent living dwelling units above; while building C is used as three 4 bed supported living dwelling units and one 3 bed supported living dwelling unit. Planning permission is in place under reference 103283/FO/2013/S2 for the erection of a two storey ancillary office building (building D) and a horse riding arena, with associated stable block and livestock building, but these have not been erected.

Given the demand for this type of supported housing the applicant is now proposing to erect a two storey residential building in place of building D to provide eight supported living apartments. The use would operate in conjunction with the existing supported housing services in Newall Green Farm, though it would be fenced off from it to provide security for its residents. Gated access between the existing and proposed supported housing uses would be provided. Each apartment would have two bedrooms, one of which would be for a member of staff. As with the existing complex, vehicular access is to be gained via the driveway off Whitecarr Lane and this would lead to a total of 26 car parking spaces and a drop-off area. A bin and cycle store would also be provided.

It is intended that the facility would provide a local service, building upon Zeno's reputation for individualised care and a close relationship with commissioners in the region who have expressed their support for the development. Zeno is striving to be a local service for local people and aims to take regional patients before those out-of-area placements. The service acts as part of the care pathway for regional provision enabling patients to step down from higher levels of security and also for people to step up from the community should their needs not be met at home.

Previous Consents on the site

103283/FO/2013/S2 – Newall Green Farm. Conversion of vacant farmhouse (block A) to form a registered care home; conversion of a vacant barn (block B) to form 2 supported living dwelling units on the ground floor with 5 independent living dwelling units above; conversion of a vacant barn (block C) to form 4 supported living dwelling units; erection of a 430 sqm office building (block D); erection of a 6.5 metre high horse riding arena with associated stable block and livestock building with associated parking and landscaping and new vehicular access off Whitecarr Lane.

103284/LO/2013/S2 – Farmhouse at Newall Green Farm. Listed Building Consent for the conversion, alteration and extension of vacant farmhouse to form a registered care home, erection of an associated office building (430 sqm); erection of a 6.5 metre high horse riding arena with associated stable block and livestock building with associated parking and landscaping and new vehicular access off Whitecarr Lane.

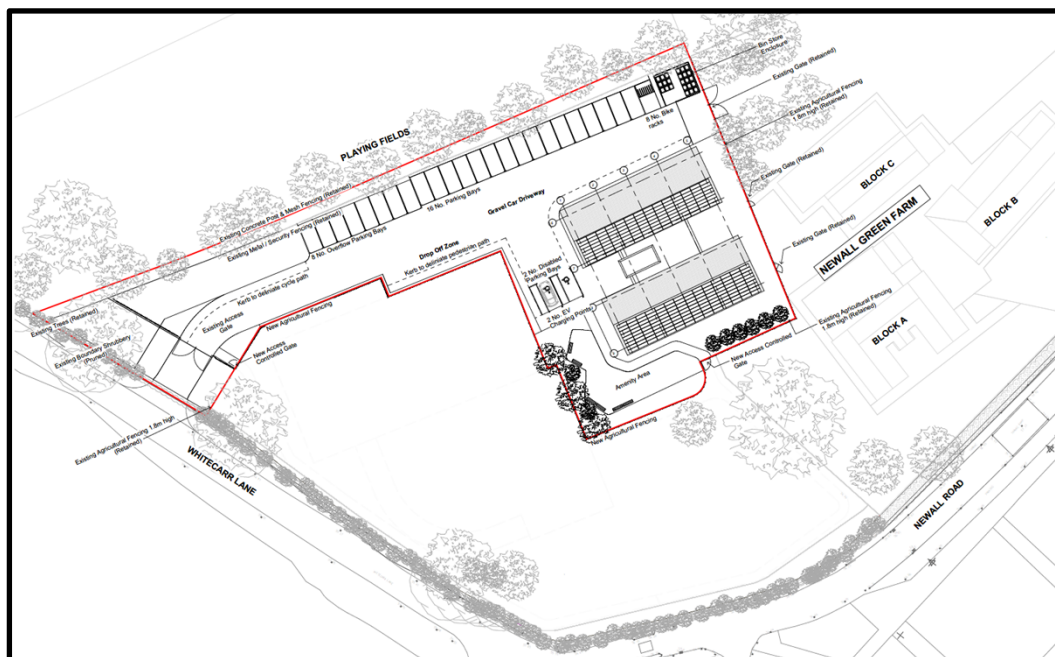
103898/LO/2013/S2 – Barns, Stable and Shippon. Listed Building Consent for the alteration and extension of vacant farm outbuildings to form two supported living dwelling units on the ground floor with five independent living dwelling units above

103901/LO/2013/S2 – Cart House and Stables. Listed Building Consent for the alteration and extension of vacant farm outbuildings to form four supported living dwellings.

