



Planning and Highways Committee

Date: Thursday, 16 February 2023

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 and Sadler

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 19 January 2023. 7 - 16
5. **135565/FO/2022, 135566/LO/2022 & 135583/LO/2022 - Land Bounded By Deansgate, Great Bridgewater Street, Watson Street & Peter Street Manchester M3 4EN - Deansgate Ward** 17 - 148
The report of the Director of Planning, Building Control and Licensing is enclosed.
6. **135278/FO/2022 - St Gabriels Hall, 1 Oxford Place, Manchester, M14 5RP - Ardwick Ward** 149 - 194
The report of the Director of Planning, Building Control and Licensing is enclosed.
7. **134705/FO/2022 - 247 Upper Brook Street, Manchester, M13 0HL - Ardwick Ward** 195 - 210
The report of the Director of Planning, Building Control and Licensing is enclosed.
8. **134946/FO/2022 - Jessiefield, Spath Road, Manchester, M20 2TZ - Didsbury West Ward** 211 - 258
The report of the Director of Planning, Building Control and

Licensing is enclosed.

9. **135309/FO/2022 - Didsbury Technology Park - Phase 3, Princess Road, Manchester, M20 2UR - Didsbury West Ward** 259 - 308
The report of the Director of Planning, Building Control and Licensing is enclosed.
10. **134891/FO/2022 - Northern Lawn Tennis and Squash Club, Palatine Road, Manchester, M20 3YA - Didsbury West Ward** 309 - 328
The report of the Director of Planning, Building Control and Licensing is enclosed.
11. **135048/FO/2022 - Northern Lawn Tennis and Squash Club, Palatine Road, Manchester, M20 3YA - Didsbury West Ward** 329 - 354
The report of the Director of Planning, Building Control and Licensing is enclosed.
12. **135321/FH/2022 - 15 Craigmere Avenue, Manchester, M20 2YQ - Didsbury West Ward** 355 - 372
The report of the Director of Planning, Building Control and Licensing is enclosed.
13. **135647/FO/2022 - 550 Mauldeth Road West, Manchester, M21 7AA - Chorlton Park Ward** 373 - 422
The report of the Director of Planning, Building Control and Licensing is enclosed.
14. **135604/FO/2022 - Land to the rear of 354 Wilbraham Road, Manchester - Chorlton Park Ward** 423 - 460
The report of the Director of Planning, Building Control and Licensing is enclosed.
15. **135396/FO/2022 - Manley Park Play Centre, York Avenue, Manchester, M16 0AS - Whalley Range Ward** 461 - 480
The report of the Director of Planning, Building Control and Licensing is enclosed.
16. **135731/FH/2022 - 24 Victory Street, Manchester, M14 5AE - Moss Side Ward** 481 - 502
The report of the Director of Planning, Building Control and Licensing is enclosed.
17. **Confirmation of The Manchester City Council (Land at 52 Didsbury Park, Didsbury) Tree Preservation Order 2022 - Didsbury East Ward** 503 - 512
The report of the Director of Planning 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,
Albert Square,
Manchester, M60 2LA

Further Information

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

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

This agenda was issued on **Wednesday, 8 February 2023** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

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Planning and Highways Committee

Minutes of the meeting held on 19 January 2023

Present:

Councillor Curley – in the Chair
Councillors Shaukat Ali, Andrews, Y Dar, Davies, Flanagan, Hewitson, Kamal, Leech, Lovecy, Lyons and Riasat

Apologies: Baker-Smith and Stogia

PH/23/01 Supplementary Information on Applications Being Considered

A copy of the late representations received had been circulated in advance of the meeting regarding application 135235/FO/2022.

Decision

To receive and note the late representations.

PH/23/02 Minutes

Decision

To approve the minutes of the meeting held on 15 December 2022 as a correct record.

PH/23/03 117280/FO/2017 - Land At Spear Street, Manchester, Piccadilly Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing that presented an application proposing an erection of a five-storey (ground floor plus 4) building to provide 6 no. residential apartments (Use Class C3) (5 x 1 bed (1 person)) and (1 x 2 bed duplex (4 person)) above ground floor commercial unit (Class E), private roof terrace for the top floor duplex apartment, cycle parking (6 x spaces), refuse and plant room.

The proposal would create 6 homes in a building that has been reduced in height from 8 to 5 storeys. 17 letters of objection had been received from 2 rounds of notifications, 14 in respect of the original 8 storey proposal.

The planning officer stated that a condition is recommended requiring the provision of a disabled parking should the Committee approve the application.

No objector to the application attended or made any representations.

The applicant (Manchester One) addressed the Committee. In response to initial reservations, the proposal had been reduced from 8 storeys down to 4 and 5 storeys. There had also been an addendum to design and access to reduce overlooking, housing, rights of access and escape routes provided during construction. Manchester One had also worked with Koffee Pot to minimise disruption to their business. The company, part of Northern Group, had 15/20 years of experience in the Ancoats area redeveloping many sites, all of which had been retained and not sold on. Northern Group also had full control over lettings with the latest development being fully occupied.

Councillor Lyons said that he welcomed the revised height, that a S106 is always desirable but added that this was a small site and therefore understood the need for compromise. The development would suit the Northern Quarter area, 1 bed properties were much needed in parts of the city and Councillor Lyons concluded by stating that this was a good application overall.

Councillor Flanagan queried a comment in the report regarding disabled access that said the “scheme could be adapted.”

The Planning Officer responded and said the wording was clumsy, confirming that the whole scheme was accessible and space standards compliant.

Councillor Lovecy stated that she was pleased to see the revised scheme after the initial, larger application and moved the officer’s recommendation of Approve.

Councillor Lyons seconded the proposal.

Councillor Leech asked about if the disabled parking bay noted was site specific.

The Planning Officer confirmed that the space would be available for all blue badge users and clarified this would be secured through a planning condition.

Councillor Andrews requested confirmation that the recommendation to Approve took this into account and this was confirmed by the Planning Officer.

Decision

The Committee resolved to approve the application subject to conditions and for the reasons detailed in the reports submitted.

**PH/23/04 134953/FO/2022 - 68-70 Oldham Street, Manchester, M4 1LF,
Piccadilly Ward**

The Committee considered the report of the Director of Planning, Building Control and Licensing that presented an application for the partial demolition of existing buildings (68-70 Oldham Street) (retention of facades to both 68 & 70 Oldham Street and internal floors of 68 Oldham Street), and erection of new 10 storey building (plus plant room) to incorporate retained elements, removal of roof and conversion of

existing warehouse building (61 Spear Street) with 3 storey rooftop extension to create aparthotel (sui generis) and ground floor commercial uses (use class E)((a), (b), (c), (e) and (g) only.

The Planning Officer recommended a further condition (as per the previous application) in relation to the provision of a disabled parking bay on Houldsworth Street. Taken with the previous scheme this would secure 2 disabled bays in this location. Also, there was a duplication of condition 44 in the printed report. The Planning Officer confirmed that the final condition and not the penultimate condition that would stand if the Committee were to approve the application.

No objector to the application attended or made any representations.

The applicant addressed the Committee. He stated the company were the owners of the site and had worked within the property market in London and Manchester for 20 years. They had been searching for a hotel opportunity in Manchester and the applicant felt that this development would boost the area. The site had presented some challenges which included retaining the heritage associated with existing buildings but this had been achieved using Manchester based consultants to do this. Together, they had achieved the goal of retaining all features. The scheme took account of carbon reduction ambitions. He also stated that they were keen to integrate with the area and had assessed noise from the adjoining public house The Castle which had live music, confirming that the scheme was no threat to this or other live music venues in the area. If the Committee were to approve the application today, then work would begin immediately with a view to opening in 2026.

Councillor Flanagan raised a question regarding the disabled parking bay and proximity to the hotel. He felt that the hotels entrance down a side street would become easily blocked and asked how a disabled client may exit a vehicle and take any luggage without causing the road to become blocked.

The Planning Officer stated that there would be a loading area on Warwick Street for this purpose.

Councillor Flanagan remained concerned as this is a very narrow street that may not solve this problem.

The Planning Officer confirmed that there is also to be an entrance on Oldham Street.

Councillor Flanagan felt that this was close to the corner and there needed to be a priority for quick and easy access for disabled users and asked if this could be delivered via a conversation between Planning Officers and the applicant.

The Director of Planning stated that they would discuss this and find a way to cover this matter. If members were minded to approve the application she asked that Committee agree that a suitably worded condition be delegated to her to be agreed in discussion with the Chair.

Councillor Lyons stated that he agreed with Councillor Flanagan, adding that short term lets in an aparthotel were necessary for this area. The height was suitable for this area of Oldham Street and Councillor Lyons moved the officer's recommendation of Approve, subject to conditions and with the additional condition of resolving the question of the disabled parking and access.

Councillor S Ali seconded the proposal.

Decision

The Committee resolved to approve the application subject to conditions and for the reasons detailed in the reports submitted, and also with an added condition to be agreed by the Chair and Director of Planning regarding the disabled parking and access.

PH/23/05 135235/FO/2022 - Vacant Site Bound By The Boulevard, The Avenue, Didsbury High School and existing properties on Clearwater Drive, Manchester, Didsbury West Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing that related to the erection of a Part 8 and Part 6 storey building to form 76 no. residential apartments (Class C3) with ground floor medical centre use (Class E(e)) with associated car parking provided on a two-tiered decked car park, landscaping and infrastructure. The application site currently comprises overgrown scrub and trees, there is a small single storey services building on the site which is redundant. Prior to the sites clearance in the early 2000s, it formed part of the wider Withington Hospital site, the redevelopment of which has taken place over a period of 20 years to form a mix of houses, apartments, commercial uses and more recently the construction of a new secondary school. The application site is the last parcel of cleared former hospital land that remains. It has previously been subject of planning applications for redevelopment for offices and car parking, none of these proposals were developed. The proposals were subject to notification by way of 827 letters to nearby addresses, site notice posted at the site and advertisement in the Manchester Evening News.

Following an amendment to the proposal to include a screen to the proposed tiered car park a further period of renotification was undertaken.

In response to the notification process 185 comments were received, 182 of these objected to the proposals.

An objector attended and addressed the Committee on behalf of residents at Didsbury Point. The objector stated that they were not opposed to the development of this land but had serious reservations about the impact of increased traffic, scale and density of this scheme. The issue was raised of the 6-8 storey buildings having no outdoors area or balconies and no control over prices. The 2 storey car park would have an impact on Clearwater Drive, adding disturbance and light pollution. A 5 metre boundary wall challenged in that, if residents were to erect a wall of this size themselves, it was felt that the Council would object. Concern over the commercial

space earmarked for a Medical Centre was raised as residents worried what may be placed there if not used as presented in the report. 60 car parking spaces were not enough for 200 residents and this would impact on the local area with parking issues and pollution. The Highways team should reconsider their findings within the report as the findings were taken during February 2021, during lockdown when traffic and Didsbury High School was much quieter. Regarding traffic issues, there have already been problems whereby bin lorries and fire engines were unable to gain access. 1 bike storage space per dwelling was also seen as too little and would encourage people to use the road to walk. Didsbury High School will soon have a 6th form college on site, further increasing drop offs and pick-ups. There had been other applications, recommended for refusal for insufficient parking reasons. The objector concluded by requesting a site visit.

The applicant, representing Southway Housing Trust, addressed the Committee in support of the application, stating that this was a not for profit scheme, all dwellings would be affordable and that the 76 homes have a communal space and bike storage, parking and Medical Centre. 30 units would be affordable rentals with the remainder being offered for shared ownership. Southway have had conversations with the Council's Planning Team around tree planting and consulted with Members. 1000+ leaflets have been distributed and face to face meetings held at the nearby Didsbury High School. These meetings have led to changes to the proposals in height, acoustic and space standards, although it was noted that it had not been possible to please everyone. Car club provision was also available and the applicant concluded by requesting that the Committee approve the application.

Councillor Leech, speaking as Local Ward Councillor and not as a Committee member, stated that he was also representing residents, 10 of which were not available to attend the meeting. Some of the residents felt that this application was a done deal already. Councillor Leech requested a site visit as he felt that the report did not accurately reflect the challenges in the location and Committee members would have a better understanding by visiting the area. The size, scale, overlooking aspect were a problem, proven by the need for a 5.1 metre wall on Clearwater Drive. The scheme was out of place with other nearby developments which were mostly 2/3 storey homes and apartments. Information provided by Highways on parking and road safety in the report was incorrect and after requesting information, Councillor Leech stated that he only received this 2 days prior to the this hearing, which was dated 9 January 2023. He questioned why this had not been provided beforehand. Highways proposals needed reinvestigating as TfGM had stated that there are zero capacity concerns, one bike lock up per dwelling would be insufficient and nothing was mentioned in the report to stop the area being used as a drop off and pick up point for pupils of Didsbury High School. The Medical Centre had a proposal of 28 car parking spaces, many of which it was felt would be used by clients who had to travel to access the service. Most people across south Manchester are car owners, contrary to the report, and most people who move in will have a car. There had been no serious road accidents in the area so far but this development was likely to increase that probability. Concern was raised about the width of roads in the area. Neither Planning nor Highways appear to have challenged Southway Trust's report and Councillor Leech expressed that reports had been dishonest. Marlow Drive is a gated community and was not available for road users for parking. The square roundabout had been used for parking and people had had to be stopped and

moved on. The report stated that the pick up and drop off for Didsbury High School had been fully taken into account but it was felt that this had not been considered. A previous application at Didsbury Tesco site had been refused and Councillor Leech expressed that part of that report could have been lifted wholesale and added to this report. Other members of the Committee had not declared an interest in this application and this surprised Councillor Leech as he stated that he was aware of Committee members having been leafletting in favour of this application and visiting residents. A site visit or rejection/minded to refuse decision were requested of the Committee in Councillor Leech's closing statement.

Councillor Flanagan raised a point of order and requested that Councillor Leech remain in the Chamber to retract a comment regarding Committee members not declaring an interest and leafletting in favour of this application.

The Chair noted that Councillor Lyons had left the Committee meeting immediately after the previous item and conveyed that it was likely it was Councillor Lyons who Councillor Leech may have been referring to. The Chair asked Councillor Leech to retract the allegation and noted that the correct procedure for this would have been to raise this with the Director of Planning ahead of the meeting.

Councillor Leech confirmed that he would not withdraw the allegation.

The Chair requested again that Councillor Leech withdraw the comment or provide evidence to back up his claim.

Councillor Leech declared that he could provide evidence and stated again that other members should have declared an interest.

The Director of Planning stated that the appropriate time to declare an interest would be at the start of the meeting at Item 3 on the agenda or, failing that, at the start of the item of business. Regarding any concerns about officers' integrity, the proper route for dealing with this is to contact the City Solicitor and/or Chief Executive.

The Legal advisor confirmed Members' duties to declare interests and that the onus is on Members to do so.

(Councillor Leech left the room at this point and took no part in the ongoing discussions or decision making process).

Councillor Stanton attended and addressed the Committee as a Local Ward Councillor. As well as resident's concerns, he felt that housing affordability was also important. He gave thanks to the GM Mayor and Chief Executive for their work on affordable public transport and housing and added that more additional cars on the streets were not the City Councils goal. He stated that he participated in consultations early on and noted that some parking issues had been addressed but others were still outstanding. Some residents of this scheme will not be able to use public transport and this is an issue with this site. Parking has become worse with since the opening of Didsbury High School and this scheme will add to on street parking. Councillor Stanton requested that the Committee either do not approve

without some improvements to the scheme or conduct a site visit at a peak time for school users.

Councillor Hilal attended and addressed the Committee as a Local Ward Councillor, expressing agreement with Councillor Stanton's comments and adding that she had met with local residents to discuss parking and had herself visited at peak times. She had noted higher volumes of traffic and felt that this will be exacerbated by the scheme and the impending 6th form college at Didsbury High School.

The Chair stated that felt the need to apologise for Councillor Leech's conduct and accusatory manner, adding that Councillors are there to articulate residents' concerns. The Chair then provided a further opportunity for the Committee members to declare any interests.

The Planning Officer addressed the comments and issues raised by the preceding comments, stating that with reference to the timing of surveys undertaken by the applicant, officers are aware of the car parking pressures in the area and these have been taken into account in reaching the recommendation (as noted in the late representations). This includes pick up and drop off for the school, illegal parking, refuse collections etc. With reference to the capacity of the junction of the Boulevard and Princess Road there are no overall highway capacity issues, but Condition 14 requires a review of the operation of that junction and any necessary changes to be made. The officer added that during the application process, there had been an ongoing dialogue between officers of the Planning and Highway Services to understand highway related matters and the comments received had been fully taken into account. The Planning Officer stated that 56 off street parking spaces are proposed together with 4 on street bays and an ambulance bay. Details of the breakdown of the number of spaces for the residential element and medical practice were also provided. It was stated that this is a very accessible location, close to tram stops and bus stops and the developer would also provide access to a car club vehicle as well as cycle hire bikes. The Medical Centre would have shower facilities to encourage staff to use cycles. Overall, it is considered that there would be an appropriate number of spaces provided at this location. The Officer also stated that he had listened to the concerns raised and recommended an additional condition requiring the submission of a car parking management plan to include monitoring and review mechanisms and measures to prevent the on street spaces being used for school pick up and drop off. In relation to height, it was stated that this is shown on page 199 and is comparable to the adjacent office building stepping down towards Clearwater Drive. The Planning Officer referred to the scheme being 100% affordable housing and drew attention to the raised garden which would be positioned above the Medical Centre for residents' use. In relation to privacy there would be a screen on the upper deck of the car park and this would also contain a living green wall and mature trees would be retained within a landscaping strip. Further planting would address some ecological concerns and also help with screening. The Planning Officer addressed concerns over usage of the site for the Medical Centre, confirming that there is a condition proposed to limit the use to that of a medical centre. It was noted that each scheme is required to be assessed on the individual merits of the case.

Councillor Flanagan stated that residents want to have confidence in members and officers and felt that Councillor Leech should have to make a comment to the Chief Executive. Councillor Flanagan confirmed that he did not wish to take a site visit but understood the concerns around parking.

The Planning Officer again stated that an additional condition could be added for a car parking management plan.

Councillor Flanagan came back with comments about clear parking issues, asking where disabled parking spaces are, can spaces at the medical centre be used at quiet periods for resident and are there disabled parking bays at the medical centre.

The Planning Officer stated that there are 2 disabled parking bays on each of the two floors of the residential car park and that this could be further looked at as part of the suggested car parking management plan condition together with exploring whether the spaces for the medical use could be used by residents when not in use.

Councillor Flanagan stated that 4 disabled spaces were not enough.

The Planning Officer stated that this could be reviewed and that the 21 places at the medical centre are for the use of patients and users of the centre.

The Director of Planning noted that the applicant was at the meeting and would be aware of the concerns. She stated that they would work together in an attempt to resolve the issues, adding that there was potential to use the medical centre parking for others when it was closed and that, if the Committee were minded to approve today, this could be built into the conditions.

Councillor Davies expressed the need for affordable housing and this provided such an opportunity for an area notable for its high housing prices. She added that if people felt there were not enough car parking spaces, then this would deter them from moving there in the first place. One third of Mancunians did not have access to a car and this was not the kind of suburban development for 3 bed houses with 2 parking bays at the front. Affordable housing ties in with the lower likelihood of residents having the money to own a car as well and she added that the level of parking on offer here may actually be appropriate.

Councillor Lovecy stated that she was also concerned about the level of affordable housing across the city, adding that site visits have been helpful in previous decisions and moved a proposal to undertake a site visit.

No member of the Committee seconded this proposal.

Councillor Flanagan noted the need to keep affordable housing in focus and felt that information should be made available to members swiftly. He felt that there was a need to have the applicant work with the city council on the issues of parking for this development in order to move the officer's recommendation of Approve.

The Chair confirmed that there had been a commitment from the Director of Planning in this regard.

The Director of Planning confirmed that a condition would be drafted in relation to a car parking management plan, to be agreed with the Chair.

Councillor S Ali seconded Councillor Flanagan's proposal.

Decision

The Committee resolved to approve the application subject to conditions and for the reasons detailed in the reports submitted, and also with an added condition relating to a suitable parking management plan being agreed between planning officers and the applicant.

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Application Number	Date of Appln	Committee Date	Ward
135565/FO/2022	24th Nov 2022	16 Feb 2023	Deansgate Ward
135583/LO/2022			
135566/LO/2022			

Proposal Demolition of the central atrium, car park ramps, and other elements, retention of casino (Sui Generis), bowling alley and existing food and drink unit (Use Class E) alongside to allow refurbishment, restoration and re-use of the Great Northern Car Park to provide office accommodation, retail and/or food and drink uses (Use Class E) and ancillary areas; and, Refurbishment, restoration, partial demolition and erection of a 3-storey extension to Deansgate Terrace (northern section) and Goods Yard Entrance to form office, retail and / or food and drink use (Use Class E) and drinking establishments / hot food takeaway (Sui Generis), with associated public realm works comprising the reconfiguration of Great Northern Square and the introduction of additional public realm with associated hard and soft landscaping, highways works, access and servicing facilities, rooftop plant and other associated works; and, Partial demolition of the existing leisure box to erect three residential buildings (ground plus 16, 27 and 34 storeys) to provide 746 residential apartments (Use Class C3), reconfiguration of existing car parking together with the creation of office, retail and / or food and drink use (Use Class E), or Sui Generis (drinking establishments / hot food takeaway) at ground floor and level 3, hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works; and,, External alterations and restoration of Deansgate Terrace (southern section) to provide office, retail or food and drink use (Use Class E) or Sui Generis (drinking establishments / hot food takeaway / live music venue), along with delivery of associated public realm, highways works, plant, and associated works

Listed Building Consent for Removal of non-original buildings and structures attached to the former Goods Yard Entrance (223-233 Deansgate Terrace) to facilitate the construction of a new 3 storey extension for office, food and drink, retail and / or Sui Generis (drinking establishments / hot food takeaway) uses and Internal alterations, restoration and construction of a new integrated part 2, part 3 storey extension to the rear 235-291 Deansgate Terrace to facilitate office, retail or food and drink use (Use Class E) or Sui Generis (drinking establishments / hot food takeaway / live music venue) uses, and associated works

Listed Building Consent for internal and external alterations to the Great Northern Warehouse as part of its restoration, refurbishment and re-use to include office, retail, restaurants / food and drink, alongside retention of the existing bowling alley, ground floor restaurant and casino following removal of non-original building elements

Location Land Bounded By Deansgate, Great Bridgewater Street, Watson Street & Peter Street, Manchester, M3 4EN

Deansgate Terraces (223 - 291 Deansgate) Manchester M3 4EN

Great Northern Warehouse Manchester M3 4EN

Applicant GNW Developments Ltd

Agent Mr Michael Percival, Deloitte LLP

EXECUTIVE SUMMARY

The proposal is for planning and listed building consent to refurbish and convert the Great Northern Warehouse into Grade A office accommodation. The Leisure Box complex would be partially demolished and three residential buildings (16, 27 and 34 storeys) constructed to form 726 homes. Deansgate Terrace North and Deansgate Terrace South would be refurbished and altered to form commercial space. New public realm and highway works are proposed

Two objections have been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development accords with national and local planning policies, and would bring significant economic, social and environmental benefits. This brownfield site contains a grade II* and grade II listed buildings. The warehouse is used as a car park which is not an appropriate use and does not best reveal its significance. This building requires significance investment.

The proposal would repurpose the car park for 26,000 sqm of Grade A office accommodation. The Leisure Box would be partially demolished for the development of 726 homes for open market sale. Deansgate Terrace (north and south) would be refurbished to create commercial space and activate new areas of public realm. The homes and office accommodation would be close to public transport, walking and cycle routes. 10% of parking spaces would be fitted for EV charging with a further 10% fitted with infrastructure. There would be 100% cycle provision and enhanced public realm including new Great Northern Square, enhanced north south links, footway and highway improvements.

Economic 3,648 direct jobs would be created during construction. These equate to £124.4 million per year for the 5 year construction period. 850 jobs would be created in the workspaces and commercial floorspace with an annual GVA of £42.8 million per year. This is a significant improvement on the current value of the site which currently creates 384 jobs and £16 million of GVA. The listed buildings would be restored, repaired and repurposed. £2.3 million would be generated per year from business rates. A further £1.4 million per year would be generated from Council tax. The development would also see 1222 new residents at the site who would spend

locally. The average household expenditure is expected to be £28,278 per annum with £11,300 per annum being spent locally.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The scheme would stabilise and repair the listed buildings. New public realm would improve connectivity and provide a pedestrian friendly environment in this part of the city centre.

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

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

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

A full report is attached below for Members consideration.

Description

This 2.97 hectare site is bounded by Watson Street, Peter Street, Deansgate and Great Bridgewater Street. It is in the Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Area.

The site consists of four main elements:

- Great Northern Square;
- Great Northern Warehouse;
- Deansgate Terrace; and
- Leisure Box Building.

The 'Impossible Bar', located on the edge of Great Northern Square, is not part of this application.

The Great Northern Warehouse is a grade II* listed building (the former Great Northern Railway Company Good Warehouse) which is used for retail, restaurants and leisure including a bowling alley, casino and public car parking.

To the south of the Great Northern Warehouse is an atrium space which acts as a connecting structure providing pedestrian access between the warehouse and the Leisure Box Building. The Leisure Box contains a cinema and multi storey car park.

The Grade II Deansgate Terrace ranges between 2 to 4 storeys in height and has 29 ground floor retail units. The upper floors are office accommodation and storage.

The spaces between the Great Northern Warehouse, Leisure Box and Deansgate Terrace are a mixture of access and servicing including car park ramps to the upper levels of car parking in the Great Northern Warehouse. There are 1240 parking spaces at the site: 519 in the Great Northern Warehouse and 721 in the Leisure Box.



Great Northern Complex and surrounding area

The area is highly sustainable. Deansgate/Castlefield tram stop and Deansgate Train Station are nearby and bus services run along Deansgate.

The Beetham Tower is to the south with St John's Gardens, a mixture of two to four storey residential and commercial properties to the west. To the east is Manchester Central. Peter Street to the north contains a range of bars and restaurants.

The site is not in a conservation area, the Great Northern Warehouse and Deansgate Terrace provide views from and into the Peter Street conservation area to the north. The site is directly east of the Castlefield conservation area which borders the Deansgate Terrace. There is a grade II listed canal that runs below the site that is

unaffected by the proposals. There are 41 listed buildings within 500 metres including a group listing (St Johns Street) that comprises 13 listed buildings.

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

Planning History

The Great Northern Warehouse was extensively redeveloped in the late 1990s. This introduced the Leisure Box and Deansgate Mews and the refurbishment of Deansgate Terrace (052193/FO/CITY3/97).

In 2018, planning permission and listed building consent was granted for the refurbishment, restoration and re-use of Great Northern Warehouse building as mixed-use development, including apartments, refurbishment, restoration and extension of Deansgate Terrace and Goods Yard Entrance, reconfiguration of Great Northern Square to allow for redeveloped and additional public realm (118568/FO/2017). This permission has been implemented and is extant.

The Proposal

The proposal consists of four main areas:

- Retention and alteration of the Great Northern Warehouse;
- Retention and alteration of Deansgate Terrace;
- Removal of the Leisure Box extension, atrium between the warehouse and Leisure Box and modern alterations to the listed buildings; and
- Public realm works.

The alterations and demolitions would allow two areas of public realm to be created – Dean Street and Alport Street. These spaces would include retail, commercial and food and beverage uses.

The applicant intends to deliver the development as a whole. In the event that a continuous development process is not achieved, the development can be split into three phases:

Phase A – refurbishment and conversion of the Great Northern Warehouse including removal of modern features and the refurbishment of the northern section of Deansgate Terrace and enhancement of Great Northern Square

Phase B and C – partial demolition of the Leisure Box and retention of car parking and the erection of the residential element (B) and refurbishment and conversion of the southern end of Deansgate Terrace (C).



Site layout and phases

Great Northern Warehouse

The Great Northern Warehouse would be retained and refurbished. The multi storey car park would be removed and repurposed as Grade A office space. An atrium would be introduced to allow light into the internal spaces. The lower and ground floor commercial space would be refurbished and retained.

Modern additions that facilitate the car park would be removed including the ramps and atrium between the warehouse and Leisure Box. This would allow for the creation of 'Alport Street' and 'Dean Street'.

Deansgate Terrace

The works to Deansgate Terrace would comprise of the following:

- Deansgate Terrace North – demolition of the non-original 1990s structures. Part new build, part refurbishment to create office studio spaces in the upper three levels and commercial at the ground floor with active frontages to Deansgate and Dean Street;
- Deansgate Terrace South – Refurbishment of internal space to provide flexible commercial space in the upper levels with community space and ground floor commercial spaces providing active frontages to Deansgate and Deansgate Mews; and
- Deansgate Mews – refurbishment of the area. The bay to the south of the existing stepped access to Deansgate Mews would form part of the new at grade pedestrian connection through the site. New openings would be created in the east elevation.

Leisure Box

The Leisure Box would be partially demolished, with the lower concrete framed section retained and reused. These retained spaces, accommodates parking and would be expanded to provide additional car parking. The concrete structure would be adapted to accommodate new development above. A two-storey podium would form two additional parking levels and commercial and amenity spaces would provide active frontages to Deansgate Mews and Viaduct spaces. Three separate residential elements (buildings A, B and C) would be constructed on top of the concrete podium to form 746 homes with shared and private amenity areas. An active ground floor use would be created to Watson Street.

Public Realm

The alterations to Great Northern Warehouse and the Leisure Box would allow Dean Street and Alport Street to be created with ground floor units providing retail, commercial and food and beverage uses. Watson Street would be improved to create a pedestrian friendly area supported by active uses.

12,076 sqm of public realm would be created including 156 trees. The public realm works are described as follows:

- Great Northern Square – retention and refurbishment with children’s play equipment;
- Dean Street – a new street to improve circulation and vibrancy allowing appreciation of the western façade of the warehouse;
- Alport Street - The stepped connection from Deansgate to Deansgate Mews would be removed and an at grade route created connecting with Watson Street. The original beams of the viaduct would be revealed;
- Deansgate Mews – Improvements to the north south link via Deansgate Mews;
- Petersfield Works – The works would consider the opportunities with the ‘Viadux Scheme’ to create a pedestrian friendly environment along Watson Street connecting to Great Bridgewater Street.



Visualisation of the refurbished Deansgate Terrace and Greater Northern Warehouse, new residential towers and enhanced Deansgate Square

The Planning Submission

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

- Design & Access Statement;
- Public Realm Strategy;
- Façade Lighting Strategy;
- Stage 2 Civil and Structural Report;
- Condition Surveys;
- Statement of Community Involvement;
- Archaeological Desk Based Assessment and covering note;
- Environmental Standards Statement including BREEAM Pre-Assessment;
- Ventilation, Extraction and Odour Statement;
- Energy Statement;
- Preliminary Ecological Assessment and Biodiversity Net Gain Assessment;
- Arboricultural Impact Assessment;
- Crime Impact Statement;
- Threat and Risk Security Needs Assessment;
- Transport Assessment;
- Travel Plan Framework;
- Waste Management Strategy;
- Television Baseline Survey Report (pre-development);
- Aviation Impact Assessment;
- Telecommunications Impact Assessment;
- Viability Assessment;
- Place Strategy including Local Benefits Proposal;
- Fire Statement;

- Flood Risk Assessment and Detailed Drainage Strategy (Great Northern Warehouse and Deansgate Terrace);
- Flood Risk Assessment and Drainage Strategy (Leisure Box);
- UXO Risk Assessment; and
- Phase 1 Preliminary Risk Assessment.

The application is also the subject of an Environmental Statement which includes the following chapters:

- Construction management, Demolition and Logistics Plan;
- Townscape and Visual Impact Assessment;
- Historic Environment;
- Air Quality;
- Noise and Vibration;
- Wind;
- Sunlight, Daylight, Overshadowing & Solar Glare;
- Socio-Economics;
- Human Health;
- Climate Change; and
- Cumulative Effects.

Consultations

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

Two comments has been received which states that although any positive redevelopment of the area is welcome, there is concern about the size of the tower, its proximity with the Hilton and the GNT and the footprint of the new 746 residential apartments in the area that is already saturated.

The tower would deprive sun light at certain hours of the day and limit visibility, plus the 746 families and car park would have a drastic impact in the accessibility of Watson Street which is already collapsed by traffic and will risk the accessibility of emergency vehicles. All of the apartments would be rentals instead of private owners, which would affect the type of neighbourhood created and impact on noise and vandalism. There would also be impact on the privacy of the apartments in GNT next to the new offices. The development would also loose the gym and cinema which is nice to have in the warehouse.

Consideration should be given to the recent Supreme Court rulings over tall rise buildings overlooking other residential buildings (Tate Modern Case London) and the payment of compensation to those overlooked. Both the owners and the Council potentially will be liable for compensation with any new buildings overlooking other properties.

There would be increased traffic, pollution and noise that almost 1000 extra cars in the area

The proposal would be detrimental to local business already established within and alongside the Great Northern building. Only 2 business locations on Deansgate side that have confirmed the landlord will extend their lease, but the others have said the landlord isn't responding to them, with an indication that they may lose their premises/lease - leading to loss of jobs, impacting during a time of economic hardship and counteractive to economic boosting ideology for Manchester.

Highway Services advise the site is in a highly accessible location. Watson Street would be narrowed, and 3 loading bays altered which will require agreement through the s278 process. A scheme to prevent through movement along Great Bridgewater Street including Moving Traffic Enforcement cameras to enforce the no through route would need to be agreed together with additional survey work to support this to understand where the trips are being displaced on the highway network. The proposal would upgrade footways and plant street trees.

The car park would be reduced by 311 spaces to 929 on the Leisure Box site. 167 (18%) would be allocated for the residential use which is acceptable given the location. 5% of the parking would be for disabled residents. A management strategy should be agreed for these spaces.

A car club space and EV charging would be provided in the car park. There would be 100% cycle provision at the residential development, 156 cycle spaces for the offices and 34 spaces in the public realm. The servicing arrangements are acceptable along Watson Street. A final servicing strategy should be agreed by planning condition.

Environmental Health details of fume extraction and opening hours of the commercial units should be agreed and acoustic attenuation to prevent noise transfer to residential accommodation. Deliveries should be restricted to 07:30 to 20:00, Monday to Saturday. Sunday/Bank Holiday 10:00 to 18:00. A lighting scheme shall also be agreed and details of plant. Details of noise and overheating are acceptable. Final details for waste management for the residential and commercial accommodation should be agreed. The air quality assessment is acceptable subject to the required number of electric car charging points and appropriate dust control measures during construction. Further details are required about ground conditions to ensure suitable remediation proposal as put in place.

Works and Skills Team recommend a condition requiring a local labour scheme.

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

Greater Manchester Ecology Unity (GMEU) the buildings have negligible potential for bat roosting. An informative should be imposed in the event bats are found. Demolition and vegetation removal should avoid bird nesting season. Biodiversity improvements should be incorporated.

Environment Agency (EA) no comments at the time of writing this report.

Historic England have provided comments on the various elements of the proposal as follows:

The underlying principle of the works to the Great Northern Warehouse is to provide an active use for the building, parts of which are underused, and in danger of declining. The works seek to reverse some of the more insensitive later alterations. Both would better reveal the exceptional significance of the listed building, and therefore they are supportive of the overarching principles of the proposals. The office use is also supported, as it requires limited subdivision, and would allow the historically open nature of the floorplates to be retained.

They do not have concerns with the majority of the proposals. However, the conversion also requires two moderately harmful interventions- the creation of a glazed atrium and of an external glazed vertical circulation area.