An existing aerial photograph of the site is shown below.



The proposed layout is shown below:



Consultations

Local Residents – Correspondence has been submitted from two residents. One resident objected to the proposal but did not give any reasons for the objection. The other has stated their support for the proposal and has made a number of comments which are summarised below:

- Parking could spill over into Newall Road, where the roads are not safe due to heavy loads on the lanes. If more people are attending the site to work or visit this will impact further.
- There is a buzzard habitat on the lanes, also pheasants and an owl. This will be impacted during the works and careful consideration must be given.
- The road has recently been resurfaced so any damage during construction should be repaired.
- Can residents on Newall Road be notified via letters before works begin?
- Can a walkway be added down the lane for social value? If not, can the building firm or company offer any social value?

Supported Needs Monitoring Group – SNMG have expressed their full support for the proposal.

Highway Services – Have made the following comments:

- The site is considered to be adequately accessible by sustainable modes and is in close proximity to a range of local bus services.
- 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.
- Existing on-site parking comprises of 16 spaces (including for the extant office development) and an additional ten spaces are being provided (eight standard and two disabled bays with two of the bays being provisioned with electric vehicle (EV) charging. Whilst the overall amount of parking is acceptable, 5 bays (20%) should be provided with EV charging (min 7kW) with the infrastructure installed (ducting) to allow further future conversion.
- Eight secure and sheltered cycle parking spaces are being provided which is acceptable.
- Vehicle access is provided from Whitecarr Lane which has a 30mph speed limit and with sufficient junction visibility. The gates are set back by 18 metres to allow vehicles to await entry off the main road.
- Pedestrian access arrangements are acceptable from a highway perspective.
- Clarification is sought in relation to the proposed waste collection vehicle access and egress proposals.
- Boundary treatment and gating proposals are acceptable from a highway perspective.
- A framework travel plan has been provided and it is recommended that a full travel plan is conditioned as part of any approval.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and prevent pollution.

MCC Flood Risk Management – Suggests the imposition of drainage conditions.

United Utilities Water PLC – Suggests the imposition of drainage conditions.

Greater Manchester Ecology Unit (GMEU) – Have made the following comments:

- The ecology surveys appear to have followed best practice guidelines and been undertaken by suitably qualified ecologists.
- The site does not have any nature conservation designations, nor are the proposals likely to impact upon any such site. It does lie within the Impact Risk Zone, identified by Natural England however does not meet the description criteria of activities likely to impact on any SSSIs.
- The trees were assessed for their bat roost potential. One tree on site was identified as having moderate bat roost potential (T2) and two trees (T1 on site and T3 off site) with low bat roost potential. These trees are currently not proposed for removal, therefore no further survey information is currently required regarding bats.
- No ponds are present on the site and there are no ponds within 250m of the proposed development site. Fairy Brook ditch is 150m from the proposed development site, however the connectivity to the site is reduced by the presence of Whitecarr Lane. This reduces the likelihood of great crested newts being present within the small areas of suitable terrestrial newt habitat within the site. However, there are numerous records of great crested newts being present in the wider environment, including the presence of the SBI Ponds at Davenport Green approximately 360m away. Therefore, the Reasonable Avoidance Measures (RAMS) suggested with regards to amphibians will need to be followed.
- The trees and vegetation on the site could support potentially support breeding birds, and the nests of all wild birds are protected under the Wildlife and Countryside Act, 1981.
- No other protected species were found on the site or are considered likely to be present. However, there was some limited potential for species such as hedgehog and badger to move through the site. As a precaution, RAMS for these species are recommended.
- A number of conditions are suggested - submission of Reasonable Avoidance Measures for mammals and amphibians; restrictions when vegetation can be removed; the protection of retained trees and the submission of further bat surveys if the development is not commenced by April 2023.

Greater Manchester Archaeological Advisory Service (GMAAS) – The archaeological Desk-Based Assessment has adequately assessed the site in line with the NPPF. A watching brief was undertaken within the site boundary in 2016/17, which did not identify any significant archaeological remains, and it is known that other parts of the site have previously been disturbed. On this basis there is no reason to seek to impose any archaeological requirements upon the applicant.

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.

Section 13 of the NPPF, *Protecting Green Belt land*, states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

It states in para 138 that the Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 147 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The NPPF states further in paragraph 148 that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 149 states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

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.

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*, - This policy states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, 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.

Policy EN15, *Biodiversity and Geological Conservation*, - This policy states that the Council will seek to maintain or enhance sites of biodiversity and geological value

throughout the City and particular consideration will be given protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP).

The policy states further that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation.

Policy H10, *Special Needs and Supported Housing*, - Proposals for accommodation for people with additional support needs will be supported where:-

- It is not detrimental to the residential character of the area.
- There is not a high concentration of similar uses in the area already.
- There is no potential for significant noise or other disturbance to neighbours.
- Where it will contribute to the vitality and viability of the neighbourhood.
- Where there would not be a disproportionate stress on local infrastructure such as health facilities.

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

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

Saved UDP Policies – Policy DC19.1, *Listed Buildings*, 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.

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.

Issues

Principle of the Proposal – Supported accommodation of this type is much needed within the City and the ward of Baguley is considered to be able to sustain such uses as the overall provision of this type of accommodation within the ward is low. For these reasons the proposal is supported by the Supported Need Monitoring Group. Given this and the fact that it is not considered the proposal would have a detrimental impact upon the residential character of the area, the principle of providing this type of accommodation in this location is considered acceptable.

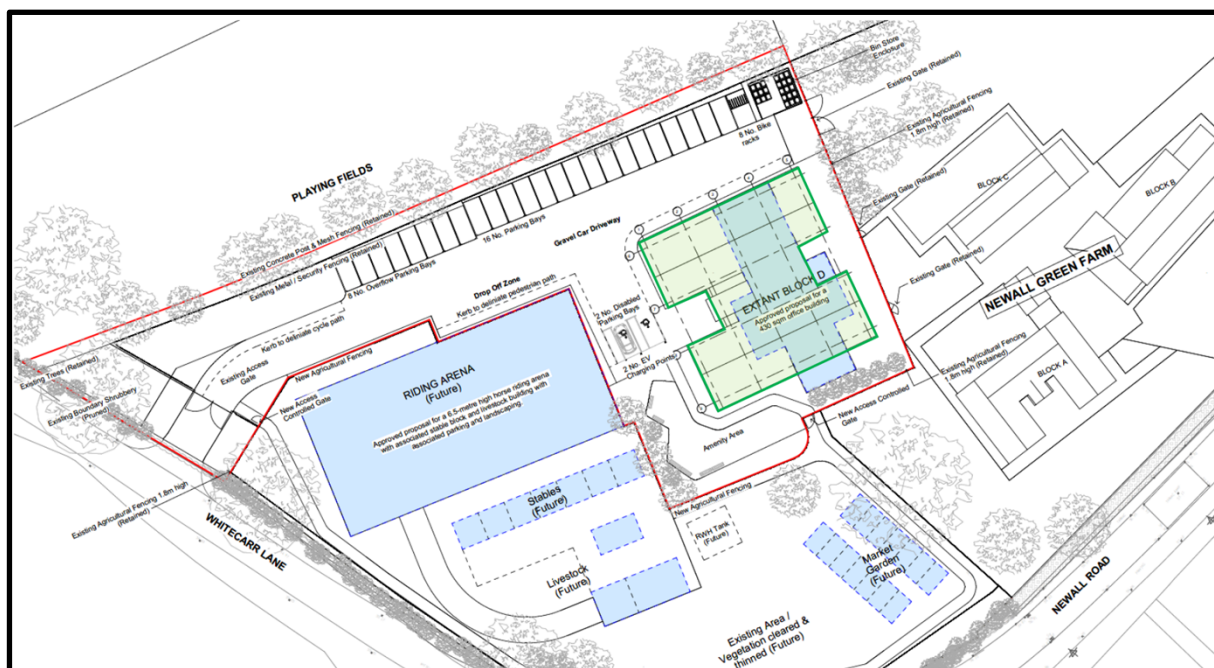
Notwithstanding this, the impact of the proposal upon the setting and character of the listed buildings must be considered, along with the impact of the proposal upon the Green Belt in which they all sit. Furthermore, any impact the proposal would have upon existing levels of residential amenity and pedestrian/highway safety must be assessed fully.