The glazed atrium would require the removal of areas of brick infill between the steel frame, and elements of the roof, but would retain the steel frame. This would inevitably have a considerable impact on how the space is read and experienced, and would negatively affect the historic and architectural interest of the building. Historic fabric would be lost, with the associated loss of its evidential value.

However, the depth of the floorplate creates a considerable barrier to conversion, due to the limited light in the centre of the building. It would be difficult to see how the building could function in a meaningful viable use without responding to this problem and the applicant has clearly demonstrated that the area to be altered has been kept to the minimum necessary.

An external circulation core is required, to provide compliant access to all the floors of the building. This would have a harmful impact on its significance, as it would be an additional element of attached paraphernalia. It would further obscure the ability to read the solid rectangular nature of the building's envelope, something which defines its architectural character. Historic fabric would be lost, which would be harmful, even if it is reused elsewhere.

However, the proposed glazed circulation core would undoubtedly be less visually intrusive than the current vehicular ramps. It would also require the loss of less historic fabric than seeking to locate it internally within the heart of the warehouse.

Cumulatively, they therefore conclude that the proposed solution, while resulting in a moderate level of harm, would minimise this more successfully than any alternative means of providing equal access.

The Leisure Box is not of merit in its own right, and has an unsatisfactory relationship with the warehouse and its demolition is not opposed. Its redevelopment offers the potential for some enhancement to the setting of the warehouse. The new development would be away from the warehouse, allowing all four of its elevations to be read, and for the building's monumentality to be better appreciated. It allows for a

sensitive landscaping scheme around the warehouse and to the rear of Deansgate Terrace.

This proposal is considerable in scale, with three towers, which would loom over the warehouse. This impact is important, as part of the warehouse's architectural interest, and an understanding of its historic importance, stems from the fact that it is read as a dominant and imposing building.

Historic England note that the impact of the towers will be partly diluted as they would be read as part of the group of tall buildings that exist, or are under construction, close to the site. However, this does not negate the fundamental concern about the scale of the towers, given the proximity of the tallest tower to the warehouse.

Deansgate Terrace are listed at grade II, and have already had considerable internal alterations. There is no remit for Historic England in respect of these works.

The applications seek to provide a viable new use for parts of the Great Northern Warehouse. The building is currently redundant and undervalued, and is a significant part of Manchester's illustrious history. Historic England are therefore strongly supportive of this in principle. The conversion scheme would result in some harmful interventions. However, they are comfortable that this moderate level of harm is necessary to secure the wider heritage benefits of bringing the building back into a viable use that secures its future.

Historic England have concerns about the impact of the three new tower buildings on the setting of the warehouse. In particular, their scale would adversely affect the appreciation of this building's arresting presence in the city and its special historic and architectural interest.

They believe the current configuration of built form is not the most sensitive way in which the quantum of development could be achieved. The harmful impact on the significance of the Great Northern Warehouse could be considerably lessened if the larger tower block was placed at the south-eastern corner of the site. This would mean that it would be read more directly with the adjacent tall buildings, and would create a stepping down of the built form towards the warehouse.

Greater Manchester Archaeology Advisory Service (GMAAS) the site lies in an area of known archaeological interest. There could be below-ground remains. When the warehouse was built in the late 19th century, 18th and earlier 19th century workers houses, commercial and industrial premises were demolished. Some foundations relating to these buildings may survive, albeit in a fragmentary state, and be exposed during development for the public realm and under the vehicle access ramps.

The potential for Roman remains is low, due to 19th- and 20th-century development disturbance and being on the periphery of the Roman settlement. Given the likely fragmentary nature of buried remains, an archaeological watching brief during development ground works, targeted on areas of potential, would be appropriate in this instance. GMAAS concurs with the conclusions drawn from the desk-based assessments, and recommends site is the subject to intrusive archaeological investigation in advance of development taking place.

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 (Planning Gateway One) advise that clarification is required to understand the composition of the metal cladding and canopy together with routes to the fire fighting shafts.

Aerodrome Safeguarding advise that they have no objections to the proposal subject to an informative in respect of cranes.

Policy

The Development Plan

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

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

The relevant policies within the Core Strategy are as follows:

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

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

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

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

Policy SP1 ‘Spatial Principles – The proposal would improve visual amenity and restore Listed Buildings. This would contribute positively to the street scene and enhance the area.

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

Policy CC9 Design and Heritage – The proposal provides high quality buildings through the refurbishment of listed buildings, high quality new buildings and enhanced public realm.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of this part of the city centre. There are constraints due the listed buildings. Improved circulation, level circulation spaces is provided within the public realm together with all new accommodation having lift access. Parking would be provided for disabled people.

Policy T1 ‘Sustainable Transport’ – There is access to all public transport modes including tram and rail stations and bus routes. The site is in easy walking distance of amenities in the city centre and those which would be created at the site.

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

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. The range of accommodation sizes is would be 1, 2 and 3 bedroom accommodation. Amenity spaces and cycle and waste management arrangements would ensure this is a sustainable and high quality development.

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

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

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

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

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

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure The development has a robust energy strategy.

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

Policy EN9 'Green Infrastructure' –The soft landscaping and 156 trees would enhance biodiversity and improve green infrastructure.

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

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

Policy EN16 'Air Quality' The impact on air quality would be minimised through careful control of construction activities. There would also be a significant reduction in on site car parking. Other measures to minimise the impact of the operations include a travel plan and 100% cycle provision.

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

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

EN19 'Waste' – The waste management strategy incorporates recycling principles.

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

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

For the reasons given above, and within the main body of this report, it is considered

that the proposal is consistent with the policies contained within the Core Strategy.
The Unitary Development Plan for the City of Manchester (1995)

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

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

Saved policy DC18 ‘Conservation Areas’ - The impact on the nearby conservation areas is considered in detail in the report.

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

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

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

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

Other material policy considerations

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

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

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

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

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

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

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

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

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

Manchester Residential Quality Guidance (2016)

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

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;

- Make it future proof;
- Make it a home; and
- Make it happen.

Manchester Green and Blue Infrastructure Strategy 2015

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

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

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with 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.

Great Northern, Manchester Central and Castlefield Quay SRF (2017 and 2019 update)

The SRF was originally endorsed by the City Council in 2017 and subsequently updated in 2019. The endorsement of the document highlights the long standing ambition of the City Council to see redevelopment at the Great Northern Complex and provide synergy with other regeneration areas in this part of the City Centre.

The SRF identifies that the Great Northern site underperforms and represents an underutilised part of the City, given its prime location. The use of the listed warehouse together with the quality and function of the spaces ain and around the site hinders the vitality of the site.

The SRF highlights the opportunity to enhance and extend the public realm in the area to create a network of spaces together with the function and role of Great Northern Square. This proposal would remove modern additions at the site to create a new north south link across the site, footway improvements around the perimeter and an enhanced Great Northern Square with a focus on families and recreational use.

The appropriateness of the car park within the warehouse is also considered by the SRF. This proposal would repurpose the warehouse for Grade A office space which would allow the listed building to be appropriately repaired to better reveal its significance.

The SRF also states that Deansgate Terrace, and its commercial strategy, should be refreshed. This proposal would refurbish the buildings and provide new active use onto the new public realm.

The car park and buildings in the southern part of the site together with the large atrium that sits between the warehouse and existing cinema is also expected to be removed by the SRF. This proposal delivers upon this ambition through the erection of a series of residential towers to form a distinct form of development at the application site.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to *"shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England"*.

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

Manchester Strategy (January 2016)

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

National Planning Policy Framework (2021)

The revised NPPF re-issued in February 2021. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development'*. The document clarifies that the *'objective of sustainable development*

can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

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

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

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

This proposal would redevelop a brownfield site and listed buildings in a key regeneration area for 746 new homes. A mixture of 1-, 2- and 3-bedroom accommodation would be provided catering for all family sizes and needs. Viability has been tested and in order to deliver a viable and deliverable scheme to the quality proposed, together with restoring the listed building, the scheme could not support an affordable housing contribution. This is considered in further detail within the report.

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

19,926 sqm of Grade A (Class E) office space would be created together with other commercial uses. This would support the much needed office supply in the city centre.

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

The proposal would be safe and secure. Cycle parking is provided along with car parking. Disabled residents would have access to parking. New public realm and green infrastructure would be provided which would also link into other nearby schemes.

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

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken

up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

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

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

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

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

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

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

could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

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

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

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposal would re-use a listed building and redevelop existing buildings. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. There would be a loss of car parking. The 746 new homes and 19,926 sqm of grade A office space would help meet known housing and regeneration requirements in the city centre. 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. 156 new trees would be planted.

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

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

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

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

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

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

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

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

Paragraph 185 outlines that decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

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

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

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

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

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 197)

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

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

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

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications

that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203).

The proposal would result in a degree of harm to the heritage assets. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

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

benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

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

Other legislative requirements

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

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

Section 72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

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 applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Construction management, Demolition and Logistics Plan;
- Townscape and Visual Impact Assessment;
- Historic Environment;
- Air Quality;
- Noise and Vibration;

- Wind;
- Sunlight, Daylight, Overshadowing & Solar Glare;
- Socio-Economics;
- Human Health;
- Climate Change; and
- Cumulative Effects.

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

Heritage Significance

*The Great Northern Warehouse Grade II**

The Great Northern Warehouse was built in the mid-1890s, and is a monumental testament to the ambition and wealth of the railway companies, and of the technological brilliance of the Victorians. Constructed around a steel frame, its floorplate covers a massive 267 by 217 feet. The building is clad in red brick, with blue brick bandings and stone detailing enlivening the imposing elevations.

It was constructed as a three-way transport interchange, connecting the canal, road and rail networks via a complex system of hydraulic haulage. This relationship is of particular interest, as it is a unique survival of a three-way railway goods exchange station. More widely it feeds into our understanding of the evolution of the railways in the later nineteenth century, and of the evolution of the city of Manchester.

The building is also striking architecturally, and this contributes positively to its significance. The terrace of buildings spanning from 223- 291 Deansgate were built to screen it from the main thoroughfare. This terrace is constructed in red brick with sandstone dressing, and makes a considerable contribution to the streetscape. It includes a continuous range of shops and offices at the southern end, with the former entrance to the goods station located at the other

The Great Northern Warehouse is listed at grade II*, while the terrace running from 235-291 Deansgate, and the former entrance to the Goods Station, are both individually listed at grade II. These buildings were altered in the later twentieth and early twenty-first centuries. A number of these interventions have not contributed positively to the buildings' significance.

Deansgate Terrace Grade II

Deansgate Terrace was construction by the GNR to create a continuous range of shops and offices, hiding the western aspect of the good station from sight. The terrace is 3 storeys in height with four, 4 storey blocks with intermittently rise above the roof level and have chimneys and stone obelisks.

The terrace is constructed from red brick with poured concrete floors encasing steel beams to form structural down stand beams. The windows were all replaced in the early 2000s replicating the original one over one timber sash windows. Each timber and glass shop front is largely the same. The rear of the shops is plain and utilitarian. In 2000s, a substantial walkway was installed with under croft parking created beneath.

Conservation Area Declarations

Deansgate and Peter Street Conservation Area declaration

Designated in June 1985, due to the architectural and historic interest of a number of buildings and clear groupings of buildings that were the result of commercial growth of the city during the mid 18th century to the early 20th century. The conservation area covers the area surrounding Peter Street and the junctions of Deansgate with Quay Street and Bridge Street. Deansgate forms the longest and straightest street in the city. To the south, railway viaducts in Castlefield cross Deansgate.

Peter Street, and its continuation into Quay Street, is the most important junction in the area. Peter Street contains a number of highly significant listed buildings which form landmarks including Albert Hall (Grade II), Free Trade Hall (Grade II) an Royale Club (Grade II).

Castlefield Conservation Area declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in

June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

St Johns Conservation Area declaration

St John Street is the only surviving Georgian terraced street in central Manchester, and forms the heart of the conservation area which was designated in November 1970.

The boundary of the conservation area follows Artillery Street, Longworth Street, Camp Street, Culvercliffe Walk, Lower Byrom Street, Quay Street and Byrom Street.

The street remains level along its length from Deansgate to Byrom Street, though the latter slopes gently down to Quay Street. At the west end the view along St John Street was originally terminated by St John's Church, now replaced by a formal garden containing a central memorial. Looking eastwards there is no evidence to indicate that there has ever been a specific focal point to punctuate the view. Georgian properties here have given way to a long row of Victorian shops and offices which screen the former Deansgate Goods Station. This is where Alport (meaning 'the Old Town') was located.

St John Street is a wide street by Georgian standards, and this contrasts sharply with the narrow back streets - Artillery Street, Culvercliffe Walk and Longworth Street - which provided access to the workers' cottages. The linear, dynamic, directional character of these streets also contrasts with the static, tranquil spaces of the gardens, particularly St John's Churchyard. The contrast is also significant in the hard materials of the streets and the soft trees and shrubs in the gardens.

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 City Region and must continue to provide office space, that meets occupier requirements, new homes, for a growing population and commercial and recreational developments.

There is an acknowledged shortage of good quality office accommodation and demand has remained strong post pandemic. As occupational demand grows, good quality products must be brought forward in sustainable locations such as this.

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

The Great Northern, Manchester Central and Castlefield Quay SRF seeks to guide future development in this area. The SRF highlights that the site is an underutilised part of the city centre and provides an opportunity to create an enhanced and extended network of public realm linking Great Northern Square, Dean Street, Alport Street, Deansgate Mews and Watson Street. In addition, the listed buildings need to be repurposed, particularly the warehouse which is a car park, with a re-fresh of the commercial uses in Deansgate Terrace. The SRF envisages removal of the modern interventions connecting the listed buildings to allow more modern developments.

The proposal would support the principles of the SRF and the economic growth objectives of the City Centre, by delivering 26,000 sqm of Grade A office accommodation in a car park. This would be a significant contribution to the City's office supply and create jobs. Section 6 of the NPPF states that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

746 homes would also be delivered following demolition of the leisure box. There would be one, two and three-bed apartments which would be suitable to families. The sizes would be consistent with the City's space standards with all one bed apartments suitable for 2 people.

Retail and leisure uses would be compatible and would support workers and residents and help to create a sustainable neighbourhood.

The new and improved public realm would create permeability, accessibility and connectivity, across the site, and to nearby developments. This would include new children's play provision at Great Northern Square. The loss of the leisure box would allow the creation of new office, residential, heritage benefits and public realm.

This proposal would form an important catalyst in the regeneration of this part of the city centre. It would re-purpose and enhance the warehouse building and Deansgate terrace. It would help to realise the vision set out in the SRF as underpinned by policies SP1, EC1 and EC3 of the Core Strategy.

Significant economic and social benefits include the creation of approximately 3,648 construction jobs for the duration of the construction. The GVA associated with these jobs would be £124.4 million per year.

When the development becomes operational, 850 jobs are expected to be created at the site. These jobs would have a GVA of £42.8m. There is also expected to be £2.3 m per annum generated through business rates.

The 1222 residents are expected to live at the site. The average household expenditure is predicated to be £28, 278 per annum. Council Tax revenue from the 746 new homes is expected to be £1.4 m per annum.

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

These socio-economic benefits are significant and would repurpose an underutilised site and support economic and population growth which would create jobs and increase local spending and taxation. There are significant heritage benefits associated with the reuse of the warehouse for offices and upgrading of Deansgate Terrace. This would secure the long term repair and maintenance of these important listed buildings and remove none original alterations.

The development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Affordable Housing

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

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

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

The application proposes 746 homes for open market sale and 26000 sqm of Grade A office space with commercial and retail floorspace. The delivery of homes and the regeneration of the Great Northern site is a key Council priority.

The proposal would develop a complex site containing a Grade II* and Grade II listed buildings. The Grade II* warehouse is underutilised as a car park and has, along

with the Deansgate Terrace, been unsympathetically altered over the years. A significant opportunity has now emerged to repurpose the listed buildings and remove modern alterations. The demolition of the leisure box is complex as parts of the structure are to be retained.

This development would result in the sensitive alteration, repair and conversion of the listed buildings. The removal of the car park from the grade II* listed warehouse and re-purposed as Grade A office accommodation would provide a long term sustainable use and better reveal its significance. The homes would comply with the Residential Quality guide. New public realm would be enlivened through active frontages. The existing public realm would be enhanced. There would be significant highways works to integrate the development and public realm into the wider area. All these matters have an impact on viability.

A viability report, which has been made publicly available through the Council's public access system has been independently assessed on behalf of the Council. This concludes that the scheme would not be viable if it was to support an affordable housing contribution. A benchmark land value of £12,840,000 is within the expected range based on comparable evidence. The Gross Development Value would be £294,105,452 and development costs would amount to £263,460,984. This would give a profit on costs of 10%.

On this basis, the scheme could not support an affordable housing contribution. This would ensure that the scheme is viable and can be delivered to the quality proposed. The viability would be subject to review at an agreed future date to determine any uplift in market conditions which may improve the viability and secure a contribution towards affordable housing in line with the requirements of policy H8.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon in a highly sustainable location with all forms of public transport nearby. Sustainability principles would be incorporated into the construction process to minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use of materials.

There would be 929 parking spaces (a reduction of 311 spaces). 10% would be fitted with an electric car charging point with a further 10% being fitted with the infrastructure for a EV point. A travel plan would encourage residents to use public transport to reduce vehicle trips. A secure cycle store would provide 100% provision along with 52 stands within the public realm.

The warehouse would be refurbished, the Deansgate Terrace would be refurbished and extended and the Leisure Box would be a new build. This has influenced the environmental standards and energy strategy.

Great Northern Warehouse The building is Grade II* listed and it is a challenge to restore it and improve its energy efficiency. It is in a poor condition, is not watertight or thermally sealed. The development would improve the fabric by upgrading the glazing and the thermal efficiency at roof level. Its listed status limits works to the wall which would be unacceptable from a heritage perspective.

The strategy is to reduce energy use through passive measures including re-glazing windows. The offices would require a new mechanical ventilation system for heating and cooling through air source heat pumps. This would serve the existing commercial units and the casino. LED lighting would be used throughout the building. An area of roof has been identified for photovoltaic panels for on site renewable energy. A BREEAM excellent rating is being targeted for this element of the development.

Deansgate Terrace The terraces would be restored and extended. They are in good condition with no evidence of structural defects or masonry or stonework repairs. 1990s additions would be removed for the northern terrace and new build elements would be added along with refurbishments to create the office spaces. The southern terraces would be more light touch with refurbishment of internal spaces.

The office spaces would be ventilated either naturally or mechanical heat recovery. Photovoltaics and air source heat pumps would be installed to the northern section of the terrace. A location cannot be found on the southern terrace that would not be harmful to its listed status. A BREEAM excellent rating is being targeted for this element of the development.

Leisure Box The upper section of the Leisure Box would be demolished, with the lower parking retained. Residential towers would be built above this space and consideration has been given as to how the building fabric would be able to reduce its energy consumption through passive means.

Each apartment would be provided with a Mechanical Ventilation Heat Recovery (MVHR) unit with rapid opening vents. Each home would have an electric panel heater. These measures would result in a 15% improvement on Part L (2022) of the Building Regulations which would exceed the requirements of policy EN6. A condition requiring a post construction review would verify that this reduction has been achieved.

156 trees would be planted alongside low level planting and shrubs. Bird and bat boxes are proposed with a blue and green roof on the podium of the towers. These measures would improve biodiversity and provide an efficient drainage system which would minimise the effects of surface water.

Townscape and visual impact Assessment

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views on a 360 degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of listed buildings. The assessment utilises the guidance and evaluation criteria set out in the *Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013*. The magnitude of the

impacts (both beneficial and adverse) are identified in the assessment as very large, large, moderate, slight or neutral.

23 key viewpoints (including cumulative impacts shown in wire lines) were considered in the townscape assessment as follows:

Viewpoint 1: Quay Street
Viewpoint 2: Watson Street
Viewpoint 3: Deansgate
Viewpoint 4a: St John's Gardens
Viewpoint 4b: St John's Street
Viewpoint 5: Lower Moseley Street
Viewpoint 6: Liverpool Road
Viewpoint 7: Liverpool Road
Viewpoint 8: Castlefield Urban Heritage Park
Viewpoint 9: Albert Sqaure
Viewpoint 10: St Peter's Square
Viewpoint 11: New Cathedral Street
Viewpoint 12: Manchester Cathedral
Viewpoint 13: Castlefield
Viewpoint 14: Castlefield
Viewpoint 15: Ring Road
Viewpoint 16: Regent Road
Viewpoint 17: Trinity Way
Viewpoint 18: Corporation Street
Viewpoint 19: Picadilly Gardens
Viewpoint 20:Medlock Street
Viewpoint 21: Princess Street
Viewpoint 22: Hulme Park
Viewpoint 23: Chester Road

Detailed assessment on the impact on the following Strategic character areas has been undertaken

- Medieval core
- Retail Core
- Civic Quarter
- Spinningfields
- Chapel Street
- St Johns
- Petersfield
- Castlefield
- Water Street
- First Street
- Hulme
- Corridor Manchester

The effect of the development on the above zones, through an assessment of relevant viewpoints, can be summarised as follows.

Medieval Core is an important gateway and transport hub with Victoria Station and tram stops. It is a major retail and leisure area with the Corn Exchange, the National Football Museum, AO Arena and the Printworks. Its significance as a cultural and public area is notable with the presence of the Cathedral, the ecclesiastical and scholastic centre of Manchester from the 15th century.

To the south and east of the Cathedral Yard are the Corn and Produce Exchange which enclose Exchange Square. These all cluster around the medieval street pattern and are bounded by the curving line of the Cateaton Street, Hanging Ditch, Todd Street, Victoria Station and Hunts Bank approach. To Cathedral overlooks Victoria Street and the River Irwell.

View 12: Manchester Cathedral is a channelled views down the River Irwell corridor. The townscape is mixed and includes the Manchester Cathedral and more modern developments such as the Premier Inn and Ramada Hotel. The view is in the Cathedral conservation area with full appreciation of the Cathedral and the public realm in this area.



Viewpoint 12: Manchester Cathedral (existing left image) (proposed right image) (cumulative)

Retail Core form the main retail streets of Market Street, King Street, St Ann Square and part of Deansgate. The area is a mix of historic and modern buildings which characterise the areas between Cross Street and Deansgate. The river Irwell forms the western boundary and includes the three bridges linking Manchester with Salford.

View 18: is on the interface between the Medieval Core and Retail Core and is focused down Corporation Street. Modern development dominate the view. The proposal would not be visible.



Viewpoint 18: Corporation Street (existing left image) (proposed right image)

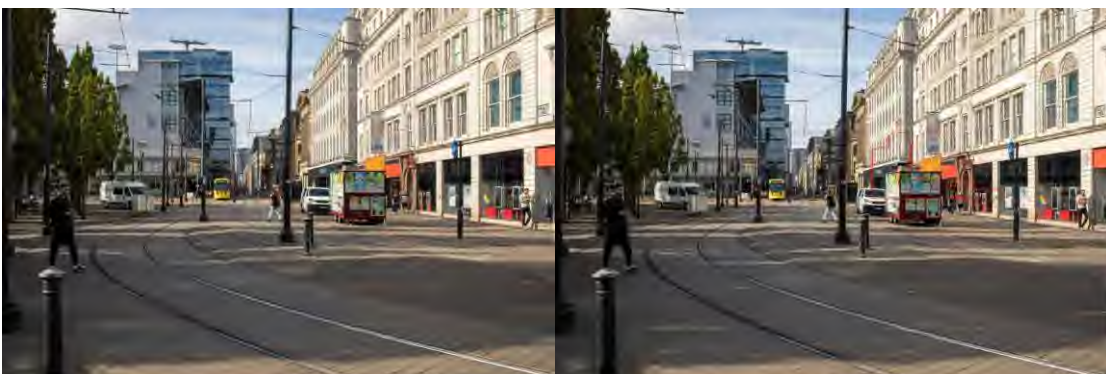
View 11: New Cathedral Street is located in the heart of the retail core on the edge of the St Anns conservation area. Modern developments in the form of the Beetham Tower, Deansgate Square and St Michaels (under construction) are evident in the distant horizon. The listed St Ann's Church is evident.

This is a sensitive view in the retail core but the proposal would not be visible due to the St Michaels development.



Viewpoint 11: New Cathedral Street (existing left image) (proposed right image) (cumulative)

View 19: Picadilly Gardens offers a niche view down Moseley Street. The townscape is a mix of historic buildings and modern developments. The busy transport interchange and tram infrastructure dominates the view. The proposal is not visible.



Viewpoint 19: Piccadilly Gardens (existing left image) (proposed right image)

Civic Quarter comprises older and modern office buildings with Manchester Town Hall (Grade I listed) and its spire a prominent feature in the skyline. Albert Square is an important civic space. Other notable listed buildings include the City Art Gallery (Grade II*), Central Library (Grade II*) the Midland Hotel (Grade II), war memorial (Grade II), and St Peter's Cross (Grade II).

View 9: Albert Square is currently partially closed due to the Town Hall refurbishment. Nevertheless, it remains an important civic space and its position in the Albert Square conservation area means that the viewpoint is sensitive to change.

The proposal would be visible in between the Beetham Tower and the Great Northern Square building and would reinforce the urban grain in this location. This view would further change as the St Michael's development progresses. The proposal would be absorbed into the view and whilst visible would not be unduly harmful to this sensitive environment.



Viewpoint 9: Albert Square (existing left image) (proposed right image) (cumulative)

View 10: is on the north eastern corner of St Peter's Square with a wide view of the area and is highly sensitive: it is a key civic space and contains views of Central Library, Midland Hotel and the war memorial which are key features of the St Peter's Square conservation area. The Beetham Tower, and other emerging tall buildings, rise above the Midland Hotel.

The proposal sits in the cluster of other tall buildings. Its contemporary design and materiality is evident. Its tone and colour complements that of the Midland Hotel. It would be highly visible in this sensitive view, but merges with the skyline and cluster of other tall buildings.



Viewpoint 10: St Peter's Square (existing left image) (proposed right image) (cumulative)

Spinningfields is a major office destination with a vibrant restaurant scene. New developments dominate the area alongside older buildings such as the Crown and County Courts (Grade II listed), People's History Museum (Grade II), the John Rylands Library (Grade II), Sunlight House (Grade II*) and Masonic Lodge (Grade II). There are new homes along the river Irwell frontage alongside public realm.

View 1: Quay Street is at a busy intersection between Deansgate and Quay Street with a close up view of the site. Deansgate terrace is prominent and The Beetham Tower is a modern development and the Viadux development (under construction) will shortly come into view. It is in the Deansgate conservation area and is highly sensitive alongside the Grade II* listed Great Northern Warehouse.

The towers are evident and the elevations complement the masonry grid of the warehouse. The tallest elements are closest to the Beetham Tower and Viadux forming a cluster of taller buildings away from the listed buildings so not to overwhelm them. The public realm to Great Northern Square is evident and enhances the setting of the listed buildings.



Viewpoint 1: Quay Street (existing left image) (proposed right image) (cumulative)

Chapel Street forms part of the historic core of Salford with new developments taking place in the area. The area includes the Lowry hotel.

View 17: Trinity Way provides a long distance view from which to assess the effects on the Manchester skyline. Trinity Way is one of the busiest road routes in the city.

The Beetham Tower and Deansgate Square are notable tall buildings. The view of the development would largely be obscured by the development of the Trinity Island site which occupies the surface car parks.



Viewpoint 17: Trinity Way (existing left image) (proposed right image) (cumulative)

St Johns The area contains the Grade II Listed Manchester and Salford Junction Canal tunnel, which is underground and the Grade II Listed Colonnaded Railway Viaduct is partially in the area. The area contains non-designated heritage assets. Adjacent listed structures include the Grade I Liverpool Road Station, (Grade I) and buildings at Museum of Science and Industry. The area contains the riverside frontages and a mature garden that faces the existing St. John Street public gardens.

The townscape is experiencing change with significant new developments which has altered the townscape. The river is deeply channelled and largely obscured from view. The Ordsall Chord is to the west.

To the north of Liverpool Rd, and the west of Deansgate, are the low rise Georgian streets of St Johns, home to the chambers and practices of Manchester's legal and medical professions and residential developments in the St Johns Conservation Area. St Johns gardens is a tranquil green space.

View 4a: St John's Gardens is a small quiet public square in the city centre. There are modern developments in the view with the Beetham Tower on the fringes. The view is sensitive as it is located in the St John's conservation area. The towers are visible above the low rise terraces providing a new addition to the skyline.

The scale of the towers are evident but the massing has been broken down to reduce its overall impact. The high quality elevations and architecture is evident which outweighs any harm to the conservation area.



Viewpoint 4a: St John's Gardens (existing left image) (proposed right image) (cumulative)

View 4b: is in the St Johns conservation area and dominated by modest red brick terraces with no modern development meaning it is sensitive to change. Only a small portion of the tallest part of the proposal is visible with glazing being evident in the warehouse. The effect of this view is limited.



Viewpoint 4b: St John's Street (existing left image) (proposed right image) (cumulative)

Petersfield is characterised by high profile venues such as Manchester Central, Bridgewater Hall and the Great Northern Warehouse (grade II*) with a network of open spaces and public realm. Buildings shape and sizes vary with curved roofs to the Bridgewater Hall and Manchester Central contrasting with the vertical and angular nature of the Beetham Tower.

View 2: provide a view of the site with the Great Northern Warehouse clearly evident. The Beetham Tower, Deansgate Square and Viadux would also be evident forming a cluster of tall buildings. The view is outside the conservation area but has a level of sensitivity to change.

The proposal would clearly be evident with the warehouse much improved with new glazing. The tallest towers would be visible but the lower elements would sit behind the existing buildings. The tower would complement the adjacent warehouse due to the composition and quality of its elevational treatment providing visual interest.



Viewpoint 2: Watson Street (existing left image) (proposed right image) (cumulative)

View 5: is outside the Midland Hotel and provides a view of Manchester's emerging skyline over Manchester Central. There are two listed buildings which add a degree of sensitivity to the view.

The proposal would add positively to the cluster of tall buildings and provide a degree of balance to the Beetham Tower and Viaduct developments. Its high quality facades are evident which contrasts with the glazed nature of the Beetham tower.



Viewpoint 5: Lower Moseley Street (existing left image) (proposed right image) (cumulative)

Castlefield is one of Manchester's key tourist destinations. It is the terminus for the world's first industrial canal: the Bridgewater Canal and the world's first passenger railway in 1830. Its historic interest is linked to the historic transport networks formed by the railways and canals. It includes the remaining sections of a Roman fort. It contains offices, apartments, cafes, bars and hotels and includes public spaces and an events area. Castlefield Conservation Area covers this area.

The viaducts offer panoramic views of the city but visually enclose spaces below. These horizontal features contrast with the chimneys and towers associated with the industrial development.

The enclosed canal basins is dominated by its restored heritage with new residential and leisure development. The public spaces and towpaths provide a human scale. The views constantly change along the canals. The Mancunian way passes through

this area with occasional interrupted views of the City centre. A 20-storey development overlooks the basin on Chester Road.

View 3: looks up Deansgate at its intersection with Liverpool Road. It is close range and is dominated by Deansgate Terrace (and its listed façade) and the base of the Beetham Tower.

The proposal would be evident. There would be improvements to the façade of Deansgate terrace and the public realm. The taller elements would be seen in the background to the Beetham Tower providing a contrast in materiality whilst complementing that of the listed buildings.



Viewpoint 3: Deansgate (existing left image) (proposed right image) (cumulative)

View 6: is highly sensitive as it contains the world's oldest surviving terminal railway station which is now part of the Science and Industry Museum. The Beetham Tower and Viaduct are evident and tall buildings form part of its character. The proposal would add positively to this cluster providing a contrasting materiality, colour and tone which would complement the older buildings. The proposal is positive in townscape terms and would be seen in the context of some highly significant listed buildings. This is considered elsewhere within this report.



Viewpoint 6: Liverpool Road (existing left image) (proposed right image) (cumulative)

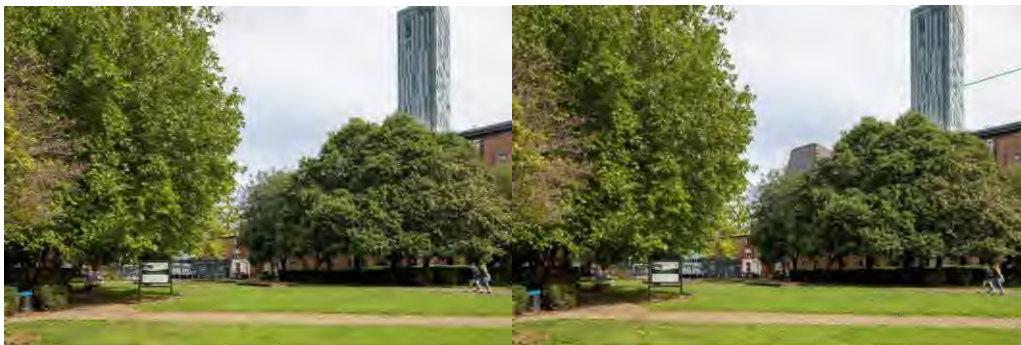
View 7: is adjacent to the Science Museum and contains a grade II listed building and within the conservation area. The Beetham Tower is evident. The proposal is evident as it rises above the low rise Campfield building and would be highly

prominent. However, it is very much in the background which minimises its overall impact on the skyline and the listed buildings and conservation area.



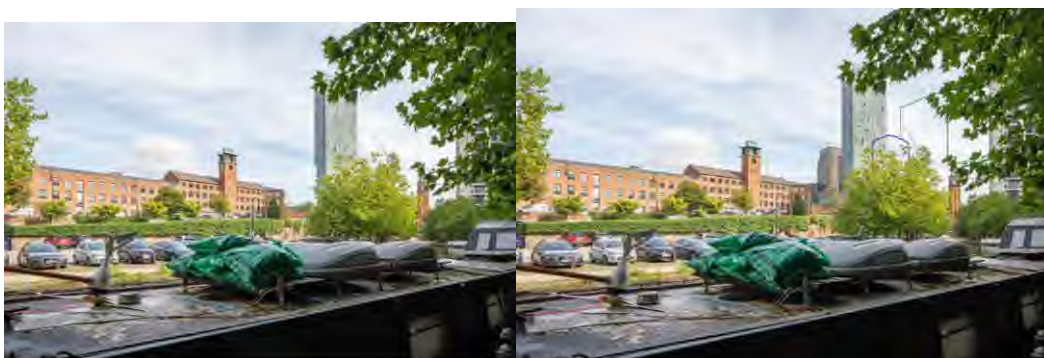
Viewpoint 7: Liverpool Road (existing left image) (proposed right image) (cumulative)

View 8: contains Roman remains which form part of the park in the conservation area. The Beetham Tower dominates the view above low rise buildings. The tallest part of the proposal can be seen above the tree line. The impact would be minimal.



Viewpoint 8: Castlefield Urban Heritage Park (existing left image) (proposed right image) (cumulative)

View 13: is in the Castlefield basin in the conservation area. The significance of the area is derived from the historical buildings and Bridgewater canal. In recent years, tall buildings have emerged which have formed a cluster in the skyline. The proposal would largely preserve the viewpoint, sitting in the background, behind the Beetham Tower. Contextually the material and fenestrations would complement the older red brick buildings.



Viewpoint 13: Castlefield (existing left image) (proposed right image) (cumulative)

View 14: is in the centre of Castlefield conservation area. The proposal would be more visible than in view 13 but still subservient to the Beetham tower. The proposal is considered to add positively.