Impact on the Green Belt – The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in *very special circumstances* and that *very special circumstances* will not exist unless the potential harm to the Green Belt is clearly outweighed by other considerations. It goes on to state that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt, though it does outline a number of exceptions:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

The applicant is proposing to erect a 2 storey residential building to provide eight supported living apartments on the site of the previously approved ancillary office building. The proposed building would be two storeys in height, as was the undeveloped office building, but it would have a larger footprint than it, i.e. 470m² compared to the previously approved 278m². In addition, though the two buildings have the same eaves height (6m), the proposed apartment building, measuring 10.2m to the ridge, is taller than the previously approved office building (8.07m high) as it would be topped by a pitched roof as opposed to a monopitched roof.

While its footprint and scale are larger, the proposed building would still be erected on a part of the site located between buildings A, C and the extant riding arena, as can be seen overleaf. The proposed building is edged in green, with the position of the previously approved building D shown in blue below it. It is also the case that the building has been designed with two separate pitched roof elements which retains a sense of space between those separate features which is an appropriate approach within this Green Belt context.



In light of the size and siting of the proposed apartment building, it is considered that the proposal passes test g) (limited infilling) and it would not have a greater impact on the openness of the Green Belt than the existing (and extant) development.

In addition to the above, it is important to have consideration for the effects the proposed development would have on the visual openness of the Green Belt, including impacts on long distance views, visual links to the wider Green Belt and inter-visibility between settlements. These will be discussed below:

The site is characterised as a vacant field parcel located in an urban edge setting within Newall Green. It is contained to the east by existing residential development off Newall Road and to the northeast by the existing building of Newall Green Farm. South of the application site, within the same field parcel, an indoor riding arena with associated stable block and livestock building, with parking and landscaping development has been approved. This permission is extant as original consent has been partially implemented with the conversion and extension works on the Newall Green Farm buildings (buildings A, B and C).

The application site is considered to be intrinsically related to the adjacent development at Newall Green Farm in both a functional and visual capacity for the following reasons:

- Functionality - Access to the site would be obtained via Whitecarr Lane as per the original consent for the conversion and extension of Newall Green Farm.
- Visual – The western perimeter is maturely landscaped and comprises of trees and hedgerow. This forms a natural barrier to the wider Green Belt beyond and as such the site is not visible from wider long-range views. In addition, the proposed apartment building would not be readily visible from Newall Road and Whitecarr Lane. The photograph below, with the location of the proposal

annotated by an arrow, shows that the perimeter of the site with Newall Road is maturely landscaped, while the proposal would be set back from Whitecarr Lane. These glimpsed views of the site illustrate the extent of containment and visual relationship with the adjacent Newall Green Farm complex. Furthermore, the proposed building must be read in the context of the approved riding arena and associated activity that will be developed on land immediately to the south of the application site. The proposal would be seen as part of a cluster of buildings.



In conclusion, it is considered that the proposed development is not contrary to Green Belt guidance and falls within the exceptions listed above for appropriate new build within the Green Belt. It has been demonstrated that the proposal would not reduce the visual openness of the wider Green Belt and that it would sit comfortably in this essentially urban edge setting. Accordingly, it is considered that the proposal would not compromise the key purposes of Green Belt, namely retention of openness and the prevention of neighbouring towns merging into one another.

Space 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 supported apartment is 85m². As the guidance states that a two bed apartment should be between 61-70m² in size, the proposal complies with Manchester's space standards.

Disabled Access – The ground floor accommodation would be fully accessible as level access would be provided and each apartment has been designed to allow for wheelchair circulation throughout. The first floor accommodation has also been designed with the same level of circulation space but as no lifts have been provided they would only be fit for the ambulant disabled.

Given the existing accommodation throughout the Newall Green Farm complex, this level of provision is considered acceptable in this instance.