Viewpoint 14: Castlefield (existing left image) (proposed right image) (cumulative)

View 23: is at the interchange between the Mancunian Way and Chester Road. The view is not sensitive due to modern developments. The proposal would add to the cluster of tall modern buildings and would form a positive addition to the skyline.



Viewpoint 23: Chester Road (existing left image) (proposed right image) (cumulative)

Water Street is dominated by transport connections including the river Irwell, tram and railway lines (much of which is on viaducts) and the inner ring road. Recent developments include tall buildings at Water Street and Trinity Islands.

View 15: is at the interchange of Trinity Way and the A57. It provides a view over the Manchester skyline but is dominated by road infrastructure. The proposal would be visible adjacent to the taller Beetham Tower. The proposal is a positive addition to the modern buildings and the skyline.



Viewpoint 15: Ring Road (existing left image) (proposed right image) (cumulative)

First Street is the focus of major regeneration activity forming a mixture of commercial, cultural and residential developments including HOME.

View 20: demonstrates the significant development activity which has taken place in this area in recent years. Viadux is the most recent addition to the skyline. The view is susceptible to change and the proposal would add to this albeit largely obscured by Viadux.



Viewpoint 20: Medlock Street (existing left image) (proposed right image) (cumulative)

Hulme has been the subject to a considerable regeneration and a large area of mostly low rise housing has been built. Hulme Park is one of the largest public open spaces close to the city centre. Princess Road which is sunken cuts through this zone and the footbridges that cross over it offer some of the best views of central Manchester. The zone is predominantly residential.

View 22: Hulme Park is an open green space with a dramatic view of the Manchester skyline and the Great Jackson Street regeneration area. Viadux would largely screen the proposal from view.



Viewpoint 22: Hulme Park (existing left image) (proposed right image) (cumulative)

Corridor Manchester is the area between Oxford Road and Cambridge Street and is dominated by educational establishments.

View 21: is on Stretford Road as it crosses over Princess Road and offers a panoramic view over the city centre. The view has seen a significant amount of change and the proposal would be absorbed being largely screened by the Viadux.



Viewpoint 21: Princess Road (existing left image) (proposed right image) (cumulative)

Ordsall is a suburb of Salford consisting largely of low rise residential housing.

View 16: Regent Road is a busy crossing and provides views of the emerging Great Jackson Street SRF area. It is dominated by modern developments with the proposal largely imperceptible.



Viewpoint 16: Regent Road (existing left image) (proposed right image) (cumulative)

The development would form a large and significant development and would transform the Great Northern site and having an overall beneficial impact.

The impact of the height would not be unduly harmful on visual amenity or the city scape. In the majority of instances, the impacts on the local area and on the city townscape would be positive. The high quality architecture and use of materials would create of a distinctive development.

Some visual harm would occur where the development would clearly be seen in the same context as heritage assets. This relates principally to the visual impact on the understanding and appreciation of the setting of the SIM complex (including views along Liverpool Road). However, these impact would not affect the character and appearance of the Castlefield Conservation Areas as a whole.

This low level of harm is outweighed by the substantial regeneration benefits that the development of such a high quality scheme would deliver. This is considered in detail elsewhere in the report.

Impact of the historic environment and cultural heritage

The Great Northern Good Company Warehouse and associated railway yard (now Great Northern Square) is Grade II* listed. The long terrace known as Deansgate Terrace is Grade II listed (two separate listings).



Great Northern Warehouse and Deansgate Terrace

The site is adjacent to the Deansgate/Peter Street conservation area, Castlefield conservation area and St Johns conservation area. There is a grade II listed canal that runs below the site that is unaffected by the proposals. There are 41 listed buildings within 500 metres including a group listing (St Johns Street) that comprises 13 listed buildings.

The warehouse was a large goods depot and warehouse built between 1896 and 1899 by the Great Northern Railway (GNR). The warehouse is rectangular in shape and is five storeys with a basement. The ground and first floor levels are higher than the upper floors as they were originally used for trains.

It has a steel frame with blue engineering bricks to its lower floors with decorative horizontal and vertical banding. There are hard local red brick to the upper floors. The floors are constructed of steel girders, with brick jack arches in between covered in a layer of concrete. Hydraulic hoists, cranes and jiggers were located on every floor, accessed through hatchways.

All of the original 30 pane metal casement windows remain. Some of the original glazing remains whilst louvres were installed in others. The roof consists of six low pitched roofs running west across the building and hipped on all sides. The internal roof structure on level 4 is fully exposed. Each warehouse floor retains its original

jack arched ceiling consisting of many continual barrel vailed brick arches set within a steel framework. This allowed the warehouse to be fully fireproof.

The warehouse was refurbished in 1999 to provide car parking and retail. This resulted in escalators and staircases being added through the original floor structure and partition walls being added. Two large concrete car ramps were erected along the west elevation. At each floor level the car park ramps enter each floor through insertions created by joining to former window openings

Deansgate Terrace was construction by the GNR to create a continuous range of shops and offices, hiding the western aspect of the good station from sight. The terrace is 3 storeys in height with four, 4 storey blocks with intermittently rise above the roof level and have chimneys and stone obelisks.

The terrace is constructed from red brick with poured concrete floors encasing steel beams to form structural down stand beams. The windows were all replaced in the early 2000s replicating the original one over one timber sash windows. Each timber and glass shop front is largely the same. The rear of the shops is plain and utilitarian. In 2000s, a substantial walkway was installed with under croft parking created beneath.

A heritage statement, a detailed design and access statement and structural report examine the condition and impact of the proposal on the significance of the building, its setting and the impact on surrounding listed buildings and conservation areas.

The Grade II* listing reflects its importance as being one of the longest warehouses in length and most advanced at its time. The warehouse has high architectural, artistic and historic interest through its Victorian engineering being an early example of a steel frame building and multi level goods station. It has group value with Deansgate terrace. The most highly significant elements are its original metal framed casement windows and the original glazing where they exist, brick vaults on steel beams and columns, brick jack arched ceilings, open plan warehouse floors, central supporting cross wall to level 4, exposed timber roof and double height space to level 4 and its robust and regular fenestrations to the exterior.

The proposal would result in extensive repairs and alterations to the exterior and interior of the building responding to the high areas of significance identified.

Modern signage advertising the car park, CCTV, lighting and non original rainwater goods would be removed and the building made good. This would remove clutter from the building and repair the elevations. Original rainwater goods would be refurbished and restored. The impact of this work would be beneficial.

The original steel windows would be repaired, cleaned and reglazed and made fully operational. Where louvres have been installed, they would be removed, and the windows restored. Non original openings for the car park ramps would be infilled and replica steel windows installed. This would work would be beneficial to the building and its significance.

The modern canopy and late 1990s extensions would be removed. This would reveal the western façade which would be beneficial and allow all four elevations of the building to be appreciated and understood.

The condition of the masonry varies and would be cleaned and pointed with lime mortar. Missing or deteriorated brick work and stonework would be replaced. The original hoists, which have been filled with non original brickwork, would be re-opened, repaired and replica windows installed. This work would be beneficial.

Girders and columns to the viaduct would be repaired and cleaned and non original features removed. The impact of this work would be beneficial.

The non-original recessed plaza entrance and shop fronts would be upgraded. This would apply to the ground and first floor entrances. The lack of significance of these more modern elements is judged to be moderately beneficial to the significance of the listed building.

The most significant external interventions are a glazed entrance to the south elevation allowing for level access from the warehouse onto podium/upper Dean Street and an external lift core and glazed link bridge to Deansgate terrace. The lift core and bridge would require 6 original steel frame windows and cills to be removed. These windows will be reinstated where the car park ramps were installed. This would cause a minor/moderate adverse impact on the significance of the listed building principally from the visual impact of the structures. However, the glazing would allow the original façade to be seen. The change could be reversed if lift core and bridge were to be removed.

Internally, at the ground floor, the non original plaza entrance would be refurbished and the jack arch ceiling exposed. Two lift cores would be installed south of the escalators with reconfiguration of internal spaces. This would have limited impact on historic fabric and the significance of the building.

The original concrete staircase would be refurbished and the internal brickwork would be repaired, cleaned and exposed. Modern fixtures, fittings, M & E, modern structures/partitions and plant would be removed from the buildings. The impact of this work would be beneficial.

The second, third and fourth floors would be converted into offices. The amount of subdivision would be minimised in order to retain the highly significant open plan space. Any subdivision would involve light weight partitions. This would cause a minor/moderate adverse impact on the significance of the listed building principally from the loss of openness which would prevent the full appreciation of the special character of the floors. This would be reversed if partitions were removed. The conversion of the warehouse to offices would cause less intensive subdivision than the extant planning permission to residential use.

An atrium and rooflights would be installed on the fourth floor to allow light into the deep floorplates below. This would require the removal of original roof structure which would cause a degree of moderate harm. An atrium was proposed as part of

the extant residential planning permission and the atrium subject to this application is smaller minimising the degree of harm to the listed building.

The works to the listed building are extensive in order to convert it into a commercial space. This would cause harm to the listed building and its significance which would only be reversed if modern interventions are removed. The most notable are the subdivision of the large open plan floor plates, installation of the atrium to the roof and erection of the external lift core and bridge.

The commercial use of the building does, however, allow the extent of subdivision to be minimised and where partitions are proposed they are lightweight. This would allow the openness of the floorplates to be as legible as possible minimising the overall degree of harm to the listed building. There would be an extensive programme of repair and restoration works which seeks to retain existing features in situ.

The significance of Deansgate Terrace is derived from its unique and continual form within its regular rhythm of its fenestration, shopfronts and architectural detailing. The arched entrance into the former goods yard at the junction of Peter Street and Deansgate is in the southern part of the Peter Street conservation area. The most highly significant elements of the terrace include its original brickwork and stone detailing and internal finishes.

The refurbishment and conversion of the terrace requires repair, alteration, removal and demolition at the complex and a conservation led approach has been taken. Demolition at the northern part of Deansgate terrace would remove modern additions which would be replaced with a more appropriate extension. The southern part of the terrace would be sensitively restored.

Modern signage, CCTV, lighting and non original rainwater goods would be removed and the building made good. This would remove clutter and repair the elevation. Original rainwater goods would be refurbished and restored. The impact of this work would be beneficial.

The original timber windows would be repaired, cleaned and reglazed and made fully operational. The original roof covering would be removed and an insulated roof construction reusing the original slates. The condition of the masonry varies and would be cleaned and pointed with lime mortar. Missing or deteriorated brick work and stonework would be replaced. The impact of this work would be beneficial.

The most significant interventions externally are the glazed link bridge to the warehouse and installation of the roof terrace. These would cause a minor/moderate adverse impact on the significance of the listed building principally from the visual impact of the structures. However, the glazed nature would allow the original façade to be seen. The change could be reversed.

Consideration has been given to the impact of the Leisure Box redevelopment on the setting of the listed buildings other listed buildings in the surrounding areas and the conservation areas. The heritage statement has considered 14 views to understand the visual impact of the development of the identified heritage assets.

View 1 is from the junction of Deansgate/Peter Street/Quay Street and allows the relationship between the listed buildings to be understood. The converted warehouse would be highly visible and would be beneficial with its repaired and reinstated windows. The repair, alterations and extension to Deansgate terrace north would be visible. The improved public realm would have a positive impact on the conservation area and the setting of the listed buildings.

The redeveloped Leisure Box site would be highly visible. The height of the towers would form a striking feature emerging in the backdrop of the warehouse and terrace. This would alter the setting of the listed buildings, causing a degree of harm but the listed building would remain legible and understood. The high quality architecture of the buildings would be evident including the regular fenestration and crill window style. The development would be read alongside other taller buildings either built or emerging in this area.

View 2 is from Peter Street looking towards the site and demonstrates the prominence of the warehouse. It demonstrates the benefits to the listed building and the conservation area of converting and repairing the warehouse. The redeveloped Leisure Box would form a tall vertical feature behind the warehouse. The scale of the towers would be seen in the setting of the building and cause a degree of harm. The warehouse would remain legible and understood with the taller tower forming the backdrop. The view demonstrates that taller building can be accommodated in the area where they are high quality in nature.

View 3 is experienced from the southern part of Deansgate allowing Deansgate terrace to be understood and its relationship with the edge of the Castlefield conservation area. There are modern buildings in the view. The redeveloped Leisure Box forms a taller element against the backdrop of the terrace. The towers would be seen within the setting of the building causing a degree of harm. However, the massing of the building has been minimised and steps away from the listed building and wider street scene.

View 4a is from St Johns Gardens in the St Johns conservation area. The view is dominated by mature landscaping and trees. The northern most tower would be particularly visible seen above the low rise Georgian buildings. This would erode the setting of the conservation area to a degree particularly the intimacy provided by the low rise buildings in this part of the conservation area. A degree of harm has already been accepted as a result of other taller buildings which are emerging in this view.

View 4b looks east along St John Street. Deansgate Terrace terminates the view. The Grade II listed Georgian townhouses dominates this view enclosing the street. There would be a glimpsed view of the development which would encroach above the roofline of the listed townhouses. This would have a minor impact on the setting of the listed buildings.

View 5 is from Lower Mosley Street. The Grade II* Manchester Central dominates the view. The proposal would be highly visible to the right of the Beetham Tower. It would rise above Manchester Central causing a degree of harm to the setting of the listed building. However, the distinctive arch roof would remain legible and understood.

Viewpoint 6 is from the western end of Liverpool Road outside the former entrance to the Grade I listed Liverpool Road Railway station. The proposal would be visible terminating at the end of the view and clustering with other tall buildings including the Beetham Tower. The development would result in visual change to the view but would preserve the setting of listed buildings and the Castlefield conservation as a whole.

View 7 is from further east along Liverpool Road allowing clear views of the grade II listed Science Museum. The proposal change the view being visible above the roof line of the lower rise listed building. Whilst the listed building would remain legible, dominating this section of Liverpool Road, the proposal would form a large feature in the street scene and within the conservation area. The high quality nature of the façade would be evident and worthy of a tall building in this part of the city centre.

View 8 is experienced from Castlefield Urban Park. The proposal would be seen just above the tree canopy but does not alter the spaciousness of the park. The development would be read within the cluster of taller buildings in the view.

View 9 is from Princess Street. This is a highly sensitive view over Albert Square in the conservation areas. The Grade II listed Town Hall is evident. The proposal would be visible above the roofline of the listed buildings on the southern side of Albert Square. The development would integrate into the skyline of other tall buildings minimising the impact on the Town Hall and Albert memorial. The proposal would not impact on the Albert Square conservation area as a whole which would remain legible and understood.

View 10 is from Moseley Street. The Grade II* Midland Hotel, Town Hall Extension and Central Library are all visible. The backdrop is a number of tall buildings such as Axis, Deansgate Square Towers and Beetham Tower. The proposal would rise above the listed buildings, particularly the domed roof of the library and erode the setting of the listed buildings to a degree. The massing of the building is chamfered which minimises the impact on the roofline of the library. The development as a whole would be read within the cluster of tall buildings.

View 11 is from the norther boundary of St Ann Square conservation area. The grade II Royal Exchange is in the view as is the bell tower of the Grade I listed church of St Ann. The proposal would be form a contemporary backdrop alongside the other tall buildings visible. The relative distant between the listed buildings, conservation area and the development would minimise the harm of the development on the setting and significance of these assets.

View 12 is from the north end of Deansgate in the Cathedral conservation area and is dominated by The grade I Cathedral. The proposal is not visible resulting in a neutral impact on the listed building and the conservation area.

View 13 is from the Castlefield conservation area and is dominated by the grade II former Merchants warehouse. The Beetham Tower is visible. The proposal would be largely obscured by the Beetham Tower. It would add to the grain of development in the area and form a distant building in the setting of the conservation area.

The views demonstrate that impact the restoration of the warehouse and Deansgate terrace would have. Windows and fabric would be repaired and unsympathetic alterations removed. The redevelopment of the Leisure Box would, in some instance, have a minor impact on the setting of conservation areas and listed buildings including the warehouse and Deansgate Terrace.

This would result in *less than substantial harm* to the listed buildings and conservation areas as a whole and therefore the test set out in paragraph 202 of the NPPF apply.

Historic England have not raised any objections to the conversion and repair of the warehouse and Deansgate Terrace but have raised some concern with regards to the scale and massing of the redeveloped Leisure Box.

The conversion and extensions and modifications of the warehouse would cause harm to its significance. This would be overall minor and would allow the internal and external aspects of the building to remain legible and understood. The most highly significant features of the listed buildings would be repaired and restored with modern and less significant interventions removed.

The redeveloped Leisure Box would be a large and significant development in the setting of the nearby listed buildings and the conservation area. The scale, massing, appearance and use of materials would provide a contemporary development that would be clustered to other nearby tall buildings. There would be gaps between the buildings and the listed buildings allowing them to remain legible and understood. There would be localised instances of harm to views of the site from these views.

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

Assessment of Heritage Impact

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

The redevelopment and regeneration of this brownfield site is in line with Council policy and would bring 746 homes in a highly sustainable area along with 26,000 sqm of Grade A office space.

The key views demonstrate how the development would have a largely beneficial impact on the majority of views with the exception of some localised views where the development would be highly visible within the setting of key heritage assets.

Whilst the building would be large, it would not be out of context with other tall buildings in this part of the city centre. There would be heritage benefits associated with the conversion of the Great Northern Warehouse and repair of Deansgate Terrace including removal of previously unsympathetic extensions and alterations.

There would be £6 million on improvements to public realm at the site which would include the planting of 156 trees, creation of a family friendly space in the Great Northern Square and improved pedestrian connectivity at the site together with highway improvements.

3,648 full time equivalent jobs would be created during construction. The GVA associated with these jobs would be £42.8 million per year (of a 5 year build programme).

The homes could accommodate up to 1222 residents creating an additional £8.4 million of expenditure to the local economy per annum. Council tax would equate to £2.3 million per annum.

The new workspaces and commercial space at the development would create 850 jobs in total with annual GVA of £38.179 million per year (from £16.023 currently).

The new build would be a low carbon and the warehouse would be as energy efficient as possible. An all-electric system would benefit from a decarbonising grid. Photovoltaic panels to the roof of the warehouse and terrace would generate on site energy. 20% of the parking spaces would be fitted with electric car charging points (or infrastructure). 100% cycle provision would be available.

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

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

Impact on Archaeology

There is archaeological interest mainly in relation to 18th and early 19th century workers houses, commercial and industrial premises. A watching brief should be maintained with regards to Roman remains which are likely to be low given historical development in the area subsequently. The archaeological investigations should be carried out in accordance with the scheme which has been submitted and agreed by GMAAS. This should form a condition of the approval and would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Layout, scale, external appearance and visual amenity

The development would deliver the objectives of the SRF including improving the street level environment, creating high quality public realm and high quality buildings.

The SRF identifies the refurbishment and re-use of the Great Northern Warehouse as a priority. Grade A offices would replace the parking with the ground floor and first commercial units retained. The removal of the spiral staircase and ramps on the west elevation would allow a new pedestrian connections to be created between the warehouse and Deansgate Terrace (Dean Street). The Link building between the warehouse and Deansgate Terrace would be removed.

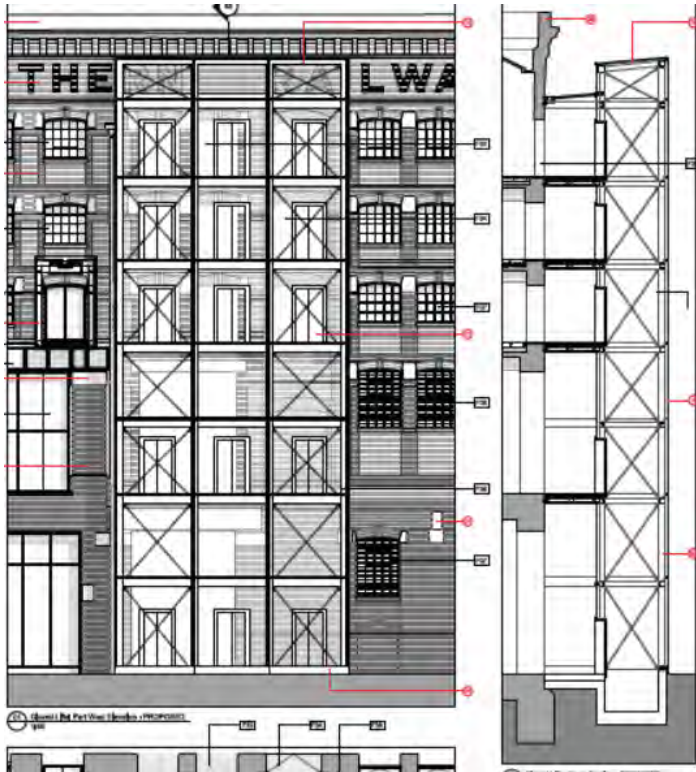
A glazed central atrium would provide natural light into the central part of the warehouse which is essential due to its deep floor plan. This is consistent with the principles established under the 2018 planning permission.

A glazed lift core would be added to the west elevation of the warehouse. A number of options were explored but the external core would have the least impact on the listed building and would be positioned in the location of a number of existing hatch openings which historically would have been used to transport goods into the building and between floors. This would be a lightweight addition to the building allowing the original façade to remain visible. It would not be visible from Deansgate.

A glazed link bridge would re-establish an historical connection between the warehouse and Deansgate Terrace adjacent to the glazed lift core.



Image of the refurbished warehouse and glazed bridge and lift core



Elevation and section of the glazed lift core

The ground floor commercial uses in the warehouse (casino, bowling alley and restaurant) would be retained along with the central mall space which would be refurbished. Platform lifts would be added to the first floor to improve accessibility.

The corner restaurant would be converted into an office reception space and entrance. This would enable access to the new lift. A secondary tenant/staff entrance would be created in the south eastern corner of the building. A new retail unit on the western elevation would activate Dean Street.

The north and south sides of the viaduct would be infilled with commercial units which activate Dean Street and Alport Street. Six bays of the brick arch deck would be removed to provide natural light to the route. A landscaped public space would be created on the upper level of the viaduct.



Image along Dean Street/Alport Street



Image along Dean Street/Alport Street

At the first floor, a flexible commercial space would be created in the location of a retail unit.

The remaining upper floors of the warehouse would be converted to offices. The deep floor plate limits the amount of natural light into the space. A central atrium would be created which would be smaller than previously approved when the warehouse was to be converted into residential accommodation. The atrium would be glazed and would incorporate louvres to provide natural ventilation. The atrium would not be visible from ground level.



Roof plan of the atrium



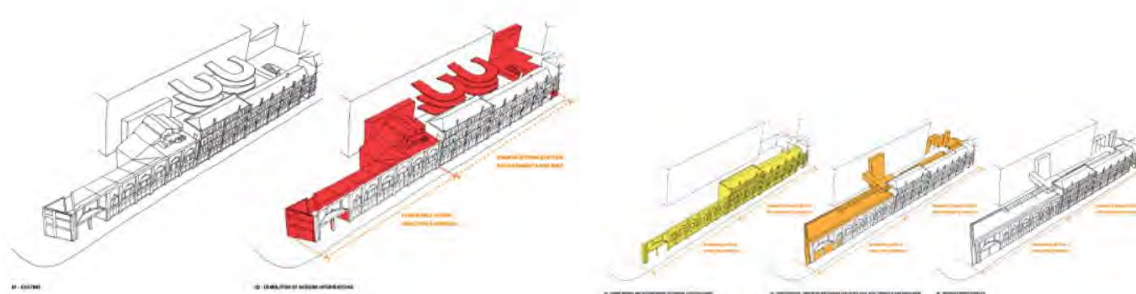
Image of the central atrium

The floorplates could be occupied by a single occupier or subdivided depending on potential tenants. The alterations and demolitions required to facilitate the conservation of the warehouse are considered elsewhere in this report. Externally appropriate masonry repairs would be undertaken. Internal walls would be left exposed to add character to the internal spaces. All the original metal windows would be repaired and re-glazed. Any new windows would match the original windows in terms of pattern and fenestration.

The works to the warehouse would be acceptable and would provide a sensitive alteration and refurbishment of the listed building. Whilst there would be an impact on listed fabric, which is considered elsewhere in this report, this would be relatively light touch and low impact. The window strategy and repair strategy would allow the building to be appreciated fully unlike the current car park use. The lift core and bridge would also be a high quality and simple addition to the building. The removal on unsympathetic additions would better reveal the significance of the building.

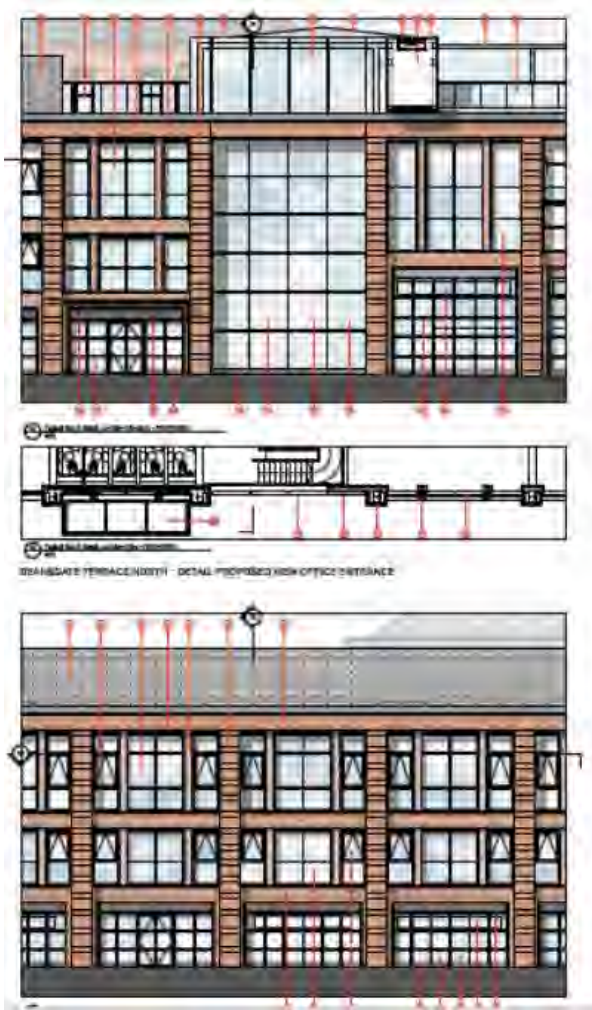
Deansgate Terrace North and Deansgate Terrace South would be refurbished in line with the SRF.

The non original structures added to the northern terrace in the 1990s would be removed. This includes the link building between the terrace and the warehouse. Masonry, rainwater foods and glazing would be repaired.



Demolition works in red (left) proposed development (right)

A new build and refurbishment is proposed in the northern section to create offices in the upper three levels and the commercial uses refurbished to activate Deansgate and Dean Street. A 3 storey extension would extend the full length of the northern section of the terrace. The extension would not exceed the parameters of the existing extension in terms of siting and scale. The gable end of the terrace would be chamfered to reflect the buildings original geometry. The design of the extension is contemporary interpretation of the historical façade with its vertical and horizontal rhythm and Crittal windows. A red brick would complement the warehouse and main façade of the terrace.



Extension to Deansgate Terrace North

New shop front glazing on the Deansgate façade to provide a new entrance.



Existing and proposed entrance to Deansgate (Deansgate Terrace North)

The gable elevation at the junction of Peter Street and Deansgate would have horizontal recesses in the brick façade. These would be inlaid with bronze strips with

perorated lettering inspired by 'The Masque of Anarchy' poem following the Peterloo massacre. The lettering would be lit.



Refurbished Deansgate Terrace with its new entrance and gable

A roof terrace would be created to the new building element of the terrace and would be accessible by lift core and by the bridge link. This would provide outdoor recreational space and opportunities for planting. Rooflights would be created to provide natural light to the offices below.



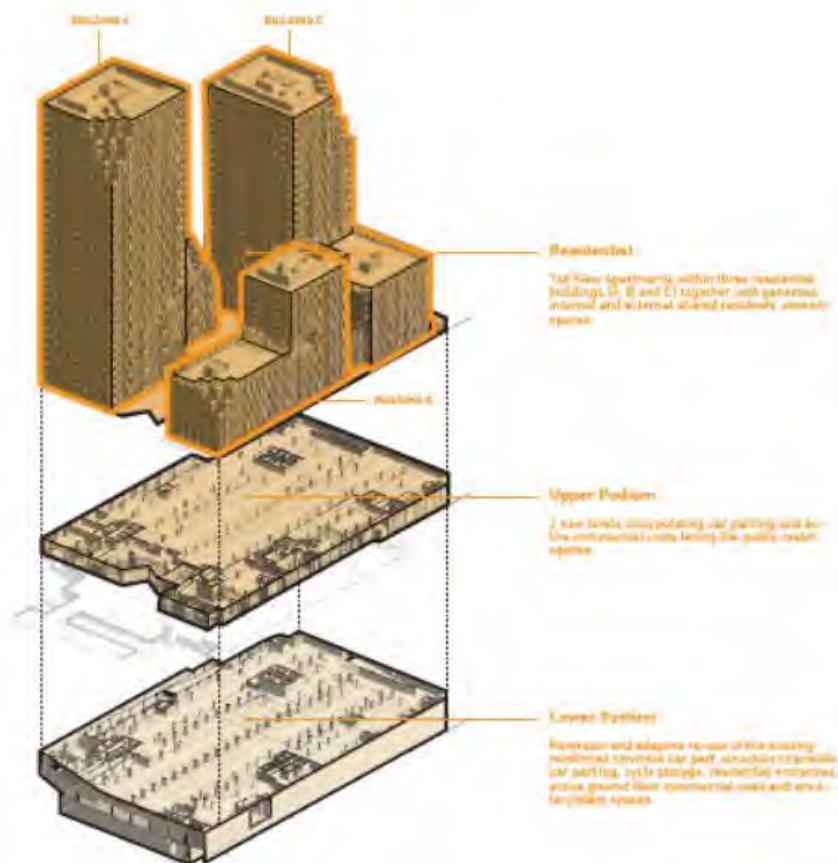
Roof terrace to Deansgate North

A signage and lighting strategy would be sympathetic to the building and would be secured by planning condition.

The works to Deansgate Terrace North would provide an opportunity to remove unsuitable additions to the building and replace them with a modern and high quality extension that would complement the historical façade. Final details would be agreed by planning condition.

The internal spaces of Deansgate Terrace South would have a light refurbishment.

The main elements of the new build would create homes. This would remove the upper section of the existing steel frame and adapt the lower podium to retain an element of car parking.



Composition of the Leisure Box development

The basement would be retained with new cores secured into the basement with plant. The ground floor would remain as a car park with refuse stores and cores. A retail unit and entrance lobby would be created on Watson Street. The first floor would contain parking spaces and the cycle store whilst the second floor would have two commercial units to animate the public realm on the Upper Deansgate Mews and viaduct. New parking would be created at the third floor.

The upper floors comprise of the homes. The development is split into 3 main towers – buildings A, B and C. Roof terraces would be provided on the 10th floor of building B and the 12th floor of buildings A and C.



Facades of the towers including roof terrace and podium amenity areas

Building A would be 34 storeys, building B 16 storeys and building C 27 storeys. The SRF states that the Leisure Box is suitable for a tall building. The towers would be above a podium with gaps between them. This reduces the overall impact of the built form and allows the lower portions to be used as roof terraces. The building corners are 'cut out' on one side which breaks massing down further.

Historic England have expressed concern about the scale of the new build describing that the towers would loom over the warehouse. They acknowledge that the impact of the towers would be partly diluted as they would be read as a group of tall buildings that exist in this area, but they don't consider that this negates their concern about the scale, including the proximity of the tallest element to the warehouse.

A robust analysis has informed the height of the proposal. Other configurations would cause a greater degree of harm to the setting of the listed warehouse.

The demolition of modern elements would better reveal all four facades for the listed warehouse for the first time in decades. This would be a significant heritage benefit of the scheme and would allow the legibility and significance of the building to be fully realised along with its sensitive repair and alteration.

Although there would be a tall building close to the warehouse, the elevational treatment would be high quality with cut outs, height variations and gaps between the towers. This reduces the overall impact the warehouse.

The impact of the height of the skyline has been tested through the townscape visual assessment which has determined that in most cases the development has a positive impact.

The appearance of the Leisure Box has been informed by the repetitive grid and simplicity of the Great Northern Warehouse and Deansgate Terrace. The main façade material would be a red pigmented pre cast concrete responding to the listed buildings. The upper and lower sections of the building would be treated as follows.

The outer face of the expressed precast concrete would have a polished finish to create a sheen across the buildings outer surface. The set back elements would have an expressed horizontal texture. The window would be positioned centrally within the grid openings and comprise a Crittal style window echoing the adjacent warehouse. The window openings would have full height glazing, solid insulated panels and decorative anodised perforated panels. Ventilation panels would be found in the soffit of the window.



Lower facades (left) and upper facade (right) elevation treatment

The precast grid continues the podium areas, ground and first floor areas. Deeper horizontal and vertical grid elements, and wider spacing of the grid, are proposed to provide a clear base to the building. These wider grid spacings are suitable for the glazed commercial frontages and residential entrances. These glazed elements would be Crittal style. Perforated screens would be provided to the car park areas. These would glow at night with the light from inside the building, providing illumination and animation when viewed externally.



TYPICAL LEVEL 1 DETAIL SOUTH ELEVATION



TYPICAL WEST ELEVATION TO DEMONSTRATE VIEWS

Building base



East elevation (left) and North Elevation (right)



West elevation (left) and south elevation (right)

The design meets the standards required for a development of this scale in the City Centre. The tallest elements would be part of a cluster the other taller buildings in the area and away from the grade II* warehouse allowing its setting to be largely preserved. The architectural expression would be simple with high quality materials.

The proposals to the Great Northern Warehouse: would be sympathetic. Alterations to the atrium, external core and bridge would be minimised. The remaining works would result in a sensitive reuse of the building. The alterations to Deansgate Terrace north would be high quality and offer a more suitable addition to the buildings than the current additions.

Conditions would be used to ensure that the are acceptable to ensure the architecture is delivered to the required standard.

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

Green and accessible public realm would enhance the setting of the Grade II* and Grade II listed warehouse and Deansgate Terraces and improve connections, accessibility and permeability at the site. This would support the green and blue infrastructure strategy for the side as part of a sustainability strategy. This would equate to a 12,000 sqm of enhanced and new public realm and a £6 million investment in public realm.



Public realm masterplan

The public realm would consist of three main areas of work:

- The Square;
- Dean Street and Alport Street;
- Public realm first floor;
- Footway improvements;
- Building terraces; and
- Deansgate terrace roof garden.