Design – The previously approved building was of a more contemporary design. This proposal is more traditional and employs a form and detailing more akin to the listed farmhouse and associated barn buildings. The proposed building would sit on a H footprint and be constructed from a mix of replica reclaimed brickwork, larch board timber cladding and dark grey metal cladding. It would be topped by a natural slate roof, upon which would be sited photo voltaic panels, while window frames would be of dark grey aluminium. The front elevation is shown below:

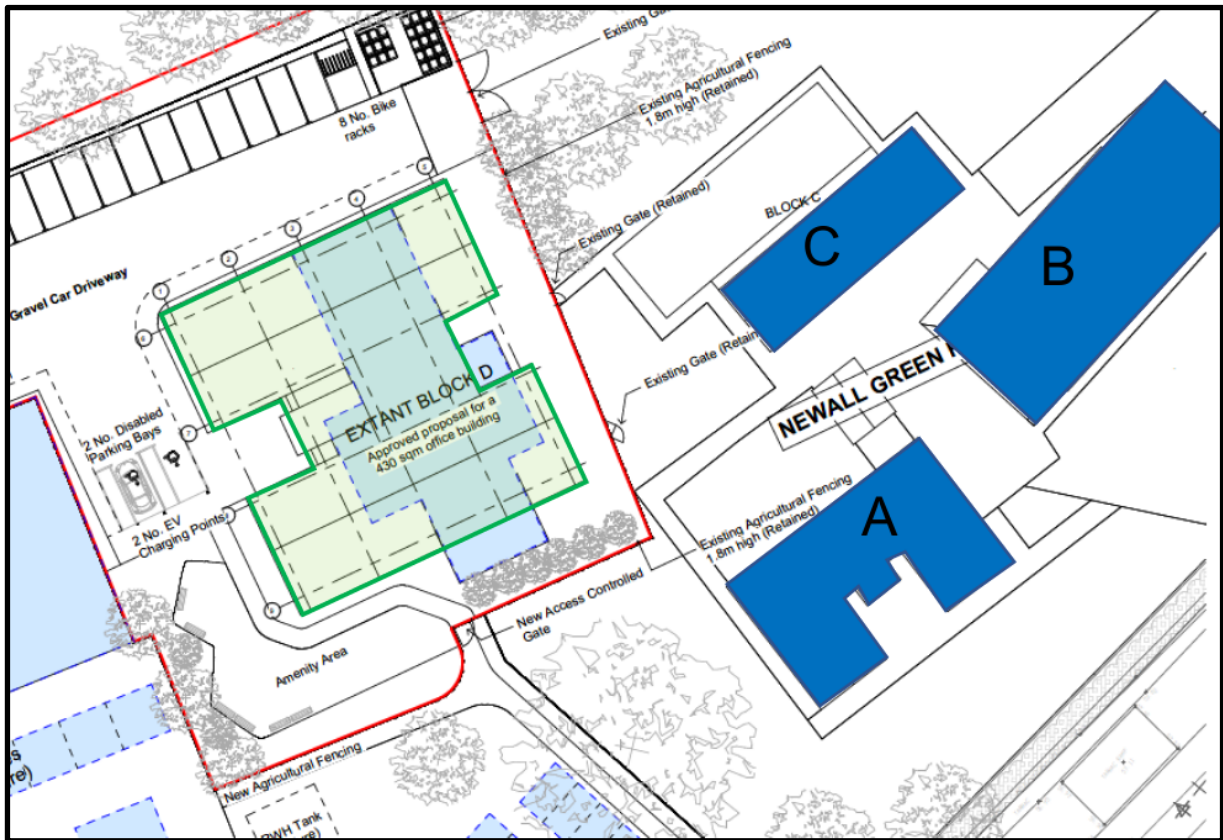


Overall, the design of the building is considered acceptable.

Scale – The scale of the proposal responds to the adjoining listed buildings. Floor to floor levels are similar to the farmhouse and converted barn accommodation and the external brick walls preserve a common height by keeping in line with the roof eaves levels of the other buildings within the complex. Overall, the scale of the proposed accommodation is considered acceptable.

Impact on the Listed Buildings – The Newall Green Farmhouse (building A) was constructed circa 1694. Its footprint is that of an 'E' with all external elevation and gable walls built with handmade bricks in an English garden wall bond. The barn

(building B) was constructed in two phases (mid 18th Century and circa 1830), again using handmade bricks. The brick built cart house and stables (building C) were constructed circa 1830/50. The location of the three listed buildings in relation to the proposed building is shown below:



The submitted Heritage Statement acknowledges that the farmhouse is a significant building, given its E shape and the majority of the fabric of 1694 has been retained. The barn (building B) is considered to be of medium significance as it has retained several features and reflects traditional agricultural developments from the 18th, 19th and 20th centuries. The cart house/stables (building C) is not considered to be significant in itself but as a group, it is a fine example of the history of agricultural development.