The Square

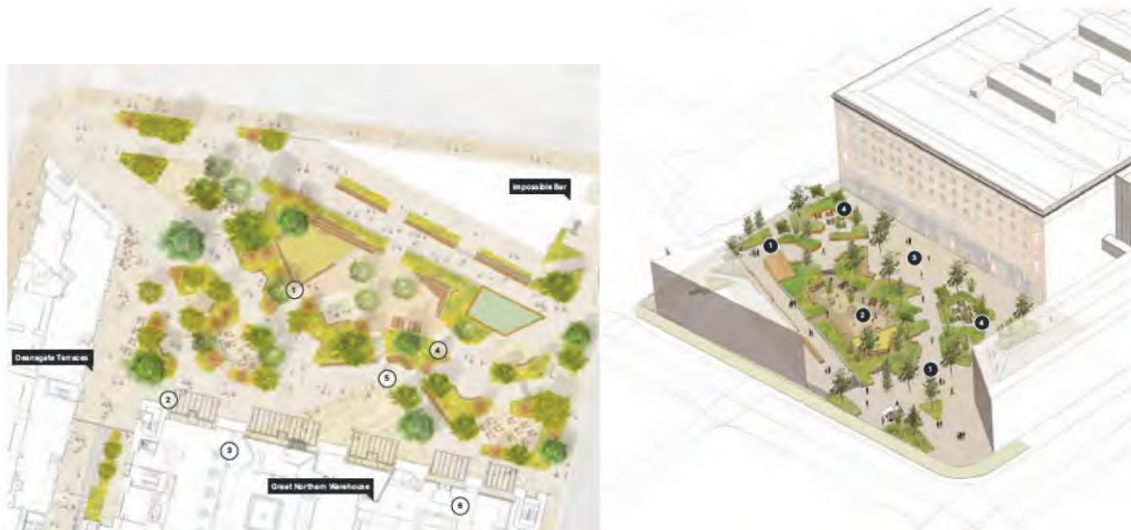
The square outside of the Great Northern Warehouse, with its current amphitheatre design, is not accessible due to the steps. There is a need to create clear desire lines around the warehouse and Dean Street to encourage movement.



The Square

The amphitheatre would be filled in and the access to the central space would be level. The steps around the Impossible Bar which are not part of this application would remain. However, connections are improved to the north and south sides of the square.

The Square would have a sand pit to create a family friendly space. Tiered seating would be created around the edges with a water feature, trees, informal play routes and picnic and bench seating.



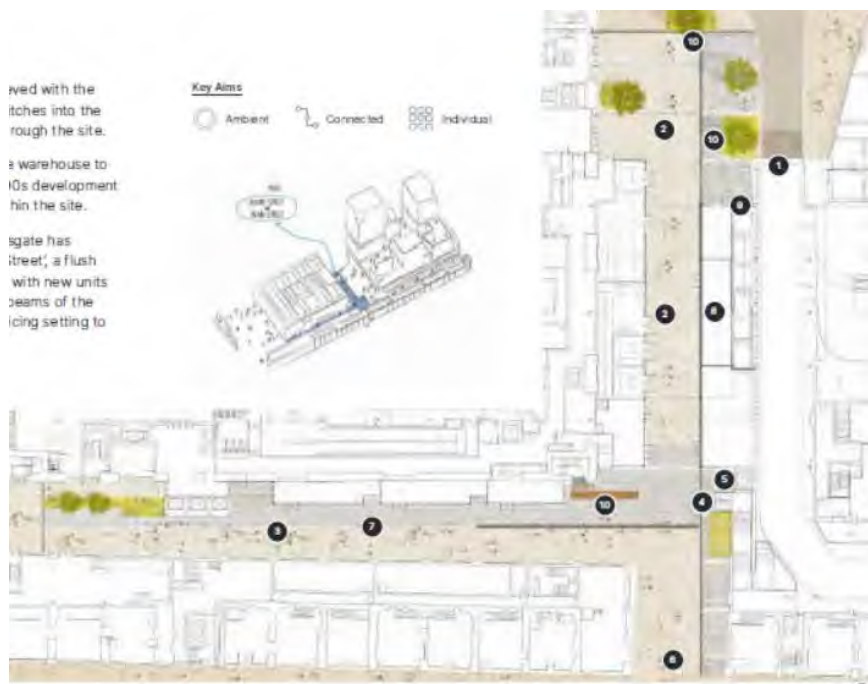
Public realm improvements to The Square

Seating would be provided at appropriate heights, with backrests and armrest in order to be accessible. There lighting would be enhanced to create a space that is safe in use the evening and darker months.

Bollards would provide security around the perimeter with wind mitigation features and art work. 56 cycle spaces would be provided.

Dean Street and Alport Street

The removal of modern additions from the warehouse would allow improved circulation and permeability around the warehouse and through the site. The removal of the stepped access from Deansgate would create an at grade route through to Watson Street known as Alport Street. New commercial units would be introduced under the viaduct revealing the original viaduct beams.



Dean Street and Alport Street

Public realm first floor

Deansgate Mews and the Viaduct space would be amended to create a through route. This new space would be occupied by vendors to enliven it.

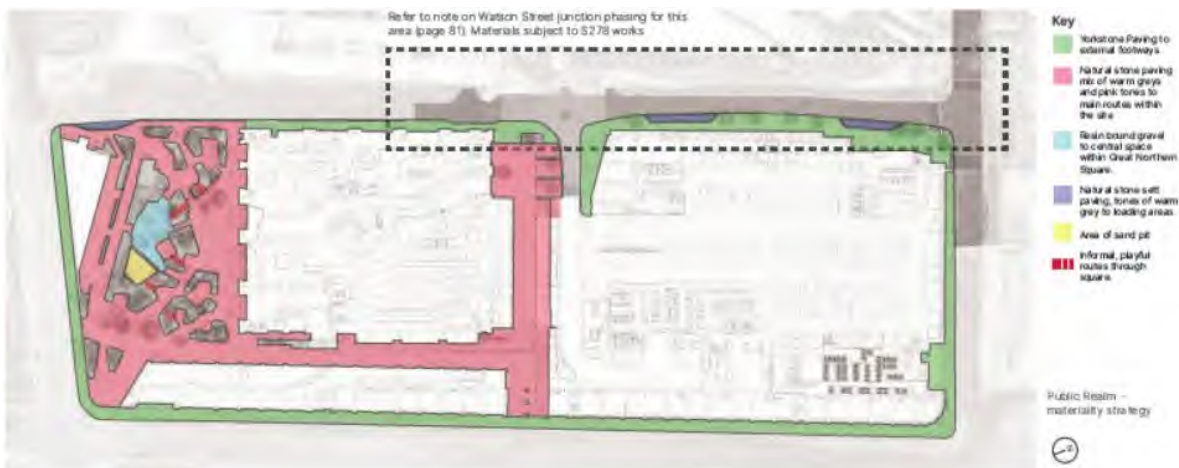


Public realm first floor

New steps would be created off Great Bridgewater Street to create a more generous approach to this part of the development. Within the street space, there would be fixed and moveable elements to maximise adaptability for future tenants.

Footway improvements

All the footways around the perimeter of the site would be improved with Yorkstone paving to respond to the historic environment. Natural stone paving would be used in the public realm in the site to contrast with the adopted highway.



Extent of footway improvements

Building Terraces

Resident terraces would be created in the residential tower. This includes a podium on the second floor which all residents would have access to and terraces for the individual towers (10 and 12th floors). They would be used for community uses.

In addition, a terrace is proposed for the office users within Deansgate Terrace with views over Great Northern Square.



Building terraces plan

The residents podium would have seating, planting and gym equipment. The podium would be a blue and green roof with water attenuation and biodiversity benefits.



Residents podium



Individual building terraces

Deansgate Roof Terrace

A roof garden on the top of Deansgate Terraces would provide a spill out space for office occupiers. It would have views across Great Northern Square. .



Deansgate Roof Terrace

Final details would be agreed as part of the planning conditions to ensure that the public realm is delivered to an appropriate standard with a landscape management plan for the future maintenance of the areas.

Impact on Trees

There are 6 tree groups on the site which have been subject to an arboricultural assessment and are classified as follows:

- Category A (High Value) – None
- Category B (Moderate Value) – 2 group trees

- Category C (Low Value) – 4 group trees

The proposal would result in the removal of 1 category B group and 4 category C 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 would be mitigated in terms of quantity, quality, function and future management.

The trees cannot be retained if the site is to be developed in a way which would deliver the significant regeneration benefits. 156 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. It has been determined that the site and buildings have limited potential to support bats and bird provided that relevant precautions are put in place during demolition. 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.

Effects on the Local Environment/ Amenity

- (a) Sunlight, daylight, overshadowing, glare and overlooking

Sunlight and daylight

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

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

The following properties were assessed as part of the survey:

- 303 Deansgate and Land at Great Bridgewater Street and Trafford Street (Beetham Tower);
- 321 Deansgate, Manchester;
- 332 & 334 Deansgate and 1A, 3, 7, 9 and 11 Liverpool Road;
- Porchfield Square and Rozel Square, Byrom Street, Manchester;

- Free Trade Hall, Peter Street, Manchester;
- Land on the East side of Watson Street, Manchester; and
- Viadux (Salboy Development).

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.

303 Deansgate and Land at Great Bridgewater Street and Trafford Street (Beetham Tower)

269 of the 270 windows (99%) to habitable rooms either exceed the BRE target or their VSC values do not reduce more than 20% which is acceptable within the guidelines. The reductions in VSC values to the remaining window is between 21% and 30% which is not considered to be unduly harmful in this city centre context. NSL values for all 126 rooms analysed (100%) do not reduce by more than 20% which is acceptable. There is no requirement to assess APSH as all 270 windows do not fall within 90 degrees of due south.

321 Deansgate, Manchester

All 17 windows (100%) to habitable rooms either exceed the BRE target figure or their VSC values do not reduce more than 20% which is acceptable within the guidelines. NSL values for all 5 rooms analysed (100%) do not reduce by more than 20% which is acceptable. There is no requirement to assess APSH as all 17 windows do not fall within 90 degrees of due south.

332 & 334 Deansgate and 1A, 3, 7, 9 and 11 Liverpool Road

All 14 windows to habitable rooms either exceed the BRE target figure or their VSC values do not reduce more than 20% which is acceptable. NSL values for all 7 rooms analysed do not reduce by more than 20% which is acceptable. There is no requirement to assess APSH in this context as all 14 windows do not fall within 90 degrees of due south.

Porchfield Square and Rozel Square, Byrom Street, Manchester

52 of 56 windows (93%) to habitable rooms either exceed the BRE target or their VSC values do not reduce more than 20% which would not be considered to be unduly harmful in a city centre context.

The reductions in VSC values to the remaining 4 windows (7%) are between 21% and 30%. All of these windows are to bedrooms rather than main habitable spaces. This is considered to be acceptable in this context and would not warrant refusal of the application.

NSL values for 42 of the 56 rooms analysed (75%) do not reduce by more than 20%. 11 of the remaining 14 rooms (20%) have a reduction in NSL between 21% and 30%

(less than 10% above the permitted 20% outlined in the guidelines). The 3 remaining bedrooms (5%) have a reduction in NSL between 31% and 40% (less than 20% above the permitted 20%). All these rooms are bedrooms which are not considered to be main habitable rooms and the overall effects on these spaces are not considered to be unduly harmful to warrant refusal in a city centre context.

56 windows were assessed for APSH with 36 (64%) being well above the BRE recommended levels of 25% in summer or they do not reduce by more than 20% as a result of the proposed development. 17 of the remaining 20 windows experience a reduction of between 21-20% with the remaining 3 windows reducing by between 31-40%.

The winter annual probable sunlight hours calculated that 32 of the 56 windows that were assessed (57%) were well above the BRE recommended levels of 5% in winter or do not reduce more than 20% as a result of the proposed development. 2 of the remaining 24 windows (4%) reduced by 31-40% within the remaining 22 windows (39%) reducing by more than 40%.

All the windows with a reduction in the summer and winter APSH serve bedrooms which are not main habitable rooms and given the city centre context, it is not considered that the effects are unduly harmful to warrant refusal.

Free Trade Hall, Peter Street, Manchester

All 80 windows (100%) to habitable rooms either exceed the BRE target or their VSC values do not reduce more than 20%. NSL values for all 70 rooms analysed (100%) do not reduce by more than 20% which is acceptable in a city centre context.

80 windows were assessed for summer and winter APSH. In summer, the windows are well above the BRE recommended levels or do not reduce by more than 20%. In winter, the windows again remain well above the BRE recommended levels of 5% or do not reduce by more than 20%. The impacts on APSH levels are acceptable.

Land on the East side of Watson Street, Manchester

254 of the 288 windows (88%) to habitable rooms exceed the BRE target or their VSC values do not reduce more than 20%. The reductions in VSC values to the remaining 34 windows (12%) are between 21% and 30% (less than 10% above the permitted 20%). 2 of these windows are bedrooms which are not considered to be main habitable rooms in the guidance. Whilst this would result in a minor impact it is not considered to be unduly harmful in this city centre context.

NSL values for 152 of the 159 rooms analysed (96%) do not reduce by more than 20%. 1 of the remaining 7 rooms reduced between 21-30% (less than 10% above the permitted 20%), 6 rooms reduced between 31-40% and 1 room by more than 40%. Overall the level of impact on this property is low and whilst there is a small amount of harm to a small number of windows, this is not considered to be of magnitude that would warrant refusal.

45 windows of 288 are assessed for APSH. These windows met the summer and winter annual sunlight hours being well above the BRE recommended levels of 25% in summer and 5% in winter or do not reduce by more than 20%.

Viadux (Salboy Development) (under construction)

701 of the 760 windows (92%) to habitable rooms exceed the BRE target or do not reduce by more than 20%. The reductions in VSC values to 48 of the remaining 57 windows (6%) are between 21% and 30% (less than 10% above the permitted 20%). The 11 remaining windows (2%) are between 31% and 40%. Whilst this would result in a minor impact it is not considered to be unduly harmful in this city centre context.

NSL values for 556 of the 570 rooms (98%) did not reduce by more than 20%. 2 of the rooms experience a reduction of between 21-30% and 3 experienced a reduction between 31-40%. The remaining 9 rooms experienced a reduction greater than 40%. It should be noted that all these rooms were bedrooms which are not considered as sensitive as main habitable rooms. Within a city centre context these impacts are considered to be acceptable and would not warrant refusal.

114 windows of 760 are required to be assessed for APSH. These windows met the summer and winter annual sunlight hours being well above the BRE recommended levels of 25% in summer and 5% in winter or do not reduce by more than 20%.

Overshadowing

The impact of the development on adjacent amenity areas (both permanent and transient overshadowing) has also been considered. The areas considered are as follows:

- Amenity area adjacent to the Great Northern;
- Amenity area adjacent to the Great Northern Tower;
- Amenity area Porchfield Square;

Adjacent Amenity Area (Great Northern)

This amenity area is located to the north of the proposal and forms a public space to the Great Northern building. This area would remain compliant with the BRE criteria regarding permanent and transient sunlight it receives.

Adjacent Amenity Areas (Great Northern Tower)

These amenity areas are to Northeast of the proposal and consist of balconies and roof top terraces to the Great North Tower building (B44). Many of these areas are already poorly sunlit due to their orientation and proximity to other upper parts of the building. The proposal would have a permanent impact on amenity areas at the lower levels of the sloping section of the building. 86 of the 112 areas (76%) would continue to received complaint levels of sunlight.

There would be some transient impact in the spring and summer but these would be for very short periods between 1 and 2 hours.

Given that these areas already receive limited sunlight, it is not considered that the impact overall would be unduly harmful to warrant refusal.

Adjacent Amenity Areas (Porchfield Square)

These amenity areas are located north west of the proposal and are garden areas associated with Porchfield Square. 3 of the 4 areas would continue to receive good levels of permanent sunlight. The remaining amenity area (known as A122) currently does not receive much sunlight and the development would have a minor impact on this further. There are no significant transient impacts, particularly in the June/summer months when shadows are shorter. It is considered that this impact is acceptable within a city centre context and would not be harmful enough to warrant refusal given the existing conditions.

Glare

A glare assessment has been prepared. A 3D computer model of the existing local area, roads, train track, train station and signals has been created to calculate the glare levels in 10 selected viewpoints. These are as follows:

- C1 – Traffic lights, Liverpool Road, facing development
- C2 – T-Junction, Tonman St, facing development
- C3 – Round-about Junction, Watson St, facing development
- C4 - Eastbound track, approaching signal
- C5 - Eastbound track, approaching signal
- C6 - Traffic lights, Whitworth St, facing development
- C7 – T-Junction, Camp St, facing development
- C8 - Traffic lights, Junction of Deansgate and Quay St, facing development
- C9 - Traffic lights, Great Bridgewater St, facing development
- C10 - Traffic lights, Junction Deansgate and Whitworth St, facing development

The study identified that there were three locations where additional glare could occur (C2, C5 and C9). In all other locations glare would not occur.

C2 T-junction of Tonman St and Deansgate

Some glare would occur between 7am to 9am between April to September and 3pm to 5pm April to August (90 degrees) and 7am to 9am March through to May, and August to September, also at 4pm to 5pm May through to August (30 degrees).

The location of this view, and the relatively minor occurrence of the glare, it is not considered that this would give rise to any unduly harmful impact or safety concerns that would warrant refusal..

C5 - Eastbound track, approaching signal

Some glare would occur at 90 degrees at this location at 5am between April and September, 9am in January, November and December and at 4pm to 6pm between January to March and September to November. There would also be a small amount of glare at 30 degrees during the same times and month.

The location of this view, and the relatively minor occurrence of the glare, it is not considered that this would give rise to any unduly harmful impact, safety concerns or conflict with rail signals that would warrant refusal of this application.

C9 - Traffic lights, Great Bridgewater St, facing development

Some glare would occur at 90 degree field in this location from 6am to 10am between February and October and 4pm to 7pm between April through August. There would also be a small amount of glare at 30 degrees between 7am and 9am in March to April and August to October and at very small angular amount at 6pm May to July.

It is noted that the glare in this location would affect one of the traffic lights along Great Bridgewater Street. This glare would, however, occur at the top of the field of vision and therefore can be shielded by a sun visor for those in a vehicle. In addition, there are alternative traffic lights to the left hand side of the lane and across the junction which are outside of the field of glare.

The location of this view, and the relatively minor occurrence of the glare, it is not considered that this would give rise to any unduly harmful impact, safety concerns or conflict with traffic signals that would warrant refusal.

Overlooking

The proposal is separated from existing developments by the road network and the distances between the surrounding developments are considered to be acceptable.

The oblique/offset relationship between the proposal and the Great Northern Tower means that there would be no direct overlooking to the new buildings. The distance between the two buildings at the closest point (measured corner to corner) is 42m. The relationship between the proposal and the Beetham Tower is also offset, avoiding direct overlooking across the main faces of the buildings. The separation distance is approximately 27.5m, measured to the face of the cantilevered upper residential floors of the Beetham Tower. The height of the proposal relative to the height of the apartments in the Beetham Tower, which are situated at level 25 and above, means that views from the Beetham Tower apartments would mostly be above the height of the nearest residential building on the Great Northern Site.



Privacy distances and views from adjacent developments

(b) TV reception

A TV reception survey has concluded that there is unlikely to be any interference with digital terrestrial and satellite television. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

(c) Air Quality

The site is in the Greater Manchester Air Quality Management Air (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The site is close to homes, educational establishments, offices, hotel, medical facilities and other commercial uses.

These uses could be affected by construction traffic and that associated with the completed development and have been identified as having a high to medium sensitivity to local air quality conditions.

The application assesses the potential effects during construction 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 air quality impacts of the completed development 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 locations. The magnitude and significance of the changes

have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

Both the construction and operational impacts of the development on air quality have been considered.

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. The air quality report identified that residential properties along Tonman Street, Camp Street, St John Street and Artillery Street and immediately east of the Site on Watson Street – in particular Great Northern Tower which is a residential building are most likely to be affected. There are also likely to be cumulative impacts from other nearby developments which will be under construction at the same time.

The impact on human health would be medium for demolition works and low for earthworks, construction and trackout activities. The main impact on local air quality conditions is from construction traffic along nearby roads. Construction traffic would enter the site via Deansgate, Great Bridgewater Street and Watson Street, however, the volume of traffic is expected to be low in comparison to existing traffic flows.

With appropriate mitigation in place, such as dust suppression measures, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan, the impact on local air quality conditions should be minimised. These measures would be secured through the construction management plan condition.

Consideration has been given to the impact on quality conditions on future occupants of the development and the surrounding area when the development is occupied.

Although the development would generate traffic, it would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}).

The number of parking spaces would be reduced to 929, a net loss of 311 spaces. 20% of the remaining spaces would be fitted with an electric vehicle charging point. There would be 100% cycle spaces and a travel plan to encourage the use of public transport use and reduce vehicle trips.

As the development would operate on an all electrical system, there would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the development is occupied. A mechanical ventilation system would ensure that air intake to the homes would be fresh and free from pollutants.

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

(d) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. The assessment considered mitigation measures to minimise these impacts.

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. Scenarios (including existing conditions) have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

The current wind conditions, for pedestrian safety and comfort, shows that most locations are safe for all users. There are two locations where pedestrian safety is currently exceeded at the corner of Beetham Tower on Great Bridgewater Street and the junction of Watson Street and Windmill Street. There is one location where pedestrian comfort is currently exceeded at the entrance of Albert Schloss.

The proposal would have a minimal impact on pedestrian safety with conditions predicted to be in line with current conditions. Conditions improve Watson Street/Windmill Street when considered cumulatively with other development.

Pedestrian comfort also remains broadly in line with current conditions with all areas remaining suitable for intended uses including balconies for sitting in the summer and podium terraces for standing and sitting.

In order to maximise the use of external areas, measures have been incorporated to minimise wind conditions in and around the site. These include fins and screens to the south east corner of the development together with screens along Watson Street. Provision of street trees within the landscaping scheme.

Mixture of solid and porous balustrades to the western facing balconies, porous balustrades to the north and south facing balconies and all other private balconies.

Noise and vibration

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

When the development is occupied, the acoustic specification of the homes would limit noise ingress from external noise, particularly nearby roads. This would be verified prior to occupation. Acoustic insulation would be required to the commercial and workspace accommodation to prevent unacceptable noise transfer.

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

Waste management

The residential and commercial waste requirements have been carefully considered for this complex development.

Each apartment would have storage for refuse, recyclable and compostable materials in the kitchen and utility area. Separate compartments would be provided for each waste stream. Residents would be responsible for taking waste to the waste chutes located close to each of the cores. The total amount of waste storage across the 3 stores would be in line with the City Council waste guidance: 395 sqm is proposed (321 sqm is required by the guidance).

50% of the bins in the waste stores would be dedicated to recycling, combining mixed recycling, glass and organic (food). The management company would be in charge of monitoring the recycling rates and promote actively high recycling rates.

The collection point for all uses is located in the service area at the Leisure Box, in close proximity to the proposed waste stores. Access to this area will be controlled via a barrier system.

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

Accessibility

All main entrances would be level. The residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards with adequate circulation space. The applicant has demonstrated that all apartments (1, 2 and 3 bedroom accommodation) can be adapted to be fully accessible (M4 (2) standard). These would incorporate a level access shower and appropriate turning area. There would be 5% dedicated parking space for disabled people created within the car parks.

Flood Risk/surface drainage

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

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

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

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

A transport statement notes that all sustainable transport modes are nearby. The car park would be reduced by 311 spaces to 929 on the Leisure Box site. 167 (18%) would be allocated for the residential. 5% of the parking would be for disabled residents together with visitor disabled parking. 10% of the spaces would be fitted with an electric car charging point with 10% fitted with the infrastructure so they can be adapted at a later stage. A car club bay would also be provided in the car park.

100% cycle provision is proposed. A travel plan would support the travel needs of residents including whether any offsite parking is required. A condition should ensure that the travel plan is monitored. Servicing would take place from Watson Street where improvement would be made to the loading bays.

The proposal would make significant improvements the public realm and highway network around the application site. This includes preventing a through route along Great Bridgewater Street and improved public realm along Watson Street.

Additional modelling would be required to understand how vehicle trips would be displayed across the network and to help inform the highway improvement works.

undertaken demonstrates that the vehicle movements associated with development can be accommodated on the highway network.

The proposals are considered to be acceptable and would not have a detrimental impact on highway or pedestrian safety. Alterations would be made to the surrounding road network to ensure that the junctions and crossings are safe and improvements to cycle and pedestrians facilities would be made. 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 details that the site is contaminated from previous uses and requires remediation prior to redevelopment. The ground conditions are not complex so as to prevent development provided a strategy is prepared, implemented and the works verified. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

The construction programme would last for approximately 5 years within which there would be elements of ground works and utility diversions, foundations, frame construction, façade cladding and internal fit out. There would be two main construction phases to the development

The construction programme would also need to minimise the impact on existing tenants that would remain on site (such as the Casino, bowling alley and food and beverage outlets) together with the effects on residential buildings and businesses in the local area.

The construction activity would fall into two main areas:

- Phase A - Warehouse conversion (including demolition of glazed atrium link) and Deansgate Terrace North plus Great Northern Square; and
- Phase B and C - (potentially with some overlap of Phase A) partial demolition of the Leisure Box, delivery of the towers and conversion of the southern end of Deansgate Terrace.

Phase A

Enabling works are estimated to last for 6 months. The main construction works would then begin in June 2024 with works on the Great Northern Warehouse commencing in August 2024. Works to the warehouse are expected to last for 21 months until March 2025. Works would then commence on the Northern Terraces in March 2025 and would last for 21 months until March 2026. Phase A works would also include the northern public realm works. On completion of the phase A works, full public access would be made available whilst construction works to the Leisure Box are ongoing with shared access to the central service area.

The site would be secured by a solid hoarding. Initial access and egress would be via the vehicle entrance on Watson Street until works have been completed to allow a one way system. Once the one way system has been implemented, access would be taken from Peters Street and Great Bridgewater Street with egress then through the remodelled Watson Street. Access and egress to the existing car park within the Leisure Box would be reconfigured on Watson Street to allow continued access to the car parking spaces.

The majority of the public realm to the north of the warehouse would remain accessible during the phase A works subject to localised works. Where possible vehicle off loading points will be located within the site boundary, where this is not possible crane off load points will be located on the highway in approved loading bay positions on Watson Street and Deansgate.

Phase B and C

The existing car park would be reduced to 100 spaces at ground and basement levels and would remain in occupation throughout the construction period. Enabling

works would take approximately 6 months being completed in June 2024. Strip out would take place in April 2024 and demolition works would commence in May. The main construction works would commence in June 2024. Construction is estimated to take 58 months and would be completed in June 2029. Works to the facade would start in December 2027 and last for 14 months.

Towards the end of the Phase A construction works, the site entrance off of Peters Street will be removed to allow for completion of hard landscaping works to the Great Northern Square.

The one way site access and egress system will then operate with a single access into site from Great Bridgewater Street with egress from site through the remodelled existing entrance on Watson Street. Servicing to the newly completed Phase A area will be via the central area under banksmen control. Where possible vehicle off loading points will be located within the site boundary, where this is not possible crane off load points will be located on the highway in approved loading bay positions on Watson Street and Deansgate.

An initial traffic management plan indicates that all HGV traffic approaching from the west would turn right onto Deansgate from Quay Street or join the site to the north access off Peter Street. HGVs would then egress via Watson Street, Deansgate and Great Bridgewater Street to the south boundary carriageway of the A56.

Dust mitigation measures would be employed in the interest of air quality and plant and equipment would be fitted with silencers and would take place during working hours only. Construction waste management would be in place at all times.

The work would take place close to homes and comings and goings are likely to be noticeable. However, these impacts should be only associated with the length of the construction, are predictable and can be mitigated against. 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 along the road and beyond.

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 requires the final construction management plan to be agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Aerodrome Safeguarding

There are no aerodrome safeguarding concerns with regards to this proposal subject to an informative about the use of cranes during construction.

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 during the course of the application.

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.

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

Legal Agreement

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

Conclusion

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

This is in an important site in the Great Northern, Manchester Central and Castlefield Quay SRF which is suitable for a high density development with the opportunities to repurpose the listed buildings. There is an extant planning permission for reuse of the warehouse and the creation of new residential apartments.

This mixed-use development would result in significant heritage benefits through the refurbishment of the Grade II* warehouse for 26,000 sqm of Grade A office space,

refurbishment of Deansgate Terrace for commercial and office space and the creation of 746 homes which would contribute positively to housing supply in the City and population growth. £6 million would be invested in public realm.

One, two and bedroom homes would be created with ancillary amenity spaces, residents lounges, gym and active ground floor commercial uses. The residential tower would have a distinctive architecture which would complement the historic environment and the City's skyline.

The buildings would be of a high standard of sustainability. The buildings would be energy efficient and operate on an all electric system offering the most suitable long terms solution to energy supply at the site and carbon reductions. There would be a green and blue roof to the residential podium together with photovoltaic and air source heat pumps to the listed buildings.

The constraints of refurbishing the listed buildings and the overall ability to deliver the proposal to the standard outlined in this application, would result in the development not being viable if an affordable housing contribution was to be secured. A review of the viability at a later stage would be secured to test this at a future date. The scheme also secures significant improvement in public realm including highway improvements at Great Bridgewater Street/Watson Street to reduce traffic flows in this part of the city centre in order to create a more pedestrian friendly environment.

Careful consideration has been given to the impact of the development on the local area (including residential properties, business, rail, road and recreational areas) and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, solar glare, 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 buildings and its facilities are fully accessible to all user groups. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be mitigated to minimise the effect on the local residents and businesses.

There would be some localised impacts on the conservation area and listed buildings with the level of harm being considered low, less than substantial and significantly outweighed by the substantial 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).

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **Minded to Approve subject to the signing of a section 106 agreement in relation a future review of the affordable housing position**

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development and impact heritage assets. Further work and discussion shave taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions of approval for planning application 135565/FO/2022

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

10422-SHP-Z0-A-BD59-Z460-PL-XX-001, 10422-SHP-Z0-A-B5D9-Z460-PL-XX-002, 10422-SHP-Z0-A-B5D9-G100-PL-00-001, 10422-SHP-Z0-A-B5D9-G100-PL-01-001,

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SHP-Z4-A-B5D9-F200-PL-XX-003, 10422-SHP-Z4-A-B5D9-F200-PL-XX-004 and 10422-SHP-Z4-A-B5D9-F200-PL-XX-005

The above documents were received by the City Council, as Local Planning Authority, on the 24 November 2022

Supporting information

Design & Access Statement prepared by SimpsonHaugh, Public Realm Strategy prepared by Planit.IE, Façade Lighting Strategy prepared by Light Bureau, Stage 2 Civil and Structural Report prepared by Curtins, Condition Surveys prepared by Aura and Quadriga, Statement of Community Involvement prepared by Forever Consulting, Archaeological Desk Based Assessment and covering note prepared by Salford Archaeology, Environmental Standards Statement including BREEAM Pre-Assessment prepared by WSP, Ventilation, Extraction and Odour Statement prepared by WSP, Energy Statement prepared by WSP, Preliminary Ecological Assessment and Biodiversity Net Gain Assessment prepared by Indigo Surveys, Arboricultural Impact Assessment prepared by Indigo Surveys, Crime Impact Statement prepared by GMP, Threat and Risk Security Needs Assessment prepared by Grendon, Transport Assessment prepared by Curtins, Travel Plan Framework prepared by Curtins, Waste Management Strategy prepared by Curtins, Television Baseline Survey Report (pre-development) prepared by Pager Power, Aviation Impact Assessment prepared by Pager Power, Telecommunications Impact Assessment prepared by Pager Power, Viability Assessment prepared by CBRE, Place Strategy including Local Benefits Proposal prepared by Trilogy, Fire Statement prepared by OFR Consultants, Flood Risk Assessment and Detailed Drainage Strategy (Great Northern Warehouse and Deansgate Terrace) prepared by Curtins, Flood Risk Assessment and Drainage Strategy (Leisure Box) prepared by Civic Engineers, UXO Risk Assessment prepared by 1st Line Defence and Phase 1 Preliminary Risk Assessment prepared by Curtins

The above documents were received by the City Council, as Local Planning Authority, on the 24 November 2022

Environmental Impact Assessment

Chapters 1-4: Introductory Chapters:
Appendix 2.1. Scoping Report Request
Appendix 2.2. Scoping Opinion from LPA

Chapter 5 Construction Management
Appendix 5.1 Construction management, Demolition and Logistics Plan prepared by Real PM

Chapter 6: Townscape and Visual Impact Assessment
Appendix 6.1: Zone of Visual Influence and Viewpoints Plan
Appendix 6.2: Baseline Photography
Appendix 6.3: Proposed TVIA Views

Chapter 7: Historic Environment
Appendix 7.1: Heritage Statement

Chapter 8: Air Quality

Appendix 8.1: Glossary of Terms

Appendix 8.2: Legislation, Policy and Guidance

Appendix 8.3: Windrose

Appendix 8.4: Traffic Data

Appendix 8.5: Receptors and Background Concentrations

Appendix 8.6: Verification Details

Appendix 8.7: Impact Assessment Results

Chapter 9: Noise and Vibration

Appendix 9.1: Legislation & Policy

Appendix 9.2: Baseline Noise Survey Details

Appendix 9.3: Construction Noise Assessment

Appendix 9.4: Overheating & Noise Assessment

Chapter 10: Wind

Appendix 10.1: Wind Microclimate Assessment

Chapter 11: Sunlight, Daylight, Overshadowing & Solar Glare

Appendix 11.1: Daylight & Sunlight Report;

Appendix 11.2: Overshadowing Report

Appendix 11.3: Glare Report

Chapter 12: Socio-Economics

Chapter 13: Human Health

Chapter 14: Climate Change

Chapter 15: Type 1 Cumulative Effects; and

Chapter 16: Summary of Residual Effects.

EIA Non-Technical Summary

The above documents were received by the City Council, as Local Planning Authority, on the 24 November 2022

Agent response to highway comments dated 20 January 2023

Ecology Appraisal received by the City Council, as Local Planning Authority, on the 17 January 2023

Fire Service response, response to highways, response to HSE including Leisure Box outlines fore strategy & fore service access (residential), response to TfGM/Highways. Update to Appendix 8 received by the City Council, as Local Planning Authority, on the 13 January 2023

Structural report received by the City Council, as Local Planning Authority, on the 15 December 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) Unless all phases are commenced concurrently, the phasing of the development shall be carried out in accordance with drawing 10422-SHP-Z0-A-B5D9-Z460-PL-XX-001 stamped as received by the City Council, as Local Planning Authority, on the 24 November 2022 and shall be herein have the following meanings:

Phase A – refurbishment and conversion of the Great Northern Warehouse including removal of modern features and the refurbishment of the northern section of Deansgate Terrace and enhancement of Great Northern Square

Phase B and C – partial demolition of the Leisure Box and retention of car parking and the erection of the residential element (B) and refurbishment and conversion of the southern end of Deansgate Terrace (C).

Reason – If the development is to be carried out on a phased basis then this condition details the sequence of that phasing pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

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

5) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the Arboricultural Impact Assessment prepared by Indigo Surveys stamped as received by the City Council, as Local Planning Authority, on the 24 November 2022; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

6) 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.

7) Notwithstanding the details submitted on the Flood Risk Assessment and Detailed Drainage Strategy (Great Northern Warehouse and Deansgate Terrace) prepared by Curtins and the flood risk assessment and drainage strategy (Leisure Box) prepared by Civic Engineers, received by the City Council, as Local Planning Authority, on the 24 November 2022, (a) a phase of the development shall not commence until a scheme for the drainage of surface water from the development for that phase shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- Great Northern warehouse - restricted discharge rate of 47 l/s;
- Great Northern Leisure Box - restricted discharge rate of 31.55 l/s;
- Further survey works required to confirm canal tunnel does not affect proposed drainage;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- The proposed flood risk assessment and drainage strategy should include a description of the "Manchester & Salford Junction Canal Tunnel" asset which is indicated to be beneath the development, but its modern-day functionality is

- unspecified. This should also identify the asset owner, detail any consultation required, and any embedded design required to protect the asset;
- 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;
 - Assessment of overland flow routes for extreme events. 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;
 - Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required;
 - Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
 - For sites where proposed development would cause pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required;
 - Hydraulic calculation of the proposed drainage system;
 - Construction details of flow control and SuDS elements; and
 - A feasibility study and details of the Green / Blue Roof

(b) Each phase of 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).

8) a) Notwithstanding the Phase 1 Preliminary Risk Assessment, Great Northern, Curtins, Reference: 064582-CUR-00-XX-RP-GE-001, 21 November 2022, a phase of development shall not commence until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

- Provision of the missing Historic England plan from Appendix A showing the location of the Manchester Salford Canal arm under the site.
- Submission of Site Investigation Proposals
- Submission of a Site Investigation and Risk Assessment Report
- Submission of a Remediation Strategy

b) When each phase of the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy as approved in part (a) of this planning condition.

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

9) Prior to the first occupation of each phase of the development, and following completion of the remediation strategy approved as part of condition (8), a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall demonstrate that the completion of works has been carried out in accordance with the approved remediation strategy and has been effective. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site has been appropriately remediated prior to the commencement of works associated with the redevelopment of the site, pursuant to policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

10) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified as part of a phase of development, 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 for approval 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. The approved strategy shall then be implemented and then verified as required condition 9.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

11) A programme of archaeological works shall be undertaken in line with the 'Great Northern, Deansgate, Manchester: Written Scheme of Investigation (WSI) for an Archaeological Watching Brief' (Salford Archaeology, dated 16 July 2018). The works are to be undertaken in accordance with the WSI, which covers the following:

1. A phased programme and methodology of investigation and recording to include:

- an archaeological watching brief to record below-ground remains affected by development ground works.

2. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds
 - production of a final report on the significance of the archaeological and historical interest represented.
3. Dissemination of the results commensurate with their significance, including a scheme of heritage display/interpretation.
 4. Provision for archive deposition of the report and records of the site investigation.
 5. Nomination of a competent person or persons / organisation to undertake the works set out within the approved WSI.

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

12) Prior to the commencement of a phase of the development, a detailed construction management plan outlining working practices during construction for that phase of the development has been submitted to and approved in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust and dirt suppression measures;
- Highway dilapidation survey;
- Compound locations where relevant;
- Consultation with local residents;
- Location, removal/loading, storage and recycling of waste, plant and materials;
- Routing strategy and swept path;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;

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

A phase of 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 the safety and operations of the adjacent tramway, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

13) Prior to the commencement of a phase of the development, all materials to be used on all external elevations of that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall

include a schedule of all samples and specifications of all materials to be provided (including the inspection of a panel) to be used on all external elevations of the development along with jointing and fixing details, vents, details of the drips to be used to prevent staining in, ventilation 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 (2012).

14) a) Notwithstanding the Place Strategy including Local Benefits Proposal prepared by Trilog received by the City Council, as Local Planning Authority, prior to the commencement of a phase of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction that phase of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

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

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

15) Notwithstanding drawings 2891-PLA-XX-00-DR-L-0001, 2891-PLA-XX-00-DR-L-0002, 2891-PLA-XX-00-DR-L-1000, 2891-PLA-XX-00-DR-L-2000, 2891-PLA-XX-00-DR-L-3000, 2891-PLA-XX-00-DR-L-3001, 2891-PLA-XX-00-DR-L-4000, 2891-PLA-XX-01-DR-L-0001, 2891-PLA-XX-01-DR-L-1000, 2891-PLA-XX-01-DR-L-2000, 2891-PLA-XX-01-DR-L-4000, 2891-PLA-XX-02-DR-L-0001, 2891-PLA-XX-02-DR-L-1000, 2891-PLA-XX-02-DR-L-2000, 2891-PLA-XX-02-DR-L-3000, 2891-PLA-XX-02-DR-L-4000, 2891-PLA-XX-12-DR-L-0001, 2891-PLA-XX-12-DR-L-1000, 2891-PLA-XX-12-DR-L-2000 and 2891-PLA-XX-12-DR-L-4000 received by the City Council, as Local Planning Authority, on the 24 November 2022, (a) prior to any above ground works associated with a phase of the development, details of the public and private realm works relating to this phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and green screens and walls to podium areas;
- (v) Details of the proposed street furniture including seating, bins, boundary treatment, lighting and recreational areas including children's play;
- (vi) Details of any external steps and handrails;
- (vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.

(b). The approved details shall then be implemented and be in place prior to the first occupation of the phase of the development hereby approved.

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.

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

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

16) Prior to the first occupation/use of a phase of the development, a detailed landscaped management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the relevant phase 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 amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy

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

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

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

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

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

18) Each phase of development shall be carried out in accordance with the Environmental Standards Statement including BREEAM Pre-Assessment prepared by WSP and Energy Statement prepared by WSP received by the City Council, as Local Planning Authority, on the 24 November 2022.

A post construction review certificate/statement for the phase shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for that phase.

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.

19) Phase A of the development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'Excellent' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within three months of the buildings hereby approved being first occupied.

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.

20) Notwithstanding Chapter 9: Noise and Vibration of the ES stamped as received by the City Council, as Local Planning Authority, on the 24 November 2024, (a) Prior to the first occupation/use of each phase of the development hereby approved, 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.

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 (LA₉₀) level at the nearest noise sensitive location.

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

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

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

21) (a) Notwithstanding Chapter 9: Noise and Vibration of the ES stamped as received by the City Council, as Local Planning Authority, on the 24 November 2022, prior to the first use of commercial units, residents lounges, offices and co working spaces and gymnasium (and any other relevant uses) in each phase of the development, a scheme of acoustic insulation for those spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LA_{eq} (entertainment noise) shall be controlled to 5dB below the LA₉₀ (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (L_{eq},5min), respectively

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

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

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

22) (a) Notwithstanding Chapter 9: Noise and Vibration of the ES stamped as received by the City Council, as Local Planning Authority, on the 24 November 2022, prior to the any above ground works, excluding demolition, associated with phases B/C, a scheme for acoustically insulating the proposed residential accommodation against noise from Deansgate and Peter Street shall be submitted for approval in writing by the City Council as Local Planning Authority.

There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises such as Manchester Central and bars/music venues within the Great Northern complex and surrounding roads.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

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}

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB ($L_{eq,5min}$), respectively.

The approved noise insulation and ventilation scheme shall be completed before the first occupation of the residential accommodation within phase B/C of this development.

(b) Prior to the first occupation of the residential accommodation within phase B/C, 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 with windows and purge vent doors closed. In instances of non-conformity, these shall be detailed along with mitigation measures required to

ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

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

Reason: To 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).

23) Notwithstanding the Waste Management Strategy prepared by Curtins received by the City Council, as Local Planning Authority on the 24 November 2022, prior to any above ground works, excluding demolition, details a waste management strategy for the storage and disposal of refuse for the residential element of phase B/C shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the residential element of phase B/C and shall remain in situ whilst the use or development is in operation.

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

24) The commercial uses as part of the phases of the development shall be carried out in accordance with the Waste Management Strategy prepared by Curtins received by the City Council, as Local Planning Authority on the 24 November 2022. The approved details shall then be implemented for as long as the development is in use.

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

25) Prior to the first use of new commercial units within each phase of the development, details of a scheme to extract fumes, vapours and odours from these spaces shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first occupation of each of these spaces and thereafter retained and maintained in situ.

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

26) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period

between dusk and dawn. Prior to the first occupation of a phase of the development, full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation/use of a phase of the development and shall remain in operation for so long as the development is occupied.

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

27) 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 21 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.

28) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for a phase of the development:

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): 10:00 to 18:00

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

29) Prior to the first use of the commercial units within a phase of the development, a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces unless it can be shown as part of condition 21 that there would be no unacceptable impact on residential amenity.

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

30) Prior to the first use of the commercial spaces within a phase of the development, details of any external areas associated with these commercial spaces (including an Operating Schedule) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the commercial uses in that phase and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the building.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

31) Each commercial unit, within each phase shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

32) The commercial units within each phase of development shall be occupied as Class E (excluding convenience retail) and Sui Generis: Drinking Establishment/takeaway) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

The commercial units within Deansgate Terrace (southern section) shall be occupied as Class E (commercial, business and service) (excluding convenience retail), F1 (Learning and non residential institutions), F2 (Local Community) or Sui Generis (drinking establishments / hot food takeaway / live music venue) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the

vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

33) In the event that any of the commercial unit in a phase of the development is occupied as a café/restaurant, drinking establishment live music, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
 - o Dispersal policy;
 - o Mechanism for ensuring windows and doors remain closed save for access or egress after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy (2012) and to saved policy DC26 of the Unitary Development Plan for Manchester.

34) 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 residential floorspace (Class C3(a)) in phase B/C 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). 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.

35) The residential use hereby approved in phase B/C 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.

36) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police received by the City Council, as Local Planning Authority, on the 24 November 2022. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of each phase of the development the City Council, as Local Planning Authority, must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

37) A phase of the development shall be carried out in accordance with the Travel Plan Framework prepared by Curtins received by the City Council, as Local Planning Authority, on the 24 November 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/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation/use of a phase of the development, a Travel Plan for that phase 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).

38) Prior to the first occupation/use of a phase of the development, the cycle storage, as indicated on drawings 10422-SHP-Z4-A-B5D9-G200-PL-00-001 and 10422-SHP-Z4-A-B5D9-G200-PL-01-001 received by the City Council, as Local Planning Authority, on the 27 November 2022 shall be implemented and made available upon first occupation/use of the residential and office elements of the development and thereafter retained and maintained in situ.

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

39) Prior to the first occupation of the residential element within phase B/C the car parking layout as indicated on drawings 10422-SHP-Z4-A-B5D9-G200-PL-00-001, 10422-SHP-Z4-A-B5D9-G200-PL-01-001, 10422-SHP-Z4-A-B5D9-G200-PL-02-001 and 10422-SHP-Z4-A-B5D9-G200-PL-03-001 stamped as received by the City Council, as Local Planning Authority, on the 27 November 2022 shall be implemented and made available. The car parking shall remain available for as long as the residential element remains in use.

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

40) Prior to the first occupation of the residential element within phase B/C, an electric vehicle car parking strategy for the provision electric car charging to the car parking spaces as indicated on drawings stamped as received by the City Council, as Local Planning Authority, on the 24 November 2022 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include the following details:

- (a) Layout and location of electric vehicle charging points;
- (b) Provision for 10% of the spaces to be fitted with a 7kw fast charging point;
- (c) Provision 10% car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by planning condition 37.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of phase B/C and retained and maintained in situ for as long as the development remains in use.

Reason – In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

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

This shall include the following:

- Works to the junction at Great Bridgewater Street and Watson Street including widening footway widths, replacement of the staggered controlled crossing with a continuous crossing with an additional crossing at Great Bridgewater Street together with preventing through movement along Great Bridgewater Street;
- A scheme to prevent through movement along Great Bridgewater Street including Moving Traffic Enforcement cameras to enforce the no through route works;

- Reduction in carriageway width along Watson Street;
- Reconfiguration of the loading bays along Watson Street;
- Provision of tactile paving and dropped kerbs and reinstatement of redundant access points;
- Enhanced areas of public realm, tree and shrub planting along Watson Street;
- - Installation of wind mitigation measures including screens/planters.

The approved scheme for that phase shall be implemented and be in place prior to the first occupation/use of that phase of the development.

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).

42) Notwithstanding the Television Baseline Survey Report (pre-development) prepared by Pager Power, received by the City Council, as Local Planning Authority, on the 24 November 2022, within one month of the practical completion of each phase of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before a phase of the development is first occupied (or brought into use) or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

43) Prior to the first occupation/use of a phase of development, details of bird and bat boxes to be provided (including location and specification) in that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation/use of phase and thereafter retained and maintained in situ.

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

44) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building in phase B 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.

45) Prior to the first occupation/use of a phase of the development a signage strategy for external facades and commercial frontages 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 that phase and used to inform any future advertisement applications for the building.

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

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

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

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

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

48) Prior to the first occupation/use of a phase of development, details of the siting, scale and appearance of the wind ,mitigation measures as required by Chapter 10: Wind of the ES stamped as received by the City Council, as Local Planning Authority, on the 24 November 2022 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation/use of a phase of the development and thereafter retained and maintained in situ for as long as the development is in use.

Reason – In the interest of pedestrians safety and to ensure that the wind conditions are acceptable pursuant to policy DM1 of the Manchester Core Strategy (2012).

49) Prior to the first use of phase A and B/C (Great Northern Warehouse and Deansgate Terrace only) the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the relevant phase of the development and thereafter retained and maintained in situ.

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

50) Prior to the first use of phase A and B/C (Great Northern and Deansgate Terrace only), details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 20. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

51) Prior to the first use of each of the commercial units in each phase, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

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

52) Prior to the first use of the roof terraces and podium for each phase, details of the opening hours for the terraces and podium shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening hours shall then become the operating hours for the terraces in that phase

There shall be no amplified music or sound on the roof terrace at any time.

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

53) Prior to the commencement of a phase of the development, a 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 completion of construction works, 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).

54) Prior to the first occupation/use of a phase of the development, a servicing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall detail how coordination of vehicle arrival/departures to ensure operations are scheduled to avoid vehicles stacking on the adopted highway and ensuring that servicing takes place outside of the network AM and PM peak periods.

The approved strategy shall be implemented upon the first occupation/use of the development and remain in place.

Reason – In the interest of finding an appropriate servicing strategy in the interest of highway and pedestrians safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

55) Prior to the first occupation of the residential element within phase B/C, details of car club spaces within the car parking layout as indicated on drawings 10422-SHP-Z4-A-B5D9-G200-PL-00-001, 10422-SHP-Z4-A-B5D9-G200-PL-01-001, 10422-SHP-Z4-A-B5D9-G200-PL-02-001 and 10422-SHP-Z4-A-B5D9-G200-PL-03-001 stamped as received by the City Council, as Local Planning Authority, on the 27 November 2022 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and made available prior to the first occupation of the development and thereafter retained and maintained in situ.

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

56) Prior to the first occupation of the residential element within phase B/C, details of disabled parking within the car parking layout as indicated on drawings 10422-SHP-Z4-A-B5D9-G200-PL-00-001, 10422-SHP-Z4-A-B5D9-G200-PL-01-001, 10422-SHP-Z4-A-B5D9-G200-PL-02-001 and 10422-SHP-Z4-A-B5D9-G200-PL-03-001 stamped as received by the City Council, as Local Planning Authority, on the 27 November 2022 shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include a car management strategy for the car parking and disabled bays to understand the management arrangements for the residential and general public parking together with ensuring that disabled bays are available for residents to occupy. The approved details shall be implemented and made available prior to the first occupation of the development and thereafter retained and maintained in situ.

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

57) Prior to the commencement of the development, an existing car park survey work shall be undertaken and submitted for approval in writing by the City Council. This shall detail where car parking may be displaced to along the highway network and the data used to inform highway improvements works outlined in condition 41.

Reason -- To ensure appropriate highway improvements are undertaken around the development in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>
- It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.
- You should ensure that the proposal is discussed in full with Building Control to ensure they meet 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.
- Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an

offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed

- The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Listed Building Consent 135583/LO/2022 'Deansgate Terrace'

Recommendation Minded to Approve subject to the completion of the legal agreement associated with planning permission 135565/FO/2022

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 works to the listed building. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions of approval for Listed Building Consent 135583/LO/2022

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

Reason - Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

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

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

Drawings

10422-SHP-Z3A-A-B5D9-JC20-XP-B1-001, 10422-SHP-Z3A-A-B5D9-JC20-XP-00-001, 10422-SHP-Z3A-A-B5D9-JC20-XP-01-001, 10422-SHP-Z3A-A-B5D9-JC20-XP-02-001, 10422-SHP-Z3A-A-B5D9-JC20-XP-03-001, 10422-SHP-Z3A-A-B5D9-JC20-XP-RF-001, 10422-SHP-Z3A-A-B5D9-JC20-XE-XX-001, 10422-SHP-Z3A-A-B5D9-JC20-XE-EE-001, 10422-SHP-Z3B-A-B5D9-JC20-XP-B1-001, 10422-SHP-Z3B-A-B5D9-JC20-XP-00-001, 10422-SHP-Z3B-A-B5D9-JC20-XP-01-001, 10422-SHP-Z3B-A-B5D9-JC20-XP-02-001, 10422-SHP-Z3B-A-B5D9-JC20-XP-03-001, 10422-SHP-Z3B-A-B5D9-JC20-XP-RF-001, 10422-SHP-Z3B-A-B5D9-JC20-XE-XX-001, 10422-SHP-Z3B-A-B5D9-JC20-XE-EE-001, 10422-SHP-Z3A-A-B5D9-JC20-SC-XX-001, 10422-SHP-Z3A-A-B5D9-G200-PL-B1-001, 10422-SHP-Z3A-A-B5D9-G200-PL-00-001, 10422-SHP-Z3A-A-B5D9-G200-PL-01-001, 10422-SHP-Z3A-A-B5D9-G200-PL-02-001, 10422-SHP-Z3A-A-B5D9-G200-PL-03-001, 10422-SHP-Z3A-A-B5D9-G200-PL-RF-001, 10422-SHP-Z3A-A-B5D9-G332-PL-B1-001, 10422-SHP-Z3A-A-B5D9-G332-PL-00-001, 10422-SHP-Z3A-A-B5D9-G332-PL-01-001, 10422-SHP-Z3A-A-B5D9-G332-PL-02-001, 10422-SHP-Z3A-A-B5D9-G200-SE-XX-001, 10422-SHP-Z3A-A-B5D9-G200-SE-XX-002, 10422-SHP-Z3A-A-B5D9-G200-EL-XX-001, 10422-SHP-Z3A-A-B5D9-G200-EL-EE-001, 10422-SHP-Z3B-A-B5D9-G200-PL-B1-001, 10422-SHP-Z3B-A-B5D9-G200-PL-00-001, 10422-SHP-Z3B-A-B5D9-G200-PL-01-001, 10422-SHP-Z3B-A-B5D9-G200-PL-02-001, 10422-SHP-Z3B-A-B5D9-G200-PL-03-001, 10422-SHP-Z3B-A-B5D9-G200-PL-RF-001, 10422-SHP-Z3B-A-B5D9-G332-PL-B1-001, 10422-SHP-Z3B-A-B5D9-G332-PL-00-001, 10422-SHP-Z3B-A-B5D9-G332-PL-01-001, 10422-SHP-Z3B-A-B5D9-G332-PL-02-001, 10422-SHP-Z3B-A-B5D9-G200-SE-XX-001, 10422-SHP-Z3B-A-B5D9-G200-EL-XX-001, 10422-SHP-Z3B-A-B5D9-G200-EL-EE-001, 10422-SHP-Z3A-A-B5D9-G240-DE-RF-001, 10422-SHP-Z3A-A-B5D9-G251-DE-EE-001, 10422-SHP-Z3A-A-B5D9-G251-DE-EE-002, 10422-SHP-Z3A-A-B5D9-G251-DE-EE-003, 10422-SHP-Z3A-A-B5D9-G251-DE-EW-001, 10422-SHP-Z3A-A-B5D9-G251-DE-EW-002, 10422-SHP-Z3A-A-B5D9-G251-DE-EW-003, 10422-SHP-Z3A-A-B5D9-G251-DE-XX-001, 10422-SHP-Z3A-A-B5D9-G321-DE-XX-001, 10422-SHP-Z3A-A-B5D9-G321-DE-XX-002 and 10422-SHP-Z3A-A-B5D9-Z330-SC-XX-001

The above documents were received by the City Council, as Local Planning Authority, on the 24 November 2022

Supporting Information

Design & Access Statement prepared by SimpsonHaugh, Public Realm Strategy prepared by Planit.IE, Façade Lighting Strategy prepared by Light Bureau, Stage 2 Civil and Structural Report prepared by Curtins, Condition Surveys prepared by Aura and Quadriga, Archaeological Desk Based Assessment and covering note prepared by Salford Archaeology and Heritage Report prepared by Stephen Levrant.

The above documents were received by the City Council, as Local Planning Authority, on the 24 November 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.

4) Prior to the commencement of works to remove the following, as indicated within the heritage statement prepared by Stephen Levrant stamped as received by the City Council, as Local Planning Authority, on the 24 November 2022, a detailed method

statement shall be submitted detailing how the fabric will be removed together how the remaining historic fabric will be protected and repaired once removal takes place.

This condition applies to the following works:

- (a) Removal of modern extensions;
- (b) Lighting/CCTV;
- (c) Signage;
- (d) Shopfronts.

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

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

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

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

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

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

6) Prior to the commencement of works to repair the rainwater goods to the listed building, a detailed method statement and specification shall be submitted for approval in writing by the City Council, as Local Planning Authority. The repair to the rainwater goods shall be carried out in accordance with this method statement and be completed prior to the first occupation of the development.

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

7) Prior to the repair of windows within the existing listed façade, a detailed method statement and specification for the window repairs shall be submitted for approval in writing by the City Council, as Local Planning Authority. This should also include any removal, alteration and repair of the historic fabric.

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

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

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

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

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

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

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

Reason - To ensure that a satisfactory interventions into the Listed Building and retention/repair of as much of the Listed fabric as possible along with appropriate use of materials in the restoration of the Listed Buildings pursuant to policy EN3 of the

Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

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

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

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

11) Prior to the commencement of works to the roof (including installation of roof lights) a detailed method statement and specification for the works shall be submitted for approval in writing by the City Council, as Local Planning Authority (including methods for undertaking works, use of materials, fixing details and sections where appropriate).

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

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

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

Reason - To ensure the installation of the lifts and stairs is appropriate and does not cause and harm or damage to the fabric of the Listed Building and that any damaged

to the building which result as a consequence is repaired to a satisfactory standard pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

13) Prior to the commencement of works to existing internal walls, internal brick work and stonework and internal floors within the listed building, a detailed method statement, specification and repair strategy for the works outlined in the Stephen Lavrant Heritage Statement received by the City Council, as Local Planning Authority, on the 24 November 202 shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

Reason - To ensure that the original floor is exposed where possible and areas of new flooring are appropriate and minimise and impact on the listed building pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

14) Prior to the commencement of the extension to the listed building as approved under planning permission 135565/FO/2022, a detailed method statement and specification detailing how the development will be fixed/erected adjacent to the listed building shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the interface of the development would be attached to the historic fabric, what historic fabric, if any, needs to be removed/altered and how the historic fabric will be repaired once the interface has been attached. The method statement should be supported by appropriate sections where necessary.

The approved details shall be implemented as part of the development. Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

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

15) Prior to the first occupation of the listed building, a tenant fit out strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shall include details and principles for individual tenants to following including partitions, fixtures and fittings.

The approved details shall be implemented as part of the proposal and thereafter retained and maintained for a long as the listed building is in use as offices.

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

Listed Building Consent 135566/LO/2022 'Great Northern Warehouse'

Recommendation Minded to Approve subject to the completion of the legal agreement associated with planning permission 135565/FO/2021

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the works to the listed building. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

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

Reason - Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

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

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

Drawings

10422-SHP-Z0-A-BD59-Z460-PL-XX-001, 10422-SHP-Z0-A-B5D9-Z460-PL-XX-002, 10422-SHP-Z0-A-B5D9-G100-PL-00-001, 10422-SHP-Z0-A-B5D9-G100-PL-01-001, 10422-SHP-Z0-A-B5D9-G100-PL-02-001, 10422-SHP-Z0-A-B5D9-G100-PL-04-001, 10422-SHP-Z0-A-B5D9-G100-PL-10-001, 10422-SHP-Z0-A-B5D9-G100-PL-12-001, 10422-SHP-Z0-A-B5D9-G100-PL-25-001, 10422-SHP-Z0-A-B5D9-G100-PL-33-001, 10422-SHP-Z0-A-B5D9-G100-PL-RF-001, 10422-SHP-Z0-A-B5D9-G100-SE-AA-001, 10422-SHP-Z0-A-B5D9-G100-SE-BB-001, 10422-SHP-Z0-A-B5D9-G100-EL-EN-001, 10422-SHP-Z0-A-B5D9-G100-EL-EE-001, 10422-SHP-Z0-A-B5D9-G100-EL-EE-002, 10422-SHP-Z0-A-B5D9-G100-EL-EW-001, 10422-SHP-Z2-A-B5D9-G200-PL-00-001, 10422-SHP-Z2-A-B5D9-G200-PL-M0-001, 10422-SHP-Z2-A-B5D9-G200-PL-01-001, 10422-SHP-Z2-A-B5D9-G200-PL-M1-001, 10422-SHP-Z2-

A-B5D9-G200-PL-02-001, 10422-SHP-Z2-A-B5D9-G200-PL-03-001, 10422-SHP-Z2-A-B5D9-G200-PL-04-001, 10422-SHP-Z2-A-B5D9-G200-PL-RF-001, 10422-SHP-Z2-A-B5D9-G200-SE-AA-001, 10422-SHP-Z2-A-B5D9-G200-SE-BB-001, 10422-SHP-Z2-A-B5D9-G200-EL-EN-001, 10422-SHP-Z2-A-B5D9-G200-EL-ES-001, 10422-SHP-Z2-A-B5D9-G200-EL-EE-001, 10422-SHP-Z2-A-B5D9-G200-EL-EW-001, 10422-SHP-Z2-A-B5D9-G200-EL-XX-001, 10422-SHP-Z2-A-B5D9-G332-PL-00-001, 10422-SHP-Z2-A-B5D9-G332-PL-M0-001, 10422-SHP-Z2-A-B5D9-G332-PL-01-001, 10422-SHP-Z2-A-B5D9-G332-PL-M1-001, 10422-SHP-Z2-A-B5D9-G332-PL-02-001, 10422-SHP-Z2-A-B5D9-G332-PL-03-001, 10422-SHP-Z2-A-B5D9-G332-PL-04-001, 10422-SHP-Z2-A-B5D9-G220-XD-XX-001, 10422-SHP-Z2-A-B5D9-G220-DE-XX-001, 10422-SHP-Z2-A-B5D9-G251-DE-00-001, 10422-SHP-Z2-A-B5D9-G251-DE-00-002, 10422-SHP-Z2-A-B5D9-G251-DE-00-003, 10422-SHP-Z2-A-B5D9-G251-DE-00-004, 10422-SHP-Z2-A-B5D9-G251-DE-01-001, 10422-SHP-Z2-A-B5D9-G251-DE-01-002, 10422-SHP-Z2-A-B5D9-G251-DE-01-003, 10422-SHP-Z2-A-B5D9-G251-DE-02-001, 10422-SHP-Z2-A-B5D9-G251-DE-02-002, 10422-SHP-Z2-A-B5D9-G251-DE-XX-001, 10422-SHP-Z2-A-B5D9-G251-DE-XX-002, 10422-SHP-Z2-A-B5D9-G240-DE-00-001, 10422-SHP-Z2-A-B5D9-G240-DE-00-002, 10422-SHP-Z2-A-B5D9-G240-DE-RF-001, 10422-SHP-Z2-A-B5D9-G240-DE-RF-002, 10422-SHP-Z2-A-B5D9-G240-DE-RF-003, 10422-SHP-Z2-A-B5D9-G240-DE-RF-004, 10422-SHP-Z2-A-B5D9-G240-DE-RF-005, 10422-SHP-Z2-A-B5D9-G321-DE-XX-001, 10422-SHP-Z2-A-B5D9-G321-DE-XX-002, 10422-SHP-Z2-A-B5D9-G321-DE-XX-003, 10422-SHP-Z2-A-B5D9-G321-DE-XX-004, 10422-SHP-Z2-A-B5D9-G321-DE-XX-005, 10422-SHP-Z2-A-B5D9-G321-DE-XX-006, 10422-SHP-Z2-A-B5D9-G321-DE-XX-007, 10422-SHP-Z2-A-B5D9-G321-DE-XX-008, 10422-SHP-Z2-A-B5D9-G321-DE-XX-009, 10422-SHP-Z2-A-B5D9-G321-DE-XX-010 and 10422-SHP-Z2-A-B5D9-Z330-SC-XX-001

Received by the City Council, as Local Planning Authority, on the 24 November 2022

Supporting Information

Design & Access Statement prepared by SimpsonHaugh, Public Realm Strategy prepared by Planit.IE, Façade Lighting Strategy prepared by Light Bureau, Stage 2 Civil and Structural Report prepared by Curtins, Condition Surveys prepared by Aura and Quadriga, Archaeological Desk Based Assessment and covering note prepared by Salford Archaeology and Heritage Report prepared by Stephen Levrant.

The above documents were received by the City Council, as Local Planning Authority, on the 24 November 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.

4) Prior to the commencement of works to remove the following, as indicated within the heritage statement prepared by Stephen Levrant stamped as received by the City Council, as Local Planning Authority, on the 24 November 2022, a detailed method statement shall be submitted detailing how the fabric will be removed together how the remaining historic fabric will be protected and repaired once removal takes place.

This condition applies to the following works:

- (a) Removal of modern extensions (late 1900s – early 2000s);
- (b) Lighting/CCTV;
- (c) Signage;
- (d) Vehicle ramps and link building;
- (e) Modern canopy; and
- (f) Non original rainwater goods.

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

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

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

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

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

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

6) Prior to the commencement of works to repair the original rainwater goods to the listed building, a detailed method statement and specification shall be submitted for approval in writing by the City Council, as Local Planning Authority. The repair to the rainwater goods shall be carried out in accordance with this method statement and be completed prior to the first occupation of the development.

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

7) Prior to the repair of windows within the existing listed façade, a detailed method statement and specification for the window repairs shall be submitted for approval in writing by the City Council, as Local Planning Authority. This should also include any removal, alteration and repair of the historic fabric.

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

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

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

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

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

9) Prior to the commencement of works to open up the original hoist ways (and install windows and balconies) a detailed method statement shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

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

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

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

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

11) Prior to the installation and repair of new shopfronts (plaza and ground floor units along Deans Street) and carriage ramp opening (first floor level) within the existing listed façade, a detailed method statement and specification/repair strategy of the shopfronts (including frame size, fenestration and design together with how they will be fitted and fixed to the historic fabric - appropriate sections, elevations and materials) shall be submitted for approval in writing by the City Council, as Local Planning Authority. This should also include any removal, alteration and repair of the historic fabric.

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

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

12) Prior to the commencement of works to:

- (a) the new glazed extension to the south elevation;
- (b) new external lift core;
- (c) glazed link bridge; and
- (d) roof atrium and photovoltaics.

to the listed building as approved under planning permission 135565/FO/2022, a detailed method statement and specification detailing how the development will be fixed/erected adjacent to the listed building shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the interface of the development would be attached to the historic fabric, what historic fabric, if any, needs to be removed/altered and how the historic fabric will be repaired once the interface has been attached. The method statement should be supported by appropriate sections where necessary.

The approved details shall be implemented as part of the development. Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

19) Prior to the commencement of works to the roof (including installation of roof lights, PV panels and repairs) a detailed method statement and specification for the works shall be submitted for approval in writing by the City Council, as Local Planning Authority (including methods for undertaking works, use of materials, fixing details and sections where appropriate).

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

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

20) Prior to the first occupation of the listed building, a tenant fit out strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shall include details and principles for individual tenants to following including partitions, fixtures and fittings.

The approved details shall be implemented as part of the proposal and thereafter retained and maintained for a long as the listed building is in use as offices.

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

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: 135565/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.

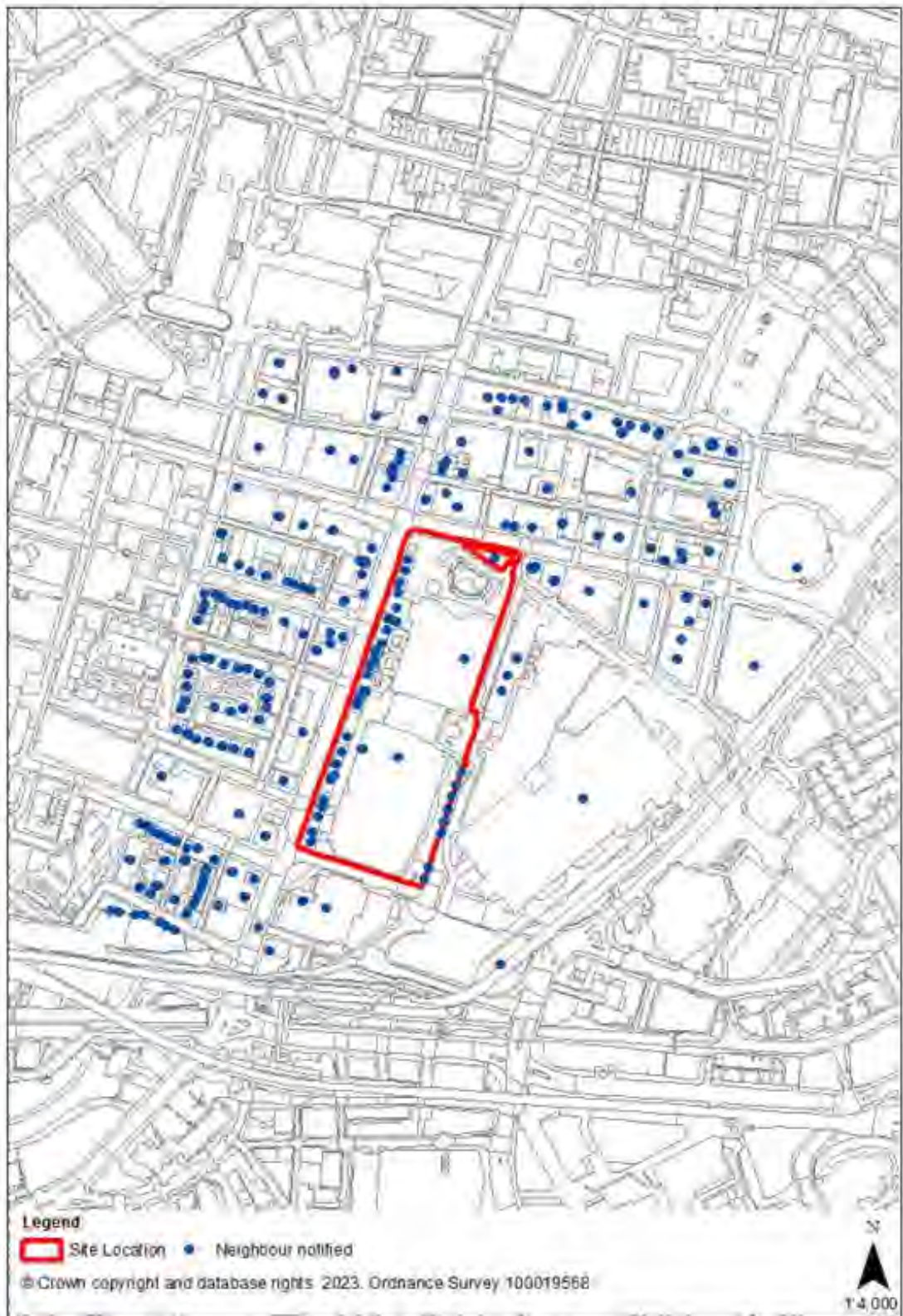
The following residents, businesses and other third parties in the area were consulted/notified on the application:

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

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

Representations were received from the following third parties:

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



Application Number	Date of Appln	Committee Date	Ward
135278/FO/2022	25 Oct 2022	16 Feb 2023	Ardwick Ward

Proposal Erection of part 4 storey, part 5 storey buildings, together with the refurbishment and restoration of existing buildings to form student accommodation (sui generis) together with associated landscaping, cycle parking, car parking and associated works following demolition of certain existing buildings

Location St Gabriels Hall, 1 Oxford Place, Manchester, M14 5RP

Applicant McLaren Property Ltd & The Sisters of the Cross & Passion

Agent Vanessa Rowell, Avison Young

Executive Summary

The application relates to a vacant student halls of residence (St. Gabriel's Hall), situated in Victoria Park Conservation Area.