It is acknowledged that the proposal would have some impact on the settings of the three listed buildings, particularly from the west given the current open aspect of the site when viewed from the playing fields and from the additional scale and mass of the apartment building. Notwithstanding this, given the distances between the listed buildings and the proposal, and the fact extant planning permission exists to erect an office building on this site and a riding arena and stables to the south of it, it is considered that the impact would be less than substantial and that the public benefit of providing this much needed supported housing would outweigh any harm.

Residential Amenity – Due to its siting it is not considered that the proposed building would lead to overlooking and any associated reduction in the levels of privacy enjoyed by the nearest neighbours.

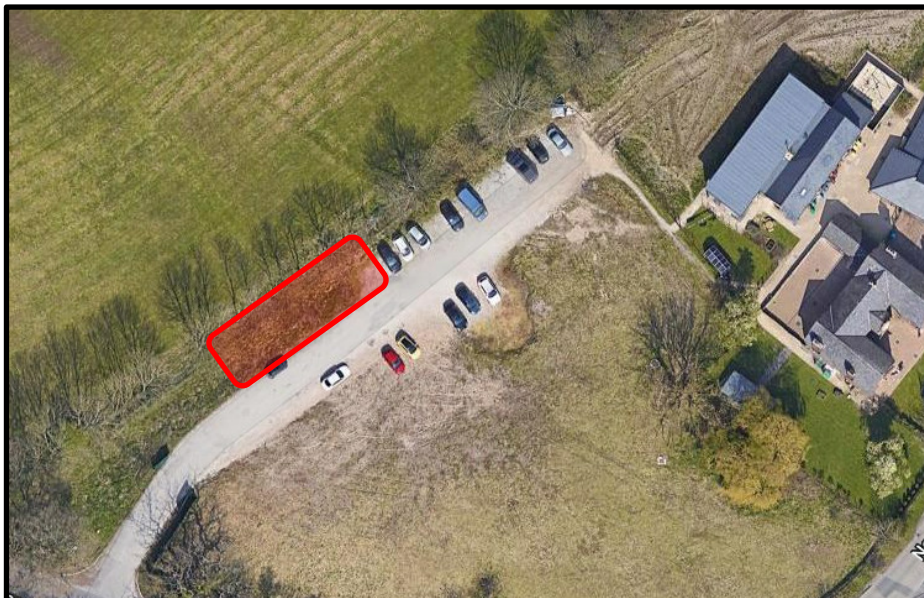
In addition, it is not considered that the comings and goings associated with the eight supported living apartments would be of such a level so as to negatively impact the existing levels of residential amenity enjoyed within the vicinity of the site.

Visual Amenity – The proposed apartment building would not be readily visible from Newall Road and Whitecarr Lane. The perimeter of the site with Newall Road is maturely landscaped, while the proposal would be set back some 68 metres from Whitecarr Lane. Given this, and the design and scale of the two storey apartment building, it is not considered that the proposal would have a detrimental impact upon the existing levels of visual amenity enjoyed along Whitecarr Lane and Newall Road.

Amenity Space – A substantial amount of soft landscaping would remain within the site, as a result it is considered that sufficient amenity space would exist for the future occupants of the supported housing.

Car Parking – The existing car park would be rationalised and extended to provide 26 parking spaces, of which two would be designated as disabled parking spaces. This level of parking is considered acceptable. It should be noted that car parking facilities to the front of building B, which are accessed off Newall Road, are already in existence.

Most of the 26 car parking spaces would be located within the existing hardsurfaced area. However, nine would be located on the grassed area annotated below. Given the existing boundary fencing and mature landscaping that runs along the western perimeter of the site it is not considered that this additional hardsurfaced area would have a detrimental impact upon the openness of the Green Belt or of views into and out of the Green Belt.



Electric Vehicle Charging Points – The applicant has proposed two charging points but a total of five are required for a car park of this size. As a result, a condition is suggested which would require the applicant to increase the overall provision, as well

as plan for the provision of additional charging points should the need arise in the future.

Pedestrian and Highway Safety – It is not considered that the proposed residential accommodation 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 within the vicinity of the site. In addition, the proposed vehicular access gates have been set back from the boundary of the site in order to allow vehicles entering the site to stand off the highway.