The proposal involves the demolition of some buildings, the erection of part 4 storey, part 5 storey buildings and, the refurbishment and restoration of buildings to form 319 student bedrooms accommodation (sui generis), plus landscaping, cycle parking, car parking and associated works.

2 objections have been received from nearby occupiers. Representations have also been received from Schuster Road and Park Range Residents Association, Rusholme and Fallowfield Civic Society, Manchester Civic Society and Fallowfield & Withington Community Guardian Group and SE Fallowfield Residents Group.

Key Issues

-Impact to the character and appearance of the conservation area. Principally, as a consequence of proposed demolition and the impact to trees.

-The impact to amenity.

-The need for purpose-built student accommodation (PBSA).

-Regeneration of a deteriorating site.

Description

The site is bounded by Oxford Place, 5 and 7 Oxford Place, 11 Rusholme Place and the rear of Melrose Apartments. The development of a 7 storey building for flexible office, research and development and educational space, known as 'City Labs 4.0' is under construction to the north west.



View of existing buildings from Oxford Place



View of existing buildings from Oxford Place

The front of the site comprises areas of hardstanding and soft landscaping, with a tree lined perimeter to the southern (front) boundary. Vehicular and pedestrian access is served from Oxford Place.

The site measures approximately 0.65 hectares and relates to a former student halls of residence associated with the University of Manchester. It is located in the Victoria Park Conservation Area and Oxford Road Corridor, south. None of the buildings are statutorily listed and there are no heritage designations which form either part of the site or that would be immediately affected. There are however non-designated heritage assets at the site which require consideration, namely 'The Lodge', the Chapel and the Woodthorpe Hall, which all contribute positively to the character and appearance of the conservation area

The site contains the following buildings:

St Gabriels Hall

St Gabriel's Hall is a large building formed of three main phases; the original c1850s villa called "The Lodge" to the centre, a 1922 residential accommodation block to the east, and a 1963 chapel to the west. St Gabriel's Hall was established in 1920 by the Sisters of the Cross and Passion (otherwise known as the Passionist Sisters), as a women's only halls of residence connected to the University of Manchester. In 1963 a modern, purpose-built chapel was added to the villa's eastern side. Linking the gap between "The Lodge" and the Woodthorpe Hall flats. The hall and its extension is internally laid out as student bedrooms with shared bathrooms and amenity space.

Woodthorpe Hall

This comprises a 2 storey U-Shaped building with an internal layout of thirteen ground floor and first floor student cluster flats, all of which are accessed by external doors facing inwards to a central courtyard.

St David's Hall

The church hall was built in 1935 as part of wider proposals for a new church that were never realised. It was most recently used as ancillary amenity space to the student accommodation.

The buildings have all remained vacant since the site was vacated in 2019.

The area is mixed use in nature, comprising homes, with a concentration of student accommodation, retail, office, and educational uses. Rusholme district centre, a busy neighbourhood centre with a primary focus on food and drink uses, is to the west.

The Proposal

Planning permission is sought for some demolition and the erection of part 4 storey, part 5 storey buildings and the refurbishment and restoration of existing buildings to form student accommodation (sui generis), with associated landscaping, cycle parking, car parking and associated works

319 student bedrooms are proposed including 137 studios and 102 cluster units, split across two new-builds and a refurbished St Gabriel's Hall & Woodthorpe Hall.

The development includes:

- The partial demolition of St Gabriel's Hall (1922 extension / modern lean-to's and extensions), retaining the original lodge and chapel. Alterations to internal layouts to increase student rooms and maximise amenity space provision;
- The demolition of St David's Hall;
- The renovation of Woodthorpe Hall and alterations to internal layouts;
- The erection of two new part 4, part 5 storey student accommodation blocks at the eastern and western edges of the site.

- Retention and restoration of the significant elements of the existing estate;
- Removal of lean-to elements to the rear of St Gabriel's;
- The enhancement/upgrade of landscaping around the building and repairs to boundary walls.
- Plant spaces are proposed to the rear of the site and in the lower ground under the St Gabriel's Hall. Entrances to all blocks are accessed off new courtyards created between the various buildings. The main site entrance would be opposite the chapel, with the concierge located at lower ground floor in the chapel.

Consultation & Publicity

The proposal has been advertised in the local press (Manchester Evening News) as a major development affecting a conservation area. A site notice has also been displayed at the application site.

EIA

A screening opinion dated 31 May 2022 was undertaken prior to submission of the application

The proposal type is listed in Class 10 'Infrastructure Projects' subsection 10(b) 'Urban Development Projects' of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017.

The regulations indicate that an EIA may be required if:

- The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
- The development includes more than 150 dwellings; or
- The overall area of the development exceeds 5 hectares.

As the relevant threshold is exceeded in term of the number of overall dwellings, a screening opinion was issued which assessed that an Environmental Impact Assessment would not be required for the development proposed.

Consultations & Notification Responses

Local Residents/Occupiers – 2 objections have been received relating to scale, impact on privacy, loss of trees/ecological features, impact to air quality, the abundance of student accommodation in the area, an increase in noise/activity levels and the impact to the character and appearance of the conservation area.

Schuster Road & Park Range Residents Association – make the following comments:

-13 trees would be removed and there are no proposals to re-plant those diseased or to replace the others on the site with 'forest trees' which might attain similar stature. Such forest trees are critical to the wildlife in the area, to the character of the conservation area and to climate amelioration.

-The new buildings would be close to plot boundaries and the root systems will almost inevitably be damaged at the new-build boundaries.

-The north and east elevations are highly misleading as almost all the significant trees shown are not within the site. Both the adjacent plots to the north and east could be developed. The scheme would set a precedent for other developments within the conservation area - and particularly along the north side of Oxford Place.

-It would further drive out wildlife - including insects, bats and birds - which need green space to grow and thrive. Hedgehogs and owls have gone missing from the area following major development projects on Anson Road.

-The historic building line given by Holly Bank at 9 Oxford Place and the neighbouring historic building would be totally lost. A block is shown on the far right which takes up the majority of the plot.

-the facade to the west of the Victorian Victoria Park building should not project beyond the building line.

-It is unfortunate that the 1930s Woodthorpe building was allowed to project so much. It is, however, a two-storey building and much lower than the Victorian houses to either side, which are still dominant to it, and its existence should not be used as an excuse to abandon the original building line.

-The new block to the east is five stories is only about halfway between the line of Woodthorpe and 9 Oxford Place. A line drawn parallel to the frontage walls of these sites and crossing the frontage of both St Gabriel's and 9 Oxford Place would pass through the ground floor corridor of the proposed eastern block and through the south end of the central courtyard garden of Woodthorpe. Allowing the proposed east block building line and height, invites proposals to the east along Oxford Place to adopt the same building line and mass.

-As well as taking up pretty well all the Green Space on the plots concerned, the new buildings dwarf the height of St Gabriels Hall and the adjacent historic buildings.

-In order to preserve what makes the Conservation Area unique - the proposal needs to be amended to preserve this building line (ie.Holly Bank at 9 Oxford Place and its neighbouring building) so that the amount of green space in front of any development is consistent with all the other historic buildings in the conservation area.

-The Developer has put forward a case for need of more student accommodation. There seems to be no determination in this document as to why this accommodation must be in the Conservation Area, nor is there any assessment of the amount of existing and proposed student and single person accommodation around the area between Hathersage Road, Heald Place, Old Hall Road and Anson/Birchfields Road.

Neither has there been any assessment of the ability of the area to sustain this population whilst continuing to provide adequate services and ensure that the area remains attractive to families so as to ensure a balanced, sustainable neighbourhood. There are many brownfield sites outside the conservation area which are perfectly suitable and viable, and several smaller blocks could be built to achieve any proven need. Rusholme has a primary need for social housing and housing for permanent residents (both for sale and rented). This development site would be more suitable for this purpose and achieving the Council's objective of Sustainable Communities.

-The St Gabriel's site is close to the junction of Wilmslow Road and Moss Lane East. There are already issues with the number of vehicles which can enter Oxford Place from Moss Lane East on each traffic light cycle. Parking is a desperate problem in the immediate area and the currently proposed Residents Parking Scheme has become necessary because of this. It is inconceivable, whatever the policies adopted for the site, that more parking need will not be generated from student residents and their visitors. There will be a constant arrival and departure of supermarket deliveries, fast food deliveries (by car), Amazon deliveries and other parcel deliveries as well as service and maintenance vehicles for the site. The needs of 320 students will further overwhelm the area.

-The development goes against the council's policies and vision regarding climate change, green infrastructure and zero carbon.

Rusholme and Fallowfield Civic Society – The reopening of St. Gabriel's Hall is positive, the proposal breaches a number of City Council planning policies due to overdevelopment and a significant loss of mature trees and open gardens. The Society therefore objects to the proposal. The proposal is not harmonious with the existing leafy character and does not provide a substantial landscaped/unbuilt area.

Fallowfield & Withington Community Guardian Group and SE Fallowfield Residents Group – would like to see a significant decrease in the number of bed spaces so that there is no further increase from the current provision. There are too many students living in PBSA in the vicinity as well as in the community. There is already an overabundance of student accommodation in Rusholme, Victoria Park, Fallowfield and adding more to this site will exacerbate the very real problems which already exist because of the high density of students concentrated in these neighbourhoods. The effect of cramming more students onto this site is likely to contribute to problems experienced in other areas of high student density. Issues of noise, anti-social behaviour, parking problems, litter, waste excesses are considerable and will have an impact on amenity for other local residents.

-The new blocks seem out of character in terms of bulk and size next to St. Gabriel's. The materials appear sympathetic, but the block is too bulky in a conservation area.

-the proposal will be detrimental to the character of the area and the quality of setting due to the lack of remaining open space and the loss of mature trees.

-The loss of mature trees will impact heavily on loss of other wildlife and biodiversity which we consider inappropriate for a site of important conservation.

Manchester Civic Society – An objection is raised, based on the following grounds:

-The losses and changes envisaged here will, if approved, inevitably set a pattern and precedent for future proposals in this Conservation Area.

-The large trees along the frontage of the site are to be replaced by ones of smaller species. This change would strike a discordant note to the tree cover in the Conservation Area.

-The proposed buildings will all impact quite significantly on the Root Protection Zones (RPZ) of the forest trees at the site boundary.

-Trees, hedges and greenspace are necessary components of the wildlife habitats and corridors which connect the parks (including the adjacent Whitworth Park) in this area with one another via the VPCA. This development is highly intensive in its use of the site, building over of large parts of the former gardens. This will further drive out wildlife by loss of habitat. It will badly compromise the wildlife corridors.

-The site has been designed to be almost totally car-free, but the reality is that the envisaged amount of accommodation will generate the use of taxis and some residents will own and use cars which will be parked off site. This is a very large addition to the number of residents in the area.

-The scale of massing of the buildings and the encroachment of the building line and the loss of greenspace which had separated the buildings, compromises the setting of the nearby original buildings.

Highway Services – The site is accessible by sustainable modes and is in close proximity to a range of local bus services providing connectivity to tram and train. The proposal is unlikely to generate a significant increase in the level of vehicular trips and therefore there are no network capacity concerns.

A resident parking scheme is due to be delivered in Rusholme by mid-2023, where parking bays are to be introduced on the north side of Oxford Place. Therefore, the vehicle accesses and waste collection arrangements for this development will need to be amended to account for this.

The widening of the access and egress would need to be undertaken through S278 works with resident parking zone bays changes amended through Traffic Regulation Order (TRO) amendment. The parking bays to the north side of Oxford Place are not compatible with the proposed on-street waste collection and we require that the scheme is adjusted to allow for internal collection.

Two accessible parking spaces are being provided with electric vehicle charging provision. The cycle parking arrangement is acceptable.

The waste storage arrangements are acceptable subject to the necessary TRO amendments to allow for the required access.

If the planning application is approved, then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer.

Conditions are advised in relation to travel planning, construction management, a move-in/move-out strategy and off-site highway works.

Environmental Health – Conditions are advised in respect of construction management, external equipment insulation, acoustic insulation, EV charging and waste management. A further condition is required in relation to the site investigation of ground conditions and a scheme for any identified remediation.

Environment Agency – No objection in principle, but a condition is requested in order to understand the risks to controlled waters.

Green Space (Trees) – No objection from an arboricultural perspective. The trees do offer some visual amenity value in the area; however, they would not be deemed to be of high visual amenity as they are set back in the site and do not front Oxford Place. The trees fronting the road would be retained and the buildings have been realigned to enable T19, T29 and T31 to be retained although T31 has to be removed for health and safety reasons.

Subject to mitigation planting and BS:5837 being strictly adhered to, the proposal is acceptable. The mitigation planting plan is acceptable, but some larger growing specimens such as Beech or Oak would help to mitigate the loss of the larger trees.

Greater Manchester Ecology Unit (GMEU) - No overall objection based on Ecology grounds. Bat surveys found no evidence of bat roosting. The refurbishment of buildings and tree removal could cause disturbance to bats. The probability of bats being present as low but if they are found work must cease and advice sought from a suitably qualified person about how best to proceed. The tree replacement is acceptable and the landscaping would not reduce local biodiversity. The installation of bat boxes on retained trees would enhance biodiversity.

Greater Manchester Police (Design for Security) - The development should be designed and constructed in accordance with the recommendations and specification set out in sections 3 and 4 of Crime Impact Statement.

Flood Risk Management – Recommend conditions including a maintenance and management scheme for sustainable urban drainage.

United Utilities - consideration should be given to the 1000mm diameter combined sewer adjacent to the northern boundary of the site. It is understood that this sewer has been accurately located and a minimum 3 metre standoff distance either side from the face of the sewer should be provided. If the application is to be recommended for approval, a relevant condition has been recommended.

Works and Skills - A local labour condition relating to construction is requested.

Greater Manchester Archaeological Advisory Service (GMAAS) – The site does not contain any heritage assets that are afforded statutory protection but it is in the

Victoria Park Conservation Area and could contain below-ground archaeological remains of interest. In particular, a former boundary between the ancient townships of Rusholme and Chorlton-on-Medlock could have been routed across the site

A Heritage Statement and an archaeological desk-based assessment describe the significance of any heritage assets in accordance with Paragraph 194 of the NPPF.

The archaeological assessment concludes that below-ground remains of archaeological interest may survive in relation to the ancient township boundary, and a limited programme of intrusive archaeological investigation via evaluation trenching is implemented is recommended.

GMAAS supports the application subject to the implementation of the scheme of works. An appropriate condition is attached.

Cadent – No objection. An ‘Informative’ is advised with respect to Cadents’ assets and the infrastructure the obligations of the applicant.

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and

appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H12 (Purpose Built Student Accommodation) states that the provision of new purpose built student accommodation will be supported where the development satisfied the criteria below:

- 1. Sites should be in close proximity to the University campuses or to a high frequency public transport route;*
- 2. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area;*
- 3. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes;*
- 4. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area;*
- 5. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area;*
- 6. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value;*
- 7. Consideration should be given to provision and management of waste disposal facilities;*
- 8. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces; and,*
- 9. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.*

Policy EC1 (Employment and Economic Growth in Manchester) looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to

ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Policy EN1 'Design principles and strategic character areas' The proposal's considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of the area.

Policy EN3 (Heritage) – states that 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 EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will 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. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC18.1 (Conservation Areas) – relates to development proposals within conservation areas and seeks to preserve and enhance the character of its Conservation Areas by considering the relationship of new structures to neighbouring buildings and spaces, the effect of changes to existing buildings and the desirability of retaining existing features. Consent to demolish a building within a Conservation Area will be granted only where it can be shown that is beyond repair, incapable of beneficial use or where its replacement would benefit the appearance or character of the area.

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Corridor Manchester Spatial Framework

Corridor Manchester is a strategically important economic contributor and a key growth area within the city. The Corridor Manchester Strategic Spatial Framework is a long term spatial plan for the Corridor which recognises that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise its potential.

The Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq ft of high quality commercial, leisure, retail, and residential space.

Oxford Road Corridor SSF (March 2018)

The Framework intends to support the strategic themes and objectives for the Corridor and guide decision making on planning applications. The Framework recognises the need to accommodate further student accommodation; however, states that this should continue to be controlled in line with the City Council's Core Strategy Policy H12 and led by institutional partners with the wider city regeneration objectives in mind. It should be in line with evidenced demand and be in locations that are within a reasonable walking distance to the heart of the universities. This will include an upgrade of existing stock that is reaching the end of its life as well as additional provision.

Places for Everyone Greater Manchester Joint Development Plan (Draft August 2021)

The draft version of the Places for Everyone Joint Development Plan was published in August 2021 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. As this plan is at an advanced stage it would now be considered as a material consideration for planning applications.

Manchester City Council Report for Resolution - Executive: Purpose Built Student Accommodation Manchester (December 2020)

This report acknowledges the significant economic contribution students make to Manchester whilst they live and study in the city. It also recognises the development of assets within the Oxford Road Corridor area is vital to capture the commercial potential of research and innovation and help to realise the economic potential of the Corridor.

The report states, a high-quality residential offer for students in appropriate locations, is critical for Manchester's Universities ability to attract and retain students in a global market and confirms that accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines 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.

Sections 4, 5, 11, 12 and 16 are considered relevant to the consideration of this application.

Other legislative requirements

-Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Issues

Principle

The proposal would make efficient use of a previously developed site for an established use at this site. This is a highly sustainable location close to the main Manchester University campuses, within walking distance of the city centre, as set out in planning policy.

It would reuse previously developed land and use vacant buildings and heritage assets sensitively in a manner that would maintain the character and appearance of the host Victoria Park Conservation area.

The scheme would deliver significant economic, social and environmental benefits including job creation, spending in the local economy, providing a catalyst for further regeneration, providing needed purpose-built student accommodation, bringing empty buildings back into effective use and an upgrade to the appearance of the site. On this basis, the proposal is considered to accord with policy and guidance.

Specific planning issues, including the acceptability of purpose-built student accommodation is considered below.

Principle of Purpose-Built Student Accommodation (PBSA)

Policy H12 of the Core Strategy is the main development plan policy for PBSA.

Subject to the criteria in the policy, such development could be supported. Priority is to be given to schemes that are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet the Council's regeneration priorities.

Policy H12 lists criteria developers are required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a university, or another provider of higher education, for the supply of all or some of the bedspaces.

The supporting text to the policy refers to a potential oversupply of student bedspaces in purpose-built accommodation. The site has been used as student accommodation until it was vacated in 2019, due to the buildings not able to meet modern standards.

The proposal meets the policy criteria contained within policy H12 and as such, the principle of an increase in student accommodation on the site can be supported.

Taking each of the 10 criteria in turn, the following commentary and assessment is provided:

1) Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.

The site is close to the university campuses and an approximate 5-10 minute walk to the nearest buildings. The site is a short distance from Oxford Road which links the site with the universities and which accommodates a number of high frequency bus services to the universities and beyond.

2) The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN5.

An Energy Standards Statement states that the total carbon reduction calculated for the new build elements is approximately 19% over current building regulations, when compared against the current 2013 Part L. It is expected that energy demands and CO2 emissions will be significantly reduced compared to its previous use.

The proposal would incorporate solar control, LED Lighting and heat recovery in ventilation systems. A 'very good' BREEAM rating would be achieved and the proposal meets with both policy EN5 and H12.

3) High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.

The proposal is comparable in scale to both the buildings on the site and surrounding buildings, some of which are of a greater scale, including to the north and west along Oxford Road and Hathersage Road. The site is close to Rusholme district centre where there is a range of retail, food and drink and other commercial uses.

The location is sustainable and accessible and would be marketed as car free. There would be two accessible parking spaces. The proposal would not lead to an increase in on-street parking.

4) Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

The proposed development would bring back into use a student halls of residence that is currently vacant, showing signs of degradation and no longer meets modern standards.

The proposal would regenerate a brownfield site which could deteriorate and through sensitive refurbishment, would introduce a high quality development which could encourage at nearby neglected sites. It would align with the objectives of the Oxford Road Corridor and contribute to the improvements to the overall appearance of the Victoria Park Conservation Area, as well as introducing activity and vibrancy which is currently lacking due to vacancy and the current condition of the site.

5) Proposals should be designed to be safe and secure for their users and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.

A permanent on-site team would manage the site. Greater Manchester Police (Design for Security) support the proposal subject to the measures outlined within the submitted Crime Impact Statement being implemented.

6) Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street-scene either from the proposed development itself or when combined with existing accommodation.

The site layout, design, scale and appearance are considered acceptable.

7) Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.

The proposal involves the re-use of vacant non-designated heritage assets (St Gabriel's Hall and Woodthorpe), which have heritage value within the Victoria Park Conservation Area. They are in urgent need of repair and restoration, given their age, lack of investment and period of vacancy. They would be reused and refurbished in a manner that respects their status.

8) Consideration should be given to provision and management of waste disposal facilities, that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.

A waste Management Strategy provides details of the number of receptacles and recycling arrangements and details of on-site management and collection. Waste would be collected on a weekly basis by a licensed waste carrier and accords with the Council's standards.

9) Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces.

A Student Need Assessment which demonstrates a quantitative and a qualitative need for new purpose-built student accommodation.

10) Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

A Viability Statement demonstrates that the amount of development proposed is the minimum necessary demonstrates that the proposal is deliverable. On this basis, it believed that the scheme is deliverable.

In summary, it is considered that the principle of development for this proposal is acceptable and complies with the criteria of policy H12 of the Core Strategy.

Demolition of the Existing Buildings and Alterations

The existing buildings has been vacant since 2019 and no interest is understood to have been made in the intervening period since its last use to either re-use or restore the building.

The derelict nature of the site contrasts with the architectural qualities of both the historic environment and more recent nearby developments. The site occupies a prominent position at the gateway to the conservation area will deteriorate further without investment, as evidence by neighbouring villas.

A Heritage Statement outlines how the proposal would preserve and enhance the character of Victoria Park Conservation Area and the significance of the non-designated heritage assets on the site in accordance with the policies and aims of the NPPF, as well as development policy and overarching legislation.

Some buildings would be demolished or altered to rationalise space and to allow high quality, complementary buildings that would ensure the preservation and enhancement of historic elements.

Buildings and structures have been added to the original St. Gabriel's lodge building, over time, including a 1922 extension and single storey extensions to the rear. These have diminished the original coherence of the built form and have no value or are

detrimental. Their demolition would provide clarity and legibility to the original lodge and chapel.

Woodthorpe is relatively unaltered and therefore requires minimal intervention in terms of demolition or alteration, apart from the removal of the small link structure between Woodthorpe and the Chapel. It is not considered that its removal would enhance the legibility of the forms of Woodthorpe and the Chapel.

The St. David's building does not make a positive contribution to the Conservation Area, and its demolition would create space for the provision of a new building.

The retained buildings are in need of repair and restoration. The majority of windows and doors on both the St Gabriel's and Woodthorpe buildings are not original and have been replaced, more recently at Woodthorpe, which now has UPVC replacement windows. Any newly exposed brickwork and roof replacements following demolition would either be made good or replaced with a similar material.

The chapel would be refurbished to provide shared amenity spaces. It is currently vacant and dated, with signs of deterioration. The areas under St. Gabriel's and in the link building previously used for back of house areas are in a poor condition.

The chapel would be subdivided on the lower floor to form different rooms / spaces if necessary. The Chapel has some historic significance including an exposed roof space and full height original windows facing Oxford Place which would be utilised and enhanced.

The Terrazzo tile entrance floor would be retained and the front doors would be replaced and brought up to modern standards to comply with the recommendations in the Crime Impact Statement.

The proposal would enhance the buildings and their setting, by reinstating the clarity of form to the historically significant elements through the removal of poor quality/ low significance structures that have been added over time, and which currently diminish the character of the buildings and the character of the Conservation Area.

The scheme would provide a long term future for the site in a manner that respects original features of heritage value It would sure the future of buildings and enhance the gateway into conservation area.

The loss of the buildings to facilitate redevelopment would offer public benefits by leading to environmental, sympathetic improvements, meet housing growth aspirations for the area, provide student accommodation in the correct location and lead to increased vibrancy and vitality in the area, whilst creating direct and indirect employment through the operation of the development and through the construction. On this basis, it is considered that the elements to be demolished in the conservation area can be justified and sustained in order to protect the future of the site.

Redevelopment of the Site and Contribution to Regeneration

The proposal would redevelop a vacant, derelict brownfield site which occupies a prominent position at the gateway to the Victoria Park Conservation Area, Oxford Road corridor and Rusholme district centre.

The loss of existing building elements would support a viable redevelopment, with any perceived harm outweighed by bringing the site back into effective use to the benefit of the area, including through job creation and benefits to the local economy via increased expenditure at local businesses.

On balance, the proposal would have a positive and beneficial effect on the conservation area. It has been sympathetically designed and would enhance the character and appearance of the conservation area and contribute to the ongoing regeneration of the area.

There is a strong link between economic growth, regeneration and the provision of a range of residential accommodation. A key objective for 'The Corridor' is to deliver the accommodation and infrastructure needed to attract students to Manchester and which matches its reputation as a world class place to study, in order to ensure Manchester remains competitive on a global higher education stage. This proposal would support this key objective.

Heritage Impact

There is a need to have special regard to the desirability of preserving the character of conservation areas as outlined within Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 which requires Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character and appearance of designated areas. This is supported by policies EN3 and DC18.1 of the Core Strategy, along with Section 16 of the NPPF, which underline the need for due consideration to be given to the impact of new developments on heritage assets

Paragraph 194 of the NPPF states that:

'In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, the level of detail should be proportionate to the asset's importance'.

Paragraph 197 states: *'in determining 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 202 advises that:

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

Paragraph 203 states that proposal should consider:

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 assets'.

Paragraph 206 further states:

'Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably'.

The site is in the Victoria Park Conservation Area. None of the buildings on site are listed and there are no listed buildings situated nearby that would be directly affected.

A detailed Heritage Assessment includes a Visual Impact Assessment and has been reviewed by the City Council as Local Planning Authority. It assesses direct and indirect heritage impacts. Direct impacts being the physical alterations to the fabric of buildings and the setting of the site and indirect impacts resulting from changes to experience of the site or the setting of other heritage assets.

There are non-designated heritage assets at the site which merit consideration in planning decisions. The assessment concludes that the circa 1850s building 'The Lodge', the 1963 Chapel and the 1939 Woodthorpe Hall are positive contributors to the character and appearance of the conservation area and are considered to be non-designated heritage assets, whilst the 1922 St Gabriel's residential extension and the St David's Church Hall are neutral contributors and are not considered to be non-designated heritage assets

The proposal seeks to retain and restore the best examples of buildings across the site, maintaining the existing use as student accommodation. Two neutral buildings would be replaced by residential buildings. The new builds would respond effectively and sympathetically to their context, using materials that reflect existing buildings. The height would be appropriate in heritage terms providing a balance between visual impact and viability in order to ensure the holistic refurbishment and redevelopment of the site. There would be a negligible visual impact to the setting of the adjacent Woodthorpe Hall.

The proposal would replace neutral and partially detrimental components across the site with buildings that respond positively to their surroundings. Following closure, the

site has fallen into a state of disrepair and now contributes to a sense of disuse and disrepair which exists along the northern side of Oxford Place. Neighbouring buildings to the east are in a state of neglect and enabling investment is required to facilitate the refurbishment of the buildings on site to prevent further deterioration which would undermine the character and appearance of non-listed heritage assets and the conservation area as a whole.

Notwithstanding this, considerable weight that must be given to preserving or enhancing the character of the conservation area, as set out in within Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990. It is considered that on balance and when weighed against the public benefits arising from the reuse and refurbishment of the vacant existing heritage buildings on site, any perceived impact is of neutral or of less than substantial impact which can be sustained in this instance.

The proposal would enhance the character of the conservation area and the significance of the non-designated heritage assets on site, pursuant to the aforementioned policies and relevant guidance contained within the NPPF.

Site Layout

The new buildings would form bookends to the site. The existing buildings would largely be retained in their original form, with demolition proposed to the elements considered to have less heritage value, including the existing 1922 extension to the rear of St Gabriel's lodge, as well as several, later lean-to extensions at the rear which are of little to no merit.



Site context

The existing buildings would predominantly be used for studio bedrooms, with the chapel and lower ground floor areas of St Gabriel's providing amenity spaces.

Plant spaces are proposed to the rear of the site and in the lower ground floor under St. Gabriel's lodge back of house area and external plant, including an air source heat pump and waste/cycle enclosures are proposed.

Entrances to all blocks are accessed off courtyards created between the buildings. The main entrance would be opposite the Chapel, with a concierge at lower ground floor. Areas identified as amenity not within the chapel would be used for management offices, laundry rooms and other service spaces for the students.

The majority of trees would be incorporated into the landscaping to maintain character along Oxford Place. High- quality planting, hard landscaping and legible pedestrian circulation routes are proposed around the site. A reconfigured driveway would accommodate 2 accessible parking spaces and fire service access.



Proposed site layout

Landscaping and Trees

There are trees which are considered to contribute to appearance and character of the area, as well as being of some ecological and amenity value. A Tree Survey has assessed the age and condition of all trees. Details of mitigation planting has also been provided.

The Survey identifies that there are 32 trees on site, which are primarily either Category B or C. Some trees are Category U and are recommended for removal on health and safety grounds.

In order to facilitate the two new buildings, some limited removal of trees would be required. These would be replaced with 23 new trees in addition to 15 retained trees, resulting in an increase of 6. There would also be an 18% increase in soft landscaping.

The City Council's Arboriculturalist has undertaken an assessment of the tree works proposal and considers that whilst the existing trees proposed to be removed do offer some visual amenity value in the area, they would not be deemed to be of high visual amenity as they are set back in the site and do not front Oxford Place.

The proposal would retain the trees fronting the road and realigned the buildings to enable the retention of a number of specimens.

Subject to mitigation planting and BS:5837 being strictly adhered to, the tree works would be acceptable in principle and should not form a barrier to redevelopment. Conditions surrounding tree works, tree protection and mitigation planting are recommended to ensure the value provided by trees is enhanced.

The soft and hard landscaping scheme would provide a high-quality environment and would respond positively to the setting of existing buildings and overall appearance of the conservation area.

The site frontage would look to retain the majority of existing trees to maintain a mature and established character along Oxford Place and through the integration of new, high quality planting and hard landscaping would present a character that would serve to benefit the character and appearance of the site and enhance the experience for occupiers.

Ecology

An Extended Phase 1 Habitat and Day Time Bat Survey concludes that the Phase 1 Habitats present on the site are common throughout the UK. No nationally rare or locally rare plant species were located during the Extended Phase 1 Habitat Survey. The bare ground and amenity grassland are habitats of limited ecological value.

The buildings have been the subject of a daytime bat survey with St Gabriel's Hall considered to offer moderate potential to support a bat roost. The report suggests a minimum of two dusk emergence surveys should be conducted to determine if bats are using the roof void in the east of the building and the external features of the building. No evidence of bat activity was found in the building during the survey. The Chapel is considered to offer negligible potential to support a bat roost. Woodthorpe Hall is considered to offer negligible potential to support a bat roost.

St David's Hall has low potential to support a bat roost. A minimum of one dusk emergence survey was advised to determine if bats are gaining access to the roof void. The trees on site were subject of a ground level assessment to search for features that could support roosting bats and none were found, The trees offer negligible potential to support a bat roost.

A first survey for St Gabriel's Hall in June 2022 recorded no bats emerging from St. Gabriel's Hall or St. David's Hall. Low levels of bat activity were recorded during the surveys and it was recommended that the development can proceed without the need for further survey work.

GMEU consider that the probability of bats being present on site is low and the overall risk to bats as low.

It is accepted that the planned tree replacements and new landscaping would not result in a loss of local biodiversity, but given the potential presence of foraging bats, the installation of bat boxes on retained trees would be a useful biodiversity enhancement.

On this basis, the impact on ecology is considered acceptable. A condition would require the development to include measures to promote biodiversity.

Design, Scale and Appearance

The existing buildings vary between 2 and 5 storeys in scale. Neighbouring the site to the east are residential and student accommodation buildings of 6-8 storeys, which lie outside the conservation area.

To the north is Manchester Royal Infirmary which presents a significant increase in scale on Hathersage Road, as well as 'City Labs' buildings which are a much greater scale, rising to approximately 30- metres in height.

Immediately to the east are villas that form part of the original layout to Victoria Park and are comparable in scale to the existing buildings on the site. On the other side of Oxford Place are two further student accommodation blocks - Burkhardt House and Hulme Hall which are again of a comparable scale to the existing site.

The proposal would respond to its context and involves new buildings to bookend the existing site which would frame the retained St Gabriel's Hall, The Chapel and Woodthorpe.

The new build elements are largely four storeys, increasing to a partial fifth storey to the rear of the western, St. Gabriel's element.



St. Gabriels – details of appearance (extract from Design and Access Statement)

The scale would respond effectively and sympathetically to the scale of existing and neighbouring buildings. A change in elevational treatment relating to the highest element serves to break up the scale and massing of the roof line of St Gabriel's lodge and responds effectively to the 'City Labs' building to the rear of the site, which steps up in height due to its greater scale, as well responding to the increase in scale of the large student accommodation building immediately to the west.

The facade incorporates a simple masonry grid, with reveals to windows to provide modelling and relief to reflect the main St Gabriel's building. To provide natural ventilation to the bedrooms, the facade design includes perforated screens with openable full height glazed windows behind.

A buff colour brick is proposed next to St Gabriel's Hall and a red brick for the block next to Woodthorpe. The brick colour will change for the top level of each building to a dark grey and deeper red respectively to relate to the change in colour of the roofs of both St Gabriel's Hall and Woodthorpe respectively and have been stepped back to reduce the mass of the buildings. Patterned brickwork is proposed to the recesses in the brick grid to give additional depth, visual quality and interest to the gable end and courtyard elevations.

The character and appearance of both St Gabriel's Hall and Woodthorpe would be retained through repair or replacement where necessary.

It is considered that on balance, the appearance of the proposal has sought to reflect the characteristics, colour palette and materials used on existing buildings. The overall impact would be a cohesive, high-quality design which maintains the character of the street-scene and the conservation area.

Amount of Development

The proposal involves 9,686 sqm of gross internal of floorspace, providing 319 student rooms, with 137 studio bedrooms and 102 cluster bedrooms. The accommodation is broken down as follows:

-St. Gabriel's/chapel (refurbished element) – 4 floors, 13 studio rooms and plant and amenity space (1,385 sqm);

-Woodthorpe (refurbished) – 2 floors, 7 accessible studio rooms, 13 studio rooms and 20 cluster rooms (1,123 sqm);

-New build west – 5 floors, 14 clusters, 102 cluster rooms, 1 accessible studio room, 30 studio rooms (3,630 sqm);

-New building east – 4 floors, 1- accessible studio rooms, 123 studio rooms (3,549 sqm).

2,412 sqm of exiting floorspace and 7179 sqm of new floorspace.

Impact to the Highway

The development would be largely car free, with the exception of delivery and emergency vehicles. Two, accessible, electric vehicle charging spaces are proposed. Refuse collection would take place from the north side of Oxford Place following amendments to Traffic Regulation Orders as agreed with Highways.

Vehicular traffic would be confined to a one entry and exit loop in front of St Gabriel's Chapel. Vehicular entry would be gated and controlled. General vehicle access

would be limited to delivery and blue badge holders only during normal parts of the year. Entry would be controlled via a fob and intercom arrangement. Special dispensation would be allowed for moving in/ moving out days.

A 'move in / move out' strategy would be operated with an online booking system which would allocate new or departing residents a timeslot for loading/unloading. This should minimise the impact on Oxford Place and the local road network. A condition has been included which requires the submission and agreement of a more detailed moving in/moving out strategy.

160 secure cycle spaces are proposed plus 18 visitor spaces.

The development is intended to be car free and in a highly accessible location close to the universities. It would not cause any significantly harmful impact to the highway as a consequence of vehicle movements, parking demand or to highway safety.

A resident parking scheme is due to be delivered in Rusholme by mid-2023, where parking bays are to be introduced on the north side of Oxford Place. Aside from waste collection vehicles, any potential vehicles associated with the development would therefore be prohibited from parking on-street adjacent to the site.

The parking scheme would necessitate alterations to the site access for waste collection vehicles. This would require alterations to Traffic Regulation Orders to the northern side Oxford Place, which would need to be agreed as a S.278 agreement.

Residential Amenity

Given the site's edge of centre location, former use, neighbouring residential uses and the busy nature of the surroundings, the introduction of a student accommodation in the area is unlikely to have any detrimental impact to the nearest residential occupiers due to existing background noise levels and levels of activity.

Specific amenity issues are outlined below.

Sunlight/Daylight

The applicant has produced a Daylight Study to assess the impact on existing light levels.

The study uses the industry standard methodology as prescribed by the Building Research Establishment (BRE) and British Standard guidance. The BRE guidance advises that new development should take care to safeguard access to sunlight for existing buildings and any non-domestic buildings where there is a particular requirement for sunlight.

The main criteria used in such analysis includes the Vertical Sky Component (VSC) which measures the general amount of light available on the outside plan of a window as a ratio (%) of the amount of total unobstructed sky viewable following the introduction of visible barriers such as buildings.

The relevant BRE recommendations for daylight and sunlight are for VSC, measured at the centre of a window and should be no less than 80% of its former value, where the windows(s) do not meet the criteria. If the VSC at the centre of the window is more than 27% of available light, then the diffuse daylighting will not be adversely affected.

Analysis also involves Annual Probable Sunlight Hours (APSH) which measures the amount potential direct sunlight that is available to a given surface. Only windows which face within 90 degrees of due south need to be assessed. BRE guidance states that windows should continue to receive in excess of 80% of their pre-development value or 25% of available hours over a year / 5% of hours in the winter to be considered well lit.

The study provides analysis of the impact on the 9 nearest affected buildings. Residential properties further away are considered a sufficient distance from the site that they will not be significantly affected. Analysis also takes into neighbouring windows with balconies since they typically received less daylight

The technical analysis concludes that the development relates satisfactorily with the neighbouring buildings in terms of daylight and sunlight.

Of the 431 windows and 330 rooms assessed, 97% of the losses of daylight fall within numerical limits set by the BRE guidance and all of rooms assessed meet the default guidance for sunlight.

The small number of rooms that do not meet the default BRE guidance for daylight amenity do so mainly due to the presence of balconies, which is evident of the impact of the balconies themselves rather than as the main contributor to the relative loss of light as opposed to the development. In any event, the retained daylight levels are considered to be consistent with that of a highly urbanised setting.

On balance, it is believed that the proposed development demonstrates a high level of compliance with the BRE guidance and that the impact upon neighbouring sunlight/daylight levels can be adequately sustained.

Given the above, the impact upon residential amenity is not considered to be significant, particularly given the city centre location of the site and its position adjacent to a major radial route into and out of the city centre.

Noise and disturbance

Core Strategy Policy H12 requires that proposals should have no unacceptable effect on residential amenity in the surrounding area and Policy DM1 similarly requires that new development should not give rise to negative impacts on amenity.

The existing buildings were until recently occupied as student halls of residence and therefore the use is established. Whilst there would be increase in student occupants, it is considered that the nature of neighbouring land uses, the Oxford Road corridor location and the prevalence of student accommodation in area, the

proposal would not give rise to any significantly harmful impacts in terms of activity levels and associated noise and disturbance.

A Noise Assessment has analysed the impact on existing background noise levels. It highlights that the rear facades of St Gabriel's & Chapel Hall, where the proposed external plant is located, will be mechanically ventilated to ensure the impact is reduced to a level where there is a low likelihood of adverse effect. For all other facades, standard double glazing and trickle vents would be sufficient to meet the Council's internal noise level criteria.

Appropriate conditions have been included to ensure that plant equipment will meet the Council's noise criteria. If this can be demonstrated, it is not anticipated that existing background noise levels will be unduly affected.

Overlooking and privacy levels

The proposal provides sufficient spacing between neighbouring buildings to maintain a similar interface distance between the proposed elements and that of the existing buildings. It is not therefore considered that the distance between habitable windows would give rise to harmful overlooking or any subsequent loss of privacy.

The design of the buildings has also been considered to minimise their impact on Oxford Place, having been set back from the boundary to retain the existing mature tree line and a significant proportion of the existing lawn.

The proposed site is situated within an identified by policy has been appropriate for such development and given that the building is situated at the fringe of Rusholme district centre it is not uncommon for developments of a higher density to be sited in such close proximity to each other, with subsequent reduced levels of light and sense of openness being substantially less than suburban areas. On that basis, the impact upon the residential amenity can be sustained in this instance.

Air Quality

An Air Quality Assessment demonstrates that there would be no significant or harmful impact to air quality. The proposal would largely be car free and generate only a small amount of additional traffic on the local road network. All heat and hot water would be all-electric means. As a result, the proposal would not result in any significant emissions once operational.

Any impact during construction would be limited and temporary in duration. Mitigation measures would be implemented to reduce dust emissions and through the use of good practice control measures via the implementation of a Demolition/Construction Management Plan, air quality factors are not considered a constraint to development of the site. A condition has been included to ensure the mitigation measures detailed within the assessment, during and post construction are adhered to, as well the need to implement a Demolition/Construction Management Plan.

Accessibility

The main entrances lead directly to the circulation cores, which provide access to all floor levels. Each level is served by lift and stair core containing two passenger lifts. All rooms are located along wheelchair accessible routes from the vertical circulation cores. The internal circulation strategy would be developed to meet the requirements for Approved Document Part M of the Building Regulations.

The proposal would have 5% accessible/adaptable bedrooms and studios. It would not be feasible to retro-fit a lift into both St Gabriel's Lodge (albeit a lift will serve both levels of the amenity space) and Woodthorpe given the tight circulation spaces and level changes on upper floor levels that cannot be overcome with compliant ramps due to space constraints. The landscape around the ground floor of Woodthorpe has been developed to give level access to all rooms to allow 7 of the 18 Accessible Studios to be in the existing building.

Flood Risk/Surface Water Drainage

The site is located within Flood Zone 1, where a low risk of flooding is anticipated (indicating an annual probability of fluvial flooding of less than 1 in 1,000).

A Flood Risk Assessment and Outline Drainage Strategy has been considered by the City Council's Flood Risk Management Team who advise that conditions should be included which require the submission of further design details and details of a clear adoption policy to ensure effective management and maintenance of the scheme thereafter. If these measures are successfully implemented, the strategy is in principle considered acceptable.

Crime and Security

A Crime Impact Statement has been reviewed by Greater Manchester Policy (Design for Security and provided the physical security measures detailed are implemented, the proposal can be supported from a crime and security perspective. A condition has been recommended.

Waste Management

A waste Management Strategy provides details of an appropriate number of receptacles and recycling arrangements, together with details of on-site management and collection. Waste would be collected on a weekly basis from the roadside. A condition would require the submission and approval of a detailed waste management strategy details of estimated volumes of waste, details of internal and external waste stores, receptacle capacity/numbers, recycling arrangements, waste transfer details and collection frequency. Subject to such details being agreed, it is believed that satisfactory waste management arrangements are capable of being accommodated at the site.

Ground Conditions

A Risk Assessment identifies land contamination and / or geo technical constraints, and any need for additional investigation or remediation. All risks identified are either

'moderate' or 'low' and recommendations for intrusive investigation are made. This is accepted by Environmental Health. A Phase 2 Assessment should be completed in accordance with the recommendations contained within Phase 1 assessment and a condition is recommended. A further condition would require a verification report to demonstrate the work is completed in accordance with agreed methodology.

Archaeology

An archaeological assessment concludes that below-ground remains of archaeological interest may survive, especially those pertaining to the ancient township boundary, and recommends that a limited programme of intrusive archaeological investigation via evaluation trenching is implemented in advance of development

GMAAS accepts the conclusions and recommendations of the submitted desk-based assessment. An appropriation condition is recommended and included which will secure the implementation of a programme of archaeological works to be monitored by GMAAS.

Climate Change

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

The site is situated within a highly sustainable location with excellent access to a range of amenities and public transport and within walking distance of the nearby universities which the proposal is intended to serve.

The proposal harnesses the objectives of sustainable development as advocated by the National Planning Policy Framework (NPPF), which seeks to provide development in sustainable locations, which will support strong, vibrant and healthy communities and contribute to building a strong, responsive and competitive economy.

The proposal is supported by an Environmental Standards Statement which indicates that the total carbon reduction calculated for the new build elements is approximately 19% over current building regulations, when compared against the notional benchmark development utilising the current 2013 Part L CO2 emission factors.

Pursuant to Policy EN4 of the Core Strategy, the proposal has been designed to include several sustainable design features including effective solar control, LED lighting, and heat recovery in ventilation systems. Further, the proposal will utilise building materials with low embodied carbon.

The scheme is targeting a minimum 'Very Good' rating under the Building Research Establishment Environmental Assessment Method.

A condition has been included which will require verification as to environmental standards achieved to reflect those outlined within the Environmental Standards Statement.

Construction Management

To make sure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part the city, a condition is included which requires the submission and approval of a construction management/demolition plan which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in 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:

Drawings referenced 10349-SHP-Z0-A-B5D8-XP-XX-001, 10349-SHP-Z0-A-B5D8-G100-EL-XX-00, 10349-SHP-Z0-A-B5D8-G100-EL-XX-002, 10349-SHP-Z0-A-B5D8-G100-PL-00-001, 10349-SHP-Z0-A-B5D8-G100-PL-01-001, 10349-SHP-Z0-A-B5D8-G100-PL-01-001, 10349-SHP-Z0-A-B5D8-G100-PL-02-001, 10349-SHP-Z0-A-B5D8-G100-PL-03-001, 10349-SHP-Z0-A-B5D8-G100-PL-04-001, 10349-SHP-Z0-A-B5D8-G100-PL-RF-001, 10349-SHP-Z0-A-B5D8-JC20-PL-00-001, 10349-SHP-Z0-A-B5D8-JC20-PL-01-001, 10349-SHP-Z0-A-B5D8-JC20-PL-02-001, 10349-SHP-Z0-A-B5D8-JC20-PL-03-001, 10349-SHP-Z1-A-B5D8-G200-EL-XX-001, 10349-SHP-Z1-A-B5D8-G200-EL-XX-002, 10349-SHP-Z1-A-B5D8-G200-EL-XX-003, 10349-SHP-Z1-A-B5D8-G200-PL-00-001, 10349-SHP-Z1-A-B5D8-G200-PL-01-001, 10349-SHP-Z1-A-B5D8-G200-PL-02-001, 10349-SHP-Z1-A-B5D8-G200-PL-LG-001, 10349-SHP-Z1-A-B5D8-G200-PL-RF-001, 10349-SHP-Z1-A-B5D8-JC20-EL-EN-001, 10349-SHP-Z1-A-B5D8-JC20-EL-ES-001, 10349-SHP-Z1-A-B5D8-JC20-EL-XX-001, 10349-SHP-Z1-A-B5D8-JC20-EL-XX-002, 10349-SHP-Z2-A-B5D8-G200-EL-XX-001, 10349-SHP-Z2-A-B5D8-G200-EL-XX-002, 10349-SHP-Z2-A-B5D8-G200-EL-XX-003, 10349-SHP-Z2-A-B5D8-G200-PL-00-001, 10349-SHP-Z2-A-B5D8-G200-PL-01-001, 10349-SHP-Z2-A-B5D8-G200-PL-RF-001, 10349-SHP-Z2-A-B5D8-JC20-EL-XX-001, 10349-SHP-Z2-A-B5D8-JC20-EL-XX-002, 10349-SHP-Z2-A-B5D8-JC20-EL-XX-003, 10349-SHP-Z3-A-B5D8-G200-EL-EE-001, 10349-SHP-Z3-A-B5D8-G200-EL-EN-001, 10349-SHP-Z3-A-B5D8-G200-EL-EN-002, 10349-SHP-Z3-A-B5D8-G200-EL-ES-001, 10349-SHP-Z3-A-B5D8-G200-EL-ES-002, 10349-SHP-Z3-A-B5D8-G200-EL-EW-001, 10349-SHP-Z3-A-B5D8-G200-PL-00-001, 10349-SHP-Z3-A-B5D8-G200-PL-01-001, 10349-SHP-Z3-A-B5D8-G200-PL-02-001, 10349-SHP-Z3-A-B5D8-G200-PL-03-001, 10349-SHP-Z3-A-B5D8-G200-PL-04-001, 10349-SHP-Z3-A-B5D8-G200-PL-RF-001, 10349-SHP-Z3-A-B5D8-G251-DE-TY-001, 10349-SHP-Z3-A-B5D8-G251-DE-TY-002, 10349-SHP-Z3-A-B5D8-G251-DE-TY-003, 10349-SHP-Z4-A-B5D8-G200-EL-EE-001, 10349-SHP-Z4-A-B5D8-G200-EL-EN-001, 10349-SHP-Z4-A-B5D8-G200-EL-EN-002, 10349-SHP-Z4-A-B5D8-G200-EL-ES-001, 10349-SHP-Z4-A-B5D8-G200-EL-ES-002, 10349-SHP-Z4-A-B5D8-G200-EL-EW-001, 10349-SHP-Z4-A-B5D8-G200-PL-00-001, 10349-SHP-Z4-A-B5D8-G200-PL-01-001, 10349-SHP-Z4-A-B5D8-G200-PL-02-001, 10349-SHP-Z4-A-B5D8-G200-PL-03-001, 10349-SHP-Z4-A-B5D8-G200-PL-04-001, 10349-SHP-Z4-A-B5D8-G200-PL-RF-001, 10349-SHP-Z4-A-B5D8-G251-DE-TY-001, 10349-SHP-Z4-A-B5D8-G251-DE-TY-002, 10349-SHP-Z4-A-B5D8-G251-DE-TY-003, 0919-RFM-XX-00-DR-L-0001-S2-P03, 0919-RFM-XX-00-DR-L-0003-S2-P03, 0919-RFM-XX-00-DR-L-0004-S2-P01 and 0919-RFM-XX-00-DR-L-0005-S2-P01 received by the City Council as Local Planning Authority on 25 October 2022.

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

3) Prior to the commencement of a phase of the development, all materials to be used on all external elevations of that phase 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, vents, details of the drips to be used to prevent staining in, ventilation 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 Manchester Core Strategy.

4) Prior to the commencement of demolition/development, a construction management and demolition management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

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

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 - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

5) No demolition or alteration by way of substantial partial demolition shall take place until arrangements have been put in place to secure the implementation of the development hereby approved. These details shall be submitted to and approved in writing by the City Council as Local Planning Authority and shall include details of deliverability and the timescale for carrying out the redevelopment.

Reason - To prevent unnecessary demolition and to ensure redevelopment take place following demolition of the existing building, pursuant to saved policy DC18.1 of

the Unitary Development Plan for the City of Manchester and policies EN3 and SP1 of the Manchester Core Strategy.

6) The development hereby approved shall be carried out in accordance with details contained with the Energy Standards Statement received by the City Council as Local Planning Authority on 25 October 2022, A post construction review certificate/statement shall be submitted for approval prior to first occupation of 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 Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

7) The new buildings hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. Post construction review certificate(s) shall be submitted to and approved in writing by the City Council as Local Planning Authority, before any of the new buildings hereby approved are first occupied.

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.

8) Prior to the commencement of development (with the exception of demolition), a programme of archaeological works shall be undertaken in line with the 'Written Scheme of Investigation (WSI) for an Archaeological Evaluation: St Gabriel's, Oxford Place, Manchester' (dated 15 May 2022), received by the City Council as Local Planning Authority on 25 October 2022.

The works are to be undertaken in accordance with the WSI, which covers the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching;
 - pending the results of the above, an open-area excavation (subject to a revised WSI).
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.

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

Reason - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible pursuant to policy EN3 of the Manchester Core Strategy and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995) and the National Planning Policy Framework.

9) Notwithstanding details submitted, the development hereby approved shall not be occupied until a more detailed scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

10) The development hereby approved shall be implemented in accordance with the submitted Phase I Preliminary Risk Assessment prepared by RSK Geosciences, dated February 2022 (Ref: 11671 RO1 (01), received by the City Council as Local Planning Authority on 25 October 2022. 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 Manchester Core 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 Manchester Core Strategy.

11) When the development commences, the development shall be carried out in accordance with a 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. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 SP1 of the Manchester Core Strategy.

12) The development hereby approved shall only be implemented in accordance with the physical security specifications outlined within sections 3 and 4 of the submitted Crime Impact Statement (Ref:2022/0179/CIS/01 - version A) dated 9 June 2022, received by the City Council as Local Planning Authority on 25 October 2022.

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

13) Notwithstanding details submitted, prior to commencement of development (excluding demolition) a scheme for surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design, prior to the use of the building commencing.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

-A finalised drainage layout showing all components, outfalls, levels and connectivity, including connectivity to the public sewer and compliance with easements where applicable;

-Hydraulic calculation of the proposed drainage system consistent with the finalised drainage layout; including 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 is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

-Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

14) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a 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;
- 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.

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

15) (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than those identified with the submitted Arboricultural Impact Assessment (Ref. 22/AIA/MAN/33) received by the City Council, as Local Planning Authority on 25 October 2022.

(b) 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.

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 Manchester Core Strategy.

17) Prior to first occupation of the development hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

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

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

19) Prior to any site clearance or earthworks a reasonable avoidance measures method statement for hedgehog and other mammals shall be submitted to and approved in writing 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 and to comply with policy EN15 of the Manchester Core Strategy

20) Notwithstanding the details shown on drawing and documents referenced 0919-RFM-XX-00-DR-L-0001-S2 P03, 0919-RFM-XX-00-DR-L-0003-S2 P03, 0919-RFM-XX-00-DR-L-0004-S2 P01 and 0919-RFM-XX-00-DR-L-0005-S2 P01, no above ground development shall commence until a detailed hard and soft landscaping treatment scheme (including replacement tree planting) 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 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 Manchester Core Strategy.

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

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

22) 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.

23) Notwithstanding the details contained within the Framework Travel Plan submitted, a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and 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 (2) above shall be submitted to the City Council as local planning authority for approval. 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 reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

24) No part of the development hereby approved shall be occupied until the space and facilities for bicycle parking have been provided in accordance with the details shown on drawings referenced 10349-SHP-Z0-A-B5D8-G200-EL-XX-001-P01 and 10349-SHP-Z0-A-B5D8-G100-PL-00-001-P01 received by the City Council as Local Planning Authority on 25 October 2022. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

25) Notwithstanding details submitted, prior to first occupation of the development hereby approved, full details of an electric car charging point shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments.

Reason - In the interest of air quality, pursuant to policy EN16 of the Manchester Core Strategy.

26) The accessible car parking spaces indicated on drawing referenced 10349-SHP-Z0-A-B5D8-G100-PL-00-001-P01 received by the City Council as Local Planning Authority on 25 October shall be surfaced, demarcated and made available for use prior to the development hereby approved being occupied. The parking spaces shall be available for use at all times whilst the development is occupied.

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

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

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

- i) the measures proposed to recruit local people including apprenticeships;
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal;
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

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

28) Prior to the first occupation of the development hereby approved, a moving in and out management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and thereafter retained and maintained.

Reason - In the interest of managing the impact of the development on the car parking area and local highway network during moving in and out periods of activity pursuant to policies T2 and DM1 of the Manchester Core Strategy.

29) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme, including any necessary mitigation, shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

30) The buildings hereby approved shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the use commences.

b) Prior to occupation of the building hereby approved a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the

recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenity of nearby residential properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy.

31) Notwithstanding details submitted, the development hereby approved shall not be occupied until there has been submitted to and approved in writing by the City Council as Local Planning authority a plan indicating the positions, design, materials and type of any new boundary treatment to be erected. The boundary treatment shall be completed before the development hereby approved is occupied and shall thereafter be retained.

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 in order to comply with policies SP1, EN3 and DM1 of the Manchester Core Strategy.

32) Notwithstanding the TV and Radio Reception Survey (issue 0.2) received by the City Council, as Local Planning Authority on the 25 October 2022, within one month of the practical completion of the development hereby approved and at any other time during the construction of the development, if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area, a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out within one month of the study being approved in writing to the City Council as Local Planning Authority.

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

33) Prior to occupation, full details of all necessary off-site highway works to be implemented via a S.278 agreement, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

-The resurfacing of the footway adjacent to the development (on the north side of Oxford Place), together with the reinstatement of any redundant vehicle crossovers adjacent to the application site on Oxford Place.

-Changes necessary to widen the access and egress to the vehicle loop around the chapel which would necessitate resident parking zone bays changes and an amendment to Traffic Regulation Order

-Amendments to existing TRO's (i.e double yellow lines) along Oxford Place to facilitate refuse collection.

-Any necessary mitigation works which arise from the submission of a Road Safety Audit (RSA1) which will be required to inform the S.278 agreement.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

34) The development hereby approved shall be used as purpose-built student accommodation only (sui generis) and for no other purpose (including serviced apartments/apart hotels 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)

Reason - To ensure that the accommodation is used solely for the intended purpose - student accommodation and 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.

35) Prior to the first operation of the development hereby approved, a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

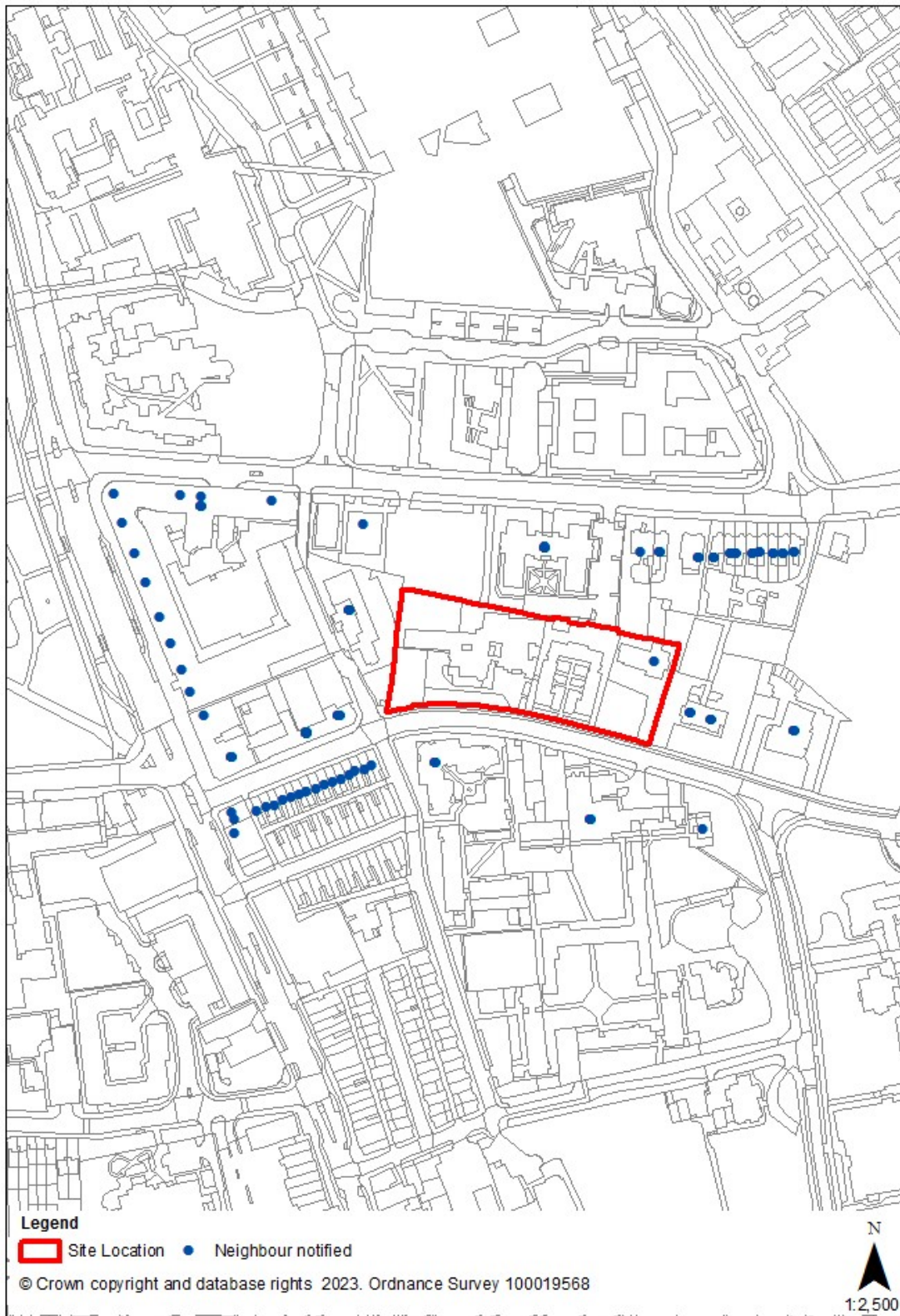
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 135278/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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
 Urban Design & Conservation
 Work & Skills Team
 Greater Manchester Police
 United Utilities Water PLC
 Environment Agency
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Ecology Unit
 Rusholme, Fallowfield & Moss Side Civic Society
 Environmental Health
 MCC Flood Risk Management
 Neighbourhood Team Leader (Arboriculture)
 Urban Design & Conservation
 Work & Skills Team
 Greater Manchester Ecology Unit
 Rusholme, Fallowfield & Moss Side Civic Society
 Environment Agency
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Police
 United Utilities Water PLC
 Greater Manchester Ecology Unit

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

Relevant Contact Officer : Steven McCoombe
Telephone number : 0161 234 4607
Email : steven.mccoombe@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
134705/FO/2022	15 Dec 2022	16 Feb 2023	Ardwick Ward

Proposal Change of use to create short stay emergency accommodation for homeless people (sui generis)

Location 247 Upper Brook Street, Manchester, M13 0HL

Applicant Mr T Keane

Agent Mrs Katie Delaney, Maybern Planning & Development Ltd

Executive summary

Proposal – The application property is currently vacant and located at the southern end of a terrace of nine two storey pitched roof houses with basement and roof space accommodation. The property has been previously used as a hostel. Whilst the immediate area is predominantly residential, a petrol filling station and convenience store are located to the south of the site and buildings relating to Manchester Royal Infirmary lie on the western side of Upper Brook Street.

A total of nine en-suite bedrooms (with a shower and WC) would be formed providing accommodation for families within reconfigured ground, first and second floors. The basement would accommodate a kitchen / dining room, living room and an office. No external alterations to the building have been proposed. A bin storage area would be located in the rear garden, which also has the capacity to accommodate cycle storage.

The applicant has confirmed that the nine proposed bedrooms would have capacity to accommodate three related people. On this basis, the property would have a maximum capacity to accommodate 27 people with some variance on levels of accommodation depending on the potential need for a single family to occupy more than one bedroom. The applicant has also confirmed:

- i. The property would be staffed 24 hours a day, 7 days a week. At least one member of staff would be present at any one time and, if required, additional staff could be drawn from the premises at 231 and 247 Upper Brook Street, which are also operated by the applicant as emergency accommodation;
- ii. Accommodation would be available for up to 8 weeks whilst more appropriate accommodation to be secured.

The development is supported by the Council's Homelessness Team (Temporary Accommodation).

Objection - One letter of objection with 15 signatures has been received and is summarised below:

- i. Whilst the need for accommodation for homeless people is acknowledged, it is considered that the area has an over proliferation of such uses, i.e., three

premises would be located within close proximity with a single terrace fronting Upper Brook Street. The formation of further homeless accommodation would undermine the character and amenities of an area that also supports family housing.

ii. There is concern regarding the future management of the application property and the levels of support provided to residents with potentially complex needs. Without appropriate support there is concern that the development would result in noise, disturbance and activity in and around the site, which would be harmful to residential amenity. These difficulties would exacerbate existing circumstances that include drug use in nearby alleyways and anti-social and intimidatory behaviour.

Key Issues

i. Managing provision of emergency accommodation for homeless families to ensure that the magnitude of the development would not unduly harm the amenities and character of the surrounding area;

ii. The provision of satisfactory operational arrangements to ensure that the development meets the needs of residents and safeguards residential amenity.

A full report is attached for Members' consideration.

Description

The application property is currently vacant and located at the southern end of a terrace of nine two storey pitched roof houses with basement and roof space accommodation. The property has been previously used as a hostel with no planning control relating to occupancy levels. The elevations of the application property predominantly consist of red brick with a slate roof punctuated with a hipped pitched dormer extension facing towards Upper Brook Street. The application property incorporates forecourt car parking accessed via Upper Brook Street. The rear of the application property incorporates a two-storey outrigger projecting into an elongated garden area. Whilst the immediate area is predominantly residential, a petrol filling station and convenience store is located to the south of the site and buildings relating to Manchester Royal Infirmary on the western side of Upper Brook Street. Double yellow lines are located on the adjacent section of Upper Brook Street. Bus stops are located immediately south of the site and to the north (on the opposite side of Upper Brook Street).

The applicant currently operates short stay emergency accommodation for homeless people at 237 Upper Brook Street (approved 5 September 2017 Ref: 116915/FO/2017) and 241 Upper Brook Street (approved 27 May 2020 Ref: 126614/FO/2020).



Fig.1 – Views to the front and rear of 247 Upper Brook Street

A total of nine en-suite bedrooms (with a shower and WC) would be formed providing accommodation for families within reconfigured ground, first and second floors. The basement would accommodate a kitchen / dining room, living room and an office. No elevational alterations are proposed. A bin storage area has been identified in the rear garden with a collection point identified in and adjacent alleyway accessed via gates in the eastern boundary.



Fig. 2 – Proposed internal layout and elevations

Site history

- i. 030083 - Change of use from bedsit accommodation to a hostel
Approved 21 January 1988
- ii. 037833 - Retrospective application for use of part of basement as restaurant
Refused 13 December 1990

Consultations

Local residents – One letter of objection with 15 signatures has been received and is summarised below:

- i. Whilst the need for accommodation for homeless people is acknowledged, it is considered that the area has an over proliferation of such uses, i.e., three premises within close proximity. The formation of further homeless accommodation would undermine the character and amenities of an area that also supports family housing.
- ii. There is concern regarding the future management of the application property and the levels of support that may be provided to residents with potentially complex needs. Without appropriate support there is concern that the development would result in noise, disturbance and activity in and around the site, which would be harmful to residential amenity. These difficulties would exacerbate existing circumstances that include drug use in nearby alleyways and anti-social and intimidatory behaviour.

Highway Services – The following comments have been received:

- i. The level of trip generation is anticipated to be similar to the previous use of the site and no impact on the operation of the highway is expected;
- ii. The site accessible by sustainable transport modes, i.e., bus services;
- iii. The existing parking area at the front of the property is to be retained with access via an established vehicular access from Upper Brook Street. This arrangement is considered to be acceptable;
- iv. Secure and sheltered cycle parking provision for a minimum of two staff / visitor cycles should be provided within the curtilage of the site;
- v. Any new boundary fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards. All gated accesses will need to provide inward opening gates to prevent adverse impact on the adopted footway or highway;
- vi. A refuse storage area has been identified at the rear of the site with a collection point on Swinton Grove. These arrangements are considered to be appropriate;
- v. Any requirements for hoarding, scaffolding and temporary traffic management arrangements should be agreed with the Council as local highways authority.

Environmental Health – The submitted waste management strategy should be supplemented with additional information to demonstrate there is sufficient bin storage capacity.

Homelessness Team (Temporary Accommodation) – Confirm that the proposed development is supported subject to the accommodation only being made available to families. Referrals to the proposed accommodation would only be made by the Council. The applicant operates two nearby properties providing emergency short stay accommodation and has previously worked with the Council. This existing accommodation is considered to be very well run without apparent operational difficulties or impact on the wider community. There is sufficient certainty that the new project will be appropriately managed.

Greater Manchester Police Design for Security – Any comments received will be reported.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion. The development would respond to an identified need to support families experiencing homelessness and requiring support prior to securing more permanent housing. It is acknowledged that families being supported would potentially have complex needs and the delivery of accommodation would help to safeguard their health and well-being. The concerns of existing residents have been responded to through provision of 24 hour on-site management arrangements. This is supplemented by a condition to ensure that satisfactory physical security arrangements are incorporated into the development. Chapter 8 would thereby be accorded with.

Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use.

Given the nature of the development, it is likely that private car usage is likely to be limited to staff working at the property and incidental visitors and deliveries. The position of double yellow lines would manage on street car parking. Existing forecourt parking within the front garden would be retained. A condition has been included to ensure that provision of secure cycle storage. The site is located on a bus route that could be utilised by staff and residents. The development would thereby satisfactorily related to Chapter 9.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG are considered to be relevant and, for the reasons outlined below, appropriately responded to:

- i. Consultation and pre-decision matters;
- ii. Health and well-being;
- iii. Noise;
- vii. Travel plans.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following Core Strategy policies are relevant to the development:

Policy SP 1 (Spatial Principles) - Policy SP1 specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

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

The development would help to address immediate and significant housing needs that requires intervention in order to safeguard families for short periods prior to appropriate re-housing. This process would, ultimately, improve individuals access to health care and employment and educational opportunities. The development would thereby comply with policy SP1.

Policy EN 9 (Green Infrastructure) - States that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Policy EN9 is relevant to the proposal as landscaping scheme condition has been recommended to ensure improvement to the existing garden area and to secure more appropriate amenity space for future residents.

Policy EN 14 (Flood Risk) - Policy EN 14 states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The application site is located in Flood Zone 1 and therefore there no requirement additional attenuation against flood risk.

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

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

The applicant has identified a suitable location for waste storage within the enclosed rear garden within an adjacent collection point with adjoining yard area. It is considered that these arrangements, supplemented with the conditioned confirmation of bin capacities, would ensure compliance with policy EN19.

Policy H 10 (Housing for people with additional support needs) - Identifies a number of supported housing needs, including the needs of people experiencing issues with mental health and well-being. It also states that proposals for accommodation for people with additional needs will be supported where:

- i. There is not a high concentration of similar uses in the area already;
- ii. The development would contribute to the vitality and viability of the neighbourhood;
- iii. There would not be a disproportionate stress on local infrastructure, such as health facilities.

Policy H10 identifies people who may have differing forms of additional support needs, including people experiencing homelessness. It also recognises, at least in part, that the social and economic balance of a community is achieved by avoiding an over concentration of a specific type of housing in any one area. For example, changes in spending power may cause local facilities to suffer from reduced demand from certain groups. In this case, the application property is currently vacant but its former uses as a hostel could be reinstated without any formalised site management arrangements or co-ordinated health car support. The proposed development would present an opportunity for multiple occupancy to occur with enhanced on-site management arrangements and appropriate care provision delivered by outside agencies. The development would respond to a family specific housing need with satisfactory safeguards to the amenity of neighbouring residents. On balance, the development would comply with policy H10.

Policy T1 (Sustainable transport) - Policy T1 relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport.