A local resident raised the issue of providing a pavement along Whitecarr Lane. Given the narrow width of the road and the presence of mature landscaping along either side this would not be possible.

Waste and Recycling – While a large bin store has been proposed, Environmental Health has raised concerns about the lack of a food recycling bin. For this reason it is considered prudent to attach a condition requiring the applicant to submit a Waste Management Strategy which would include such provision.

Trees – No trees are required to be felled to facilitate the proposal. However, the applicant's survey has stated that a 15 metre high Poplar on the site would need to be felled due to its condition:

Old pollard. In severe decline. Significant deadwood throughout. Large limb failures evident. Large stem wound to southwest of stem from base to 1m. Obvious decay evident.

A condition designed to protect the existing trees is to be imposed.

Landscaping – An indicative landscaping plan shows that 11 trees are to be planted within the curtilage of the site, along with a lawned area and associated planting. This level of planting is considered acceptable and a condition requiring the submission of a detailed landscaping scheme would be attached to any approval granted.

Ecology and Bio-enhancements – A detailed ecology survey accompanied the proposal and it has concluded that no protected species would be impacted upon by the proposal. Notwithstanding this, it has recommended that a series of bio-enhancements are incorporated into the proposal and a condition would be attached to any approval granted requiring them to be installed within the scheme. Furthermore, the conditions requested by GMEU would be attached to any approval notice granted, namely:

- a) *Reasonable Avoidance Measures* for mammals and amphibians.
- b) Restrictions on vegetation removal.
- c) Protection of retained trees.
- d) Undertaking of further bat surveys.

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 (e.g. mud/soil on the highway) 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 site. However, given the number of units proposed, the overall significance of potential impacts is considered to be low.

As a result of the above, 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.

Environmental Standards – The applicant is proposing to incorporate various sustainability measures into the proposal, e.g.:

- the installation of electric vehicle charging points.
- the implementation of a rainwater harvesting system.
- the use of water saving products in the specification of sanitary fittings within the accommodation.
- the introduction of solar panels (precedent in previously approved extant proposal).
- The installation of solar panels on the roof.

Given the above and the fact that sustainable building methods and materials would be adopted with the objective of reducing the amount of construction waste, this level of provision is considered acceptable.

A condition (no. 20) is suggested which would require the applicant to incorporate these measures into the proposal.

Security – Given the nature of the existing and proposed accommodation the site is run on a secure basis, as such there is no requirement to attach a Secured by Design condition in this instance.

Construction Management – Given the concerns of local residents, a condition requiring the developer to submit a detailed Construction Management Plan prior to the commencement of development would be attached to any approval granted. This would require the applicant to notify local residents when the works are going to commence.

Conclusion

The type of supported housing provided at Newall Green Farm has filled a much needed void within the City. The success of the operation is such that additional

accommodation is needed, hence why the applicant is forgoing the previously approved office accommodation in lieu of this proposal.

It has been demonstrated that the proposal would not impact the openness of the Green Belt or effect views into or out of it. It is considered that the proposal passes the tests contained within the NPPF.

Finally, given the design and scale of the proposal and the separation distances between it and the three listed building, it is not considered that the proposal would have a detrimental impact upon their character and setting.

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) 18421-CWA-XX-XX-DR-A-0101 REV P-02 GROUND FLOOR PLAN

b)	18421-CWA-XX-XX-DR-A-0102 REV P-02	FIRST FLOOR PLAN
c)	18421-CWA-XX-XX-DR-A-0103 REV P-02	ROOF PLAN
d)	18421-CWA-XX-XX-DR-A-0121 REV P-01	SECTIONS
e)	18421-CWA-XX-XX-DR-A-0131 REV P-02	ELEVATIONS 1 OF 2
f)	18421-CWA-XX-XX-DR-A-0132 REV P-02	ELEVATIONS 2 OF 2
g)	18421-CWA-XX-XX-DR-A-0301 REV P-02	SITE LOCATION PLAN
h)	18421-CWA-XX-XX-DR-A-0302 REV P-03	SITE/BLOCK
i)	18421-CWA-XX-XX-DR-A-0303 REV P-03	SITE PLAN
j)	18421-CWA-XX-XX-DR-A-0304 REV P-02	SITE PLAN AND EXTANT DEVELOPMENT
k)	18421-CWA-XX-XX-DR-A-0305 REV P-02	SITE AREA, FLOORSPACE
l)	18421-CWA-XX-XX-DR-A-0331 REV P-03	SITE ELEVATIONS
m)	18421-CWA-XX-XX-DR-A-0332 REV P-03	SITE SECTIONS - ADJACENT BUILDINGS
n)	18421-CWA-XX-XX-DR-A-0342 REV P-03	BOUNDARY TREATMENTS

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) 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 hereby approved shall be used other than as supported residential accommodation (Class C2) and for no other use within that Use Class C2.

Reason - To ensure the satisfactory development of the site and in the interest of residential and visual amenity, pursuant to policy DM1 of the Manchester Core Strategy.

5) No above ground work shall commence until a detailed hard and soft landscaping treatment scheme 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 development hereby approved is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously

damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy.

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

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

7) 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.

8) Notwithstanding the details shown on drawing no. 18421-CWA-XX-XX-DR-A-0303 REV P-03 (SITE PLAN), no above ground work shall commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

9) Before the development hereby approved is first occupied a detailed Travel Plan, based on the submitted Transport Statement, stamped as received on 24 May 2022, 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).

10) 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 and national policies within the NPPF and NPPG.

11) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a) Verification report providing photographic evidence of construction as per design drawings;
- b) As built construction drawings if different from design construction drawings;
- c) 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.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system, pursuant to policies EN08 and EN14 in the Manchester Core Strategy and national policies within the NPPF and NPPG.

12) a) Prior to the commencement of above ground works a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) 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 residential and visual amenity and public health, pursuant to Policy DM1 in the Manchester Core Strategy.

13) The development shall be carried out in accordance with the Phase 1 Contaminated Land Assessment (GeoSmart, dated April 2022) and prior to occupation 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.

14) The development hereby approved shall be implemented in accordance with the measures as set out within Section 6 of the Design and Access Statement, stamped as received by the City Council as local planning authority on 24 May 2022, 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 Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

15) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks) referred to in Section 5.3 of the Preliminary Ecological Appraisal (Ascerta, stamped as received on 24 May 2022), 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.

16) 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.

17) Above grounds works shall not commence until details of the Badger and small mammals Reasonable Avoidance Measures referred to in Section 5.2 of the Preliminary Ecological Appraisal (Ascerta, stamped as received on 24 May 2022), 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 and 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.

18) Above grounds works shall not commence until details of the Amphibian Reasonable Avoidance Measures referred to in Section 5.2 of the Preliminary Ecological Appraisal (Ascerta, stamped as received on 24 May 2022), 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 and 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.

19) If development hereby approved has not commenced by 1st April 2023, or if works are required to trees T1, T2, or T3 before this date, an updated bat assessment shall be submitted to and be approved by the City Council as local planning authority and the construction works undertaken in accordance with the approved details.

Reason - To ensure the protection of habitat and 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.

20) The development hereby approved shall be implemented in full accordance with the measures as set out within Section 6 of the design and Access Statement, stamped as received by the City Council as local planning authority on 24 May 2022. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

21) The development hereby approved shall not commence 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) A construction programme including phasing of works;
- b) 24 hour emergency contact number;
- c) Expected number and type of vehicles accessing the site:- i) Deliveries, waste, cranes, equipment, plant, works, visitors; ii) Size of construction vehicles; iii) The use of a consolidation operation or scheme for the delivery of materials and goods; iv) Phasing of works;
- d) 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;
- e) Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;

- f) Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- g) Locations for storage of plant/waste/construction materials;
- h) Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- i) Arrangements to receive abnormal loads or unusually large vehicles;
- j) Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- k) Any necessary temporary traffic management measures;
- l) Measures to protect vulnerable road users (cyclists and pedestrians);
- m) Arrangements for temporary facilities for any bus stops or routes;
- n) Bird Hazard Management Plan during construction
- o) Method of preventing mud being carried onto the highway;
- p) Method of dust suppression;
- q) 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, DM1 and DM2 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: 133858/FO/2022 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
 Greater Manchester Police
 United Utilities Water PLC
 Greater Manchester Archaeological Advisory Service
 Trafford Council
 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:

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

Relevant Contact Officer : David Lawless
Telephone number : 0161 234 4543
Email : david.lawless@manchester.gov.uk



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