Policy T2 (Accessible areas of opportunity and need) - Policy T2 states that the Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Policy T2 requires that appropriate car parking and cycle storage is provided

In this case that development would retain limited on-site car parking and has the capacity of secure cycle storage. The site is within a sustainable location, as it is situated on a bus route and within walking distance of the city centre and other local facilities. Given the nature of the development, private car usage and traffic generation would not be significant. Policies T1 and T2 would therefore be accorded with.

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

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the magnitude of the development and its impact on the character of the surrounding area;
- c. Effects on amenity;
- d. Accessibility relating to inclusive access for people with disabilities and access via sustainable transport modes;

- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

The development would be related to an existing property without the formation of any related extensions. Site management arrangements would safeguard residential amenity. The maximum number of residents can be conditioned to ensure that the development would not result in an overly intensive level of occupation. The configuration of the existing property, including its stepped entrance, would not be capable of adaptation to secure inclusive access. Appropriate security measures can be delivered. The development would also improve the existing quality of accommodation. Supplementary details relating waste management would be delivered through the recommended condition. The development would accord with policy DM1.

Unitary Development Plan (UDP) saved policies -The following saved policies are relevant to the assessment of the development:

Policy DC26 (Development and noise) - Requires that consideration be given to the likely generation of noise attributable to new development. It also identified the associated need to manage the potential impact of noise through the implementation of any identified attenuation measures. It is considered that noise related to the occupation of the development would be comparable with the previous hostel use. The development would have staff on-site on a 24-hour basis to ensure appropriate supervision, including management of noise and disturbance.

Positive and proactive engagement with the applicant - An amendment to the Development Management Order, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. In this case, officers have engaged with the applicant's agent to secure clarification of the characteristics of the proposed development and the arrangements for its management. The submitted and supplementary details have allowed the appropriate assessment of the development and its future operation.

Principle of the development – Although the application property is currently vacant, it has an established use as a hostel (sui generis) with permission ref: 030083 being granted in 1988. The application property could be used as a hostel and would share many characteristics with the use now proposed. However, the specific occupation by families and the associated support, on site and by outside agencies, would represent material changes requiring planning permission. The arrangements to support residents would help to minimise potential harm to residential amenity and aid the delivery of emergency family accommodation prior to a transition towards more permanent housing. The development would also bring an existing building back into active and sustainable use. In these circumstances, the principle of the development is acceptable.

Residential amenity - It is acknowledged that the intensity of the proposed occupation may have some impact in relation to additional activity and disturbance. The level of activity and associated comings and goings must be assessed against the fact that the application property could be used as a hostel with no planning control in relation to the number of occupants. It must also be noted that the adjoining property and nearby houses are in multiple occupation. A management plan for the site is also required through a recommended condition and this would ensure that there is on going management at the premises and the coordination of referrals from the Council would be ensured through the plan.

The development would be supported with a kitchen / dining room and a living room that would provide opportunities for social interaction. The site has a large garden area. A recommended condition would ensure the provision of hard and soft landscaping within the rear garden to secure the provision of outdoor amenity space and opportunities for children to play.

Site management plan – The Homelessness Team has confirmed that the applicant will need to engage with Council to determine appropriate arrangements for the operation of the development and the management of related referrals for accommodation. These details will inform the conditioned site management plan, which requires confirmation of the following:

- i. Maximum number of residents;
- ii. Occupancy by families only and maximum periods of occupation;
- iii. Arrangements for on going staffing and accommodation referrals and timings for moving in and leaving the premises.

The applicant has indicated that the nine proposed bedrooms would have capacity to accommodate three related people. On this basis, the property would therefore have a maximum capacity to accommodate 27 people with some variance on levels of accommodation depending on family size, i.e., the potential need for a single family to occupy more than one bedroom. The applicant has also confirmed:

- i. The property would be staffed 24 hours a day, 7 days a week. At least one member of staff would be presents at any one time. Id required additional staff could be drawn upon from the existing premises at 231 and 247 Upper Brook Street, if required;
- ii. Accommodation would be offered for up to 8 weeks to give time for more appropriate accommodation to be secured.

It is considered that the submitted information gives sufficient certainty that the development can be appropriately managed with finalised details delivered through the recommended condition.

Car parking, cycle storage and highways issues – The development would retain two forecourt car parking, which is a characteristic arrangement within several properties within the adjacent section of Upper Brook Street. The applicant has agreed to provide secured cycle storage and the final details of siting and appearance of the related enclosures. There is sufficient space within the garden area to accommodate cycle storage. Given the nature of the use it is considered that visits by car are likely

to be restricted to journeys by staff and support workers. The close proximity of bus stops would provide access to a sustainable mode of transport that would reduce reliance on private car usage. Visits by support workers using cars would be periodic and capable of being accommodated in nearby streets. Parking outside the application property would also be managed through the presence of double yellow lines. On balance, it is considered that traffic generation would be predictable and manageable.

Amenity space and landscaping - The existing rear garden would be retained thereby delivering amenity space and play opportunities for resident children. A condition has been recommended to ensure appropriate and proportionate landscaping and related maintenance arrangements.

Waste and recycling management – The applicant has indicated a bin storage area and a collection point adjacent the east site boundary. It would be accessed by collection vehicles via Corn Close. A condition has been recommended to supplement the submitted details and ensure sufficient waste and recycling bin capacity to proportionate to the proposed number bedrooms. The condition also requires approval of bin enclosure details. It is considered that appropriate waste management arrangements can be delivered as part of the development.

Crime and security –The applicant has confirmed that the development would be supported with CCTV cameras covering communal areas and the main entrance would incorporate an intercom system. Residents would be provided with individual room key. The comments of GM Police Design for Security have been sought. Notwithstanding the comments of the above, it is recommended that a condition has been included to ensure a review of existing security arrangements and the provision of additional measures to improve on-site security and to reduce the risk of crime.

Accessibility – The application property is accessed by steps to the front and rear. Communal areas and bedrooms would be accessed via stairs. Given the configuration the existing building, level access cannot be achieved in this instance.

Container unit – A container unit has been sited in the rear garden and referenced on the application drawings. Although the container appears to have been in place for some time, it does not benefit from planning permission. As the container is included on the application drawings, a condition has been recommended stating that its retention is not conferred should planning permission be granted.

Flood risk and drainage - The site is located in Flood Zone 1 and therefore has a low risk of flooding. The development is consistent with a residential use and therefore there would be no requirement for any additional drainage mitigation.

Conclusion - It is considered that the proposal would represent sustainable use for a currently vacant building. It would also provide accommodation that would support homeless families through the provision of emergency accommodation and facilitate a transition to more permanent housing solutions. The development would be supported with satisfactory site management to ensure that its related appropriately to existing neighbouring residential uses. On balance, the development is therefore considered to be acceptable.

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

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. In this case, officers have engaged with the applicant's agent to secure clarification of the characteristics of the proposed development and the arrangements for its management. The submitted and supplementary details have allowed the appropriate assessment of the development and its future operation.

Condition(s) to be attached to decision for approval

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council on 9 November 2022, 15 December 2022 and 30 January 2023:

Planning application forms

Location plan with a red edge

Proposed site plan 1328

Propose floor plans and elevation Ref: 1328 detailing the provision of nine bedrooms for use as emergency accommodation for families attached to email from Maybern Planning and Development dated 30 January 2023

Covering letter from Maybern Planning and Development dated 8 November 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 for the City of Manchester.

3) The planning permission hereby granted relates to the use of 247 Upper Brook Street as a nine bedroom house for the provision of short stay emergency accommodation for homeless families (sui generis) and for no other purpose.

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

4) Before the occupation of the development, a site management plan shall be submitted to and approved in writing by the City Council as local planning authority detailing the following operational arrangements:

- i. Maximum number of residents;
- ii. Occupancy by families only and maximum periods of occupation;
- iii. Arrangements for on going staffing and accommodation referrals and timings for moving in and leaving the premises.

The approved site management plan shall be implemented upon occupation of the development and maintained in situ at all times thereafter.

Reason - For the avoidance of doubt and in the interests of residential amenity pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

5) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the provision cycle storage and details of the appearance and specification of related secure enclosures. The approved scheme shall be implemented upon first occupation of the development and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and highway safety pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

6) Before the occupation of the development, a scheme for the storage (including bin capacities for segregated waste recycling and general waste) and collection of

refuse and recycling has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall include details of the siting and appearance of an external enclosure for the storage of segregated waste and recycling bins. The approved details shall be implemented upon occupation of the development and shall remain in situ whilst the use or development is in operation.

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.

7) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the provision of measures to improve on-site security and to reduce the risk of crime. The scheme shall review existing security arrangements and detail related improvements that can be incorporated into the development. The approved scheme shall be implemented prior to the occupation of the development and maintained in situ at all times thereafter.

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

8) Before the occupation of the development, a hard and soft landscaping treatment scheme shall be 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 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 implemented and respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy for the City of Manchester.

9) Notwithstanding the detail of drawing referenced Proposed site plan 1328, the planning permission hereby granted does not confer consent for the siting of a storage container within the rear 247 Upper Brook Street.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 134705/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
Greater Manchester Police

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

Representations were received from the following third parties:

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



Application Number	Date of Appln	Committee Date	Ward
134946/FO/2022	21 Sep 2022	16 February 2023	Didsbury West Ward

Proposal Erection of part two, part three storey building to provide 26 no. retirement apartments with associated communal facilities, landscaping, boundary treatments and car parking following the demolition of the existing dwelling

Location Jessiefield, Spath Road, Manchester, M20 2TZ

Applicant McCarthy & Stone Retirement Lifestyles Ltd, C/o Agent

Agent Mr Chris Butt, The Planning Bureau, Unit 3 Edward Court, Altrincham Business Park, Broadheath, Altrincham, WA14 5GL

Executive Summary

The application is a resubmission following the refusal of planning permission for a similar, but larger development that was subsequently dismissed at appeal.

The current application seeks to overcome the previous reasons for refusal and the conclusions of the Planning Inspector. The redesigned development involves the erection of a part two, part three storey building to form 26 retirement living apartments to be managed by McCarthy and Stone.

Following notification of the application 112 objections have been received, together with a petition containing 67 signatures. Following amendments to the proposal and a further period of neighbour re-notification, a further 46 letters of objection have been received.

Key Issues

-The proposed development relates to retirement living apartments and represents a resubmitted proposal following the refusal of an earlier application for a similar development recently dismissed at appeal.

-The revised proposal seeks to take account of the conclusions drawn by the Planning Inspector during the appeal and is considered to overcome previous concerns surrounding scale and mass.

-The application has been considered by both the Council's Arboriculturalist and Highways Services. No significant issues are raised.

Background

A previous application by the same applicant involving the erection of a part 3, part 4 storey building to accommodate 34 retirement living units (LPA ref: 128018/FO/2020) was refused at the Planning and Highways Committee meeting on 17 December 2020.

The application was refused based on three reasons. Namely:

1. *The scale and massing of the development proposed would cause harm to residential amenity by virtue of providing an overbearing structure that would also give rise to overlooking and loss of privacy to properties on Holme Road, contrary to policy DM1 of the Core Strategy.*
2. *The demolition of the family dwelling house and creation of 34 retirement apartments and the creation of a car park within the front garden, will result in unduly harmful levels of activity and general disturbance from the increase in comings and goings from the development due to increased levels of domestic activity taking place on site. This will lead to an increase in noise disturbance which would cause unacceptable harm to the residential amenity of existing occupants within the surrounding area, which is contrary to Policies SP1, H1 and DM1 of the Manchester Core Strategy (2012), saved policy DC26 of the Unitary Development Plan, the Guide to Development in Manchester (2007) and the National Planning Policy Framework (2019).*
3. *The design of the development constitutes an overly dominant incongruous structure in the street scene to the detriment of the visual amenity and character of the area, by virtue of the height and the extent of the building, contrary to policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework.*

A subsequent appeal was dismissed on 16 March 2022.

The Inspector concluded that the first two reasons for refusal were not justified stating that the scheme *“would not have a significantly detrimental impact on the living conditions of neighbouring occupiers in the surrounding area, particularly through general disturbance and noise, or result in a sense of enclosure and/or loss of privacy to the occupiers of No’s 23 and 25 13’.*

The Inspector however concluded that the third reason for refusal was justified and that the development would have a significantly detrimental impact on the character and appearance of the appeal site and surrounding area as a consequence of the scale and mass of the proposed building and the amount of development proposed.

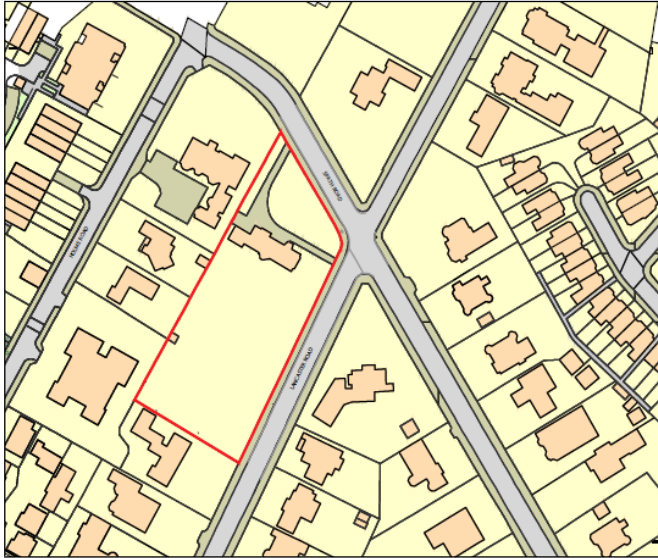
The Inspector stated that the:

‘Scale and massing of the proposed development would represent a notable addition to the built environment that would represent a dominant structure through its overall scale and massing, particularly through the sections that are 4-storeys in height. This adverse visual effect would be readily visible from both Spath Road and Lancaster Road, where this awkward relationship would be heightened, due to the lack of articulation of the ridge of the proposed front elevation facing Spath Road and the overall amount / form of development proposed in this location’.

This current application has sought to respond to the assessment at appeal, which has culminated in a revised proposal that has resulted in the reduced height and massing of the building and a reduction in the number of units from 34 to 26.

Description

The application site measures approximately 0.47 hectares in area and is presently occupied by a large, two-storey, five bedroom, detached dwellinghouse, with single storey attached garage, known as 'Jessiefield'. The property is situated at the corner of Spath Road and Lancaster Road.



Location of the site edged red

The existing building is of traditional construction, comprising red brick masonry, vertical hanging tiles at first floor level and a tiled roof. The property is set behind a red brick wall with hedgerow behind.



View of property from inside Spath Road entrance

The property is positioned to the northern side of the site, with its main frontage facing Spath Road.

The property is enclosed by a combination of brick wall, timber fencing and metal gates, incorporating a vehicular access serving a driveway off Spath Road and separate pedestrian entrance off Lancaster Road.

The building is set within extensive grounds, including a deciduous wooded area to the southern end of the property. The curtilage of the property incorporates mature hedges and trees. Many of the trees are protected by a Tree Preservation Order (TPO), the majority of which are located in the wooded area to the southern side of the property.

The immediate area is predominantly residential in character and includes a number of substantial, characterful properties of various architectural styles, largely ranging from 2-3 storeys in height. The area is leafy in character with mature trees lining nearby roads.

In the case of this application, planning permission is sought to demolish the existing building to facilitate the erection of part two, part three storey building to provide 26 retirement apartments, with associated communal facilities, landscaping, boundary treatment and car parking.

The proposed development follows the recent refusal of planning permission for a previous development involving a part 3, part 4 storey building comprising 34 retirement living apartments (128018/FO/2020). This was refused permission by the Planning and Highways Committee on 17 December 2020 and subsequently dismissed at appeal in March 2022.

The current application seeks to address the previous reasons for refusal and represents a revised proposal to that which was originally submitted for the application, with amendments made to the building height, footprint, site layout, landscaping and articulation. The revised proposal entails the erection of a part two, part three storey building to provide 26 no. retirement apartments with associated communal facilities, landscaping, boundary treatments and car parking following the demolition of the existing building.

Background of Applicant and Concept

The applicant is McCarthy and Stone – one of the UK's leading house builders for retirement living and who provide 70% of all specialist accommodation for the elderly.

Retirement living represents an option for older people who wish to live in accommodation that provides comfort, security and the ability to manage independently. It enables older people to remain living in the community and away from institutions, whilst receiving the care and support they require.

All McCarthy and Stone development are specifically designed to provide specialised accommodation for older people, with communal facilities and features within apartments tailored to meet the particular needs of older people. Facilities include a residents' lounge, battery car charging store for mobility vehicles, a lift, secure entrance lobby, CCTV entry system, house manager, an emergency help line and a management company to maintain the grounds and building fabric.

In terms of the anticipated demographic who would occupy the proposed apartments, 60-70% of McCarthy and Stone occupants are aged 78 or over and around 30% aged 80 or over.

Planning History

128018/FO/2020

Erection of a part three, part four storey building to provide 34 retirement apartments with associated communal facilities, landscaping and car parking following the demolition of the existing dwelling. *Refused 18 December 2020.*

The refusal of permission was subject to an appeal (Ref: APP/B4215/W/21/3274312) *dismissed on 16 March 2022.*

123555/FH/2019

Erection of single-storey rear extension, erection of single-storey side extension with accommodation in roof-space, following demolition of existing garage, erection of front porch and installation of 3no. dormers and gable to front, installation of gable with balcony to rear, together with elevational alterations, and reconfiguration of driveway and associated landscaping and boundary treatments. *Approved 25 June 2019.*

089194/FO/2009/S2

Erection of two 3 storey detached dwelling houses with basement parking and associated landscaping. *Approved 29 May 2009.*

077185/FO/2005/S2

Erection of a part 3 storey/part 4 storey block of 13 apartments with associated landscaping and parking for 14 vehicles. *Refused 28 November 2006.*

The refusal of permission was subject to an appeal (Ref: APP/B4215/A/07/2038312) *dismissed on 26 June 2007.*

F03625

New porch and kitchen extension to dwellinghouse. Approved 23 October 1975.

Consultations

Local Residents/Occupiers – In response to the application as originally submitted 107 representations have been received, all of which object to the proposed development, together with a petition containing 67 signatures. Principal comments are summarised below:

-The proposal will lead to increased traffic, congestion and disturbance to neighbouring roads.

-The proposal does not include a sufficient number of off-road parking spaces for the number of units proposed.

- The proposal ignores Council policy in relation to affordable housing.
- The proposal represents over-development and the proposed building would be over-dominant and out of character with the area.
- Insufficient space is provided for bin storage.
- The removal of the lawn, trees and shrubbery would harm the ecosystems in this area.
- There is no need for further retirement properties in this area.
- The loss of the existing house would harm the character of the area.
- The proposed roofscape is unduly dominant.
- The proposed parking area is dominant and coupled with the loss of soft landscaping and the widening of the vehicular access would result in visual harm.
- Since the previously refused application the planning balance has not changed because the revised proposal would still cause significant harm to the character and appearance of the area due to its excessive scale.
- The overall scale and massing of the building would be over-dominant. The building will not function or add to the overall quality of the area, the building is visually unattractive due to its architecture, layout and landscaping.
- The development fails to provide an appropriate amount and mix of development – especially usable green space not affected by large trees.
- There are significant concerns about the amount of development being proposed, especially along the Lancaster Road frontage.
- The application does not consider the overshadowing of the existing garden area.
- The proposal will cause further damage to the fabric of Lancaster Road which is an unadopted, private road.
- The drawings show no significant change. In fact, both the south and north elevation drawing indicate an increase of height in the middle section.
- The planning balance has not changed because the revised proposal would still cause significant harm to the character and appearance of the site and its surroundings. There is still conflict with the Development Plan.
- There are still serious concerns about the overall amount of development being proposed in this location, especially within the frontage and along Lancaster Road.
- The increase in the roof-space in the middle section of the north and south elevation could potentially allow for more units to be created within the building's envelope.

- The revised drawings show insignificant changes to the amount of overall development.
- Didsbury cannot take any more residential properties.
- A proper evaluation by the Planning Inspector was not undertaken in relation to the impact on 23 and 25 Holme Road.
- The road surface of Lancaster Road cannot meet any increase in demand for traffic flow and on street parking.
- The existing building should not be demolished at the expense of more apartments.
- No affordable units are to be provided.
- The proposal would lead to an unacceptable increase in traffic and insufficient parking is provided for the development.
- There is dangerous access to development from blind bend on Spath Road.
- The proposed prices of the apartments indicates that the flats cannot be regarded as affordable housing. The balance between community benefit and private profit is entirely skewed against the community.
- The proposed building would be out of character with the area.

Local Ward Members

Councillor Hilal objects to the application. It is considered that the proposed development would not be in keeping with the area and involves the demolition of a house and garden that adds great community value.

The plans involve building a car park over the front garden and to build on much of the rear garden, destroying trees which will affect the wildlife habitat.

There are concerns regarding the size, number of units, the impact on the area of yet more apartment blocks in West Didsbury, car parking and traffic congestion.

There are further concerns that the applicant will not be building any affordable housing as the scheme has been reduced by 8 flats from their previous application. This is not considered acceptable.

The new submission still represents significant overdevelopment of the site and it is requested that the application be refused.

Councillor Leech objects to the application on the following grounds:

1. Overlooking homes on Holme Road and Lancaster Road. It is disingenuous at best to suggest that the row of conifers between the site and homes on Holme Road, act as a suitable screen. Under no circumstances would these be considered suitable

for protection, and they are clearly going to be removed at some point, given that they are massively oversized.

2. Overall, the scale and mass of the proposed building would still be overbearing and cause harm to residential amenity. This was considered a good reason for the previous refusal, and clearly still stands. There are some concerns that the mock up photos underestimate the visual impact of the proposed building, but even if they are accurate, they clearly will be overbearing on the street scene.

3. The creation of 26 apartments (as opposed to the original 34) will still create unacceptably harmful level of activity and general disturbance and noise with increased comings and goings from the development.

This is still relevant with the proposed size of the development on what is a small site - part of the site is not able to be developed due to the number of trees, and the proposed building on the rest of the site is far too dominant.

4. 20 parking spaces for 26 flats, visitors and staff will result in unacceptable levels of on-street parking, with no solution to deter parking on Spath Road or Lancaster Road. Nobody has offered a solution as to how the developer intends to stop cars belonging to staff, visitors and residents from parking on the private roads, most specifically Lancaster Road. While it may be possible to take action against construction staff during any building work, this is not the case once the development is built. It is unacceptable for the Council to simply say "it is not our problem", which is what the Planning Department would be doing by not coming up with a workable solution that protects the amenity of residents on Lancaster Road.

5. The applicant claims that residents give up their cars when they move into retirement developments. They claim that this is within a short walking distance of the shops. It is uncertain which ones they are referring to, given that it is a very significant walk to Didsbury Village, Burton Road and Northenden, particularly for an older person. The McCarthy and Stone development in Chorlton on Albany Road, which is very close to the district centre, has caused all sorts of parking and road safety problems on Albany Road and Brantingham Road. This level of parking is wholly inadequate for the number of flats, staff and visitors.

5. Spath Road is already a rat run. Additional on-street parking and plans to widen the entrance to the new development close to the bend in the road, will compromise road safety. Cars will end up being parked on the bend. During consideration of the previous application concerns about traffic appear to have been dismissed, yet Highways have subsequently recognised the use of Dene Road/Spath Road as a rat run, with resources subsequently spent to deal with speeding cars. Limited resources meant that there was not enough money to do both roads, but any suggestion that there is not a problem with this being a rat run, should be questioned as to why the Council spent Council tax-payers money on road safety in the area, if it is not a problem

6. There is great concern about the proposed demolition of a fine, larger, family home, which are in great demand in the area. Manchester is short of larger family accommodation, and this will represent yet another large family home demolished or

converted into flats. It is recognised that there is nothing to stop the owner from demolishing the building without planning permission, but every effort ought to be made to retain Jessiefield.

7. The applicant claims that there is unmet demand for older person accommodation in the area. A quick look at the available accommodation in the area shows that there is already a very significant level of older person accommodation on local streets - Barlow Moor Rd, Mersey Road, Palatine Road and on Spath Road. Demand for older person accommodation has not been proved and has been overstated to support their application.

8. Lack of affordable housing in the development - All developments of over 15 units should have 20% affordable housing, but there are no plans for affordable homes in the development, nor for a financial contribution towards off-site affordable homes. I understand that a 1 bed flat is going to be sold for in excess of £300k. Service charges are also very high at M&S developments. This can hardly be considered affordable. It also serves to raise question marks about the likelihood of residents giving up their cars to move into this development.

9. Construction vehicles are going to struggle getting in and out of the Palatine Road/Dene Road West junction. The only other options are Barlow Moor Road/Victoria Avenue, which has cars double parked all day every day, and Dene Road/Wilmslow Road, which we have already established has a problem as a rat run. No explanation as to how the developer will address the road safety concerns during the construction phase has been provided.

On this basis, it is requested that the application be refused.

Needham Hall and Dundreggan Residents Group – have written to object to the application for the reasons as set out above and additionally outline specific detailed concerns and inconsistencies in relation to over-development and the overbearing impact of the proposed block, the loss of a good examples of a arts and crafts style house, hazardous access from the site onto Spath Road, insufficient provision for parking, loss of trees and habitat, the loss of a family house, the lack of an affordable housing contribution, disturbance from construction traffic and lack of community consultation.

It is considered that the applicant has selectively highlighted how they have addressed the findings of the Planning Inspector relating to the previous application. It is maintained however that most concerns have not been addressed, critically those relating to scale and over-dominance, and the impact to visual and residential amenity. The Committee is urged to refuse the application.

West Didsbury Residents Association – have written to the object to the proposal. Concerns are raised based on the proposal having a negative impact upon the character of the area; the loss of an existing characterful Arts and Crafts style building, the lack of public consultation by the applicant since the last application; concerns surrounding the loss of soft landscaping and the dominance of cars eroding the verdant character of the site, the impact on the living conditions of neighbouring occupiers as a result of general disturbance, over-dominance, loss of privacy and

sense of enclosure; insufficient off-site parking, the likelihood of increased on-street parking, the impact upon highway safety and the effects of bio-diversity.

If the application is approved, conditions are requested in relation to construction management, the requirement for a updated peak demand parking study, tree work methodology, native landscaping bio-diversity enhancement to be incorporated.

Following receipt of revised drawings and a further period of neighbour re-notification, a further 46 representations have been received, all of which object to the proposal. Principal comments are summarised below:

- The Planning Balance has not changed because the revised proposal would still cause significant harm to the character and appearance of the site and its surroundings
- There are still serious concerns about the overall amount of development being proposed in this location ,especially within the frontage and along Lancaster Road
- The changes made in the revised drawings are insignificant and do not change that the proposal is too large and represents overdevelopment.
- The Road surface of Lancaster Road cannot meet any increase in demand for traffic flow and on street parking
- The design is incongruous with buildings in this area and demonstrates no sensitivity to local architecture or heritage.
- The proposal will lead to the overlooking and loss of privacy of neighbouring properties. . The developer proposes a building of substantial height, extremely close to the boundary.
- Insufficient parking is available on the scheme for residents, visitors, carers, health care visitors and staff.
- The proposal would create a dangerous access to development from blind bend on Spath Road
- The density of the development is out of character with the area.
- There is a token amenity area, placed where it will cause maximum disturbance to the amenity enjoyed by the residents of the dwellings on Holme Road.

Needham Hall-Dundreggan Residents Group – Further comments are raised.

Principally:

- The small changes to the width of the entrance are minor and inconsequential, as they do not address the placement of that entrance and its likely extensive daily use by residents, staff, visitors, service vehicles, and delivery vehicle. Concerns about traffic access and egress directly into the blind curve of Spath Road, with hazards to pedestrians, cyclists, and other vehicle drivers remain unaddressed.

-With the changed layout of parking, and also now the apparent deletion of space for the ornamental tree planting in the original plan, the visual impact of the proposed block continues to be overbearing and incongruous to the character of the area. Replacing the current front garden, in the revised plan the front area of driveway, hard standing, and multiple car parking, with a wider entrance, is now even more visually obtrusive.

-Insufficient parking is proposed.

-Whilst there is now some variation in the roof line compared with the monotonic design in the earlier elevations, this variation is insignificant in addressing the massive size of this development

-It appears that revised plans show slight lowering of height in some areas, but then increases in height in other areas. Moreover, there is no change in the over-large footprint of the development on the site. The design and mass of the revised block of 26 apartments and associated facilities continues to be overbearing, dominant and incongruous.

-The revised plan continues to present multiple balconies (at height) and other opportunities for overlooking of existing residences.

-The revised plan continues to present issues related to loss of habitat and loss of green space.

In addition, further responses have been received from Local Ward Members.

Councillor Stanton - Prior to the proposal to demolish the house and redevelop the entire site at least one commercially viable application to provide additional residential housing without loss was approved.

I would strongly steer the developer towards these as the best and most acceptable use of the land. There is no unmet need for retirement accommodation in Didsbury – we are replete with it.

Given the proposed development would make no contribution towards achieving the Manchester Housing Strategy, its over development of the site, associated overlooking, impact on ecology, lack of onsite parking, impact on traffic are all good grounds to recommend against approval, and also for the Committee to decline the application if it is referred to them.

Councillor Leech - Concerns are raised that there are now fewer parking spaces than previously proposed, and it is believed that Highways and Planning massively understate the potential problems relating to parking, traffic and road safety.

The height of the proposed building will be higher in places, than the previous version, and the potential for overlooking of properties on Lancaster Rd and Holme Road remains.

Environmental Health – Conditions are requested in relation to the need for a construction/demolition management plan, an external lighting scheme, a waste management scheme, electric vehicle charging, external equipment acoustic insulation and a site investigation/remediation strategy relating to ground conditions.

Highway Services – It is noted that a 2 tonne weight restriction applies to Spath Road and a 20 mph speed limit is also applicable. Lancaster Road is not maintained at public expense.

The site is considered to be adequately accessible by sustainable modes and is in close proximity to public transport facilities.

Trip Generation

It is considered that the additional vehicle trips likely to be generated by this development can be accommodated on the adjacent highway network.

Parking

19 on-site parking spaces are provided for the 26 apartments equating to 73% provision of which two are accessible bays which meets core strategy standards. 20% of the bays should be provisioned with electric vehicle (EV) charging (minimum 7kW) with the remaining bays provided with the infrastructure (ducting) to allow for further future EV conversion. The overall amount of onsite parking being provided is acceptable from a highway perspective.

With regard to the narrower vehicle access now proposed, it is confirmed that it will be acceptable to Highways for waste collection to be undertaken externally from Spath Road.

There is no objection to the removal of the existing entrance on Lancaster Road. If the planning application is approved, then alterations to the highway will be required via a S.278 agreement.

Boundary Treatment

The proposed boundary treatments are acceptable from a highway perspective.

Construction Management

If the application is recommended for approval, a condition is requested which requires the submission and approval of a construction management plan.

HS2 Ltd – No objection. The location plan boundary partially falls within sub-surface safeguarding for Phase 2b of HS2. Having reviewed the proposal, the proposed development is not sited directly above the HS2 bored tunnel alignment and not directly above the proposed sub surface tunnels. It is unlikely therefore that the foundations required to construct the proposed development will affect HS2 works in that location.

Adult Social Care – The type of housing proposed is supported in Didsbury to ensure there is mixed market provision of older people's housing.

Greater Manchester Ecology Unit (GMEU) – The submitted 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.

The building and lawn/formal garden areas are the dominant habitat on the site which will be directly impacted upon by the proposed development. The boundary vegetation including area of woodland to the rear of the site is proposed for retention with appropriate root protection zones.

No bats or evidence of bats roosting in the buildings were recorded during the survey results, and only low levels of bat activity were recorded during the nocturnal survey. No potential roost features were identified in any of the trees. No further survey work is recommended in relation to bats.

The trees and building on the site could potentially support breeding birds, and the nests of all wild birds are protected under the Wildlife and Countryside Act, 1981 (as amended).

Rhododendron was identified on the site. This species is listed on Schedule 9 of the Wildlife and Countryside Act, 1981 (as amended) making it an offence to spread this species in the wild.

No other protected species were recorded on the site, although it is possible that species such as hedgehogs will be present in the area. Measures to enhance the site for biodiversity have also been identified within the report.

Greater Manchester Ecological Unit made recommendations about conditions about bat surveys, lighting, breeding birds, tree works in line with British standards, measures in relation to rhododendrons, enhancements for biodiversity including features for hedgehogs and an informative relating to bats if the local planning authority are minded to grant permission.

Greater Manchester Police (Design for Security) – The application is supported subject to the layout issues within Section 3.3 of the submitted Crime Impact Statement being addressed and the physical security measures within Section 4 of the Crime Impact Statement being conditioned. The applicant would then need to apply for 'Secured by Design' accreditation.

Arboriculture – No objection, subject to the trees being adequately protected and the applicant adhering to the specifications provided by the arboricultural consultant.

The proposed mitigation planting is acceptable and would provide a diverse portfolio of tree cover to ensure sustainability of green infrastructure in the future.

The proposed development results in the loss of very few trees, all of which are low quality and value.

Services and utility installation can be sited remote from trees, but if they do need to be located within root protection areas specialist measures can be deployed for their installation to minimise harm to retained trees.

No materials or machinery should be stored within the root protection zones of any trees.

Any work carried out on this site must be in line with BS:5837.

Flood Risk Management – Conditions are requested in relation to submission and agreement of a surface water drainage scheme and for its subsequent maintenance.

United Utilities – The drainage of the site should be carried out in accordance with the principle contained within the submitted Foul and Surface Water Drainage Design Drawing.

Other matters

Consultation & Publicity

The proposal by virtue of the number of units created the development has been classified as a small-scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. A site notice has been displayed at the application site.

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places

which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

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

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

Policy H8 (Affordable Housing) states affordable housing contributions will be considered of 0.3 hectares and 15 units or more.

The policy provides an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that:

Intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:

- There is a very high level of affordable housing in the immediate area;
- There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;
- Affordable housing would be prejudicial to the diversification of the existing housing mix.
- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;
- There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

Policy EN1 (Design Principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes.

character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will 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. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of

green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

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.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has 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.

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.

Places for Everyone Greater Manchester Joint Development Plan (Draft August 2021)

The draft version of the Places for Everyone Joint Development Plan was published in August 2021 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. As this plan is at an advanced stage it would now be considered as a material consideration for planning applications.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines 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.

Sections 4, 5, 11 and 12 are considered relevant to the consideration of this application.

Of particular relevance, Paragraph 130 states:

Planning policies and decisions should ensure that developments:

- a) 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;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) 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);*
- d) 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;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) 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.*

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

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.

Issues

Principle

Section 38(6) Planning and Compulsory Purchase Act 2004 requires that decisions are to be made in accordance with the development plan, unless material considerations indicate otherwise.

In this case the principle of the proposed development is considered acceptable and would comply with relevant planning policies and guidance.

It is considered that revised proposal has overcome the previous concerns detailed within the appeal decision for the earlier refused proposal. Notably, as a result of a reduction in the scale and mass of the building and the amount of overall development. The amended scheme is now considered to be in keeping with local character and would not give rise to any significantly harmful impact in terms of residential amenity or the operation of the local highway.

The proposed development would make effective use of the site and provide high quality retirement living apartments for an ageing population, adding to the diversity of housing in the city within a highly accessible location and would contribute to local and national residential growth objectives.

Policy H6 sets out the framework for determining residential developments in this part of the city.

Whilst the general planning policy approach is to direct high density residential proposals to district centres in south Manchester, this does not preclude development of this nature elsewhere. Inevitably, there will be sites which can accommodate higher density due to location and character. The policy advocates the suitability of such proposals where provision would add to diversity of housing and accommodation that meets the needs of elderly people

As such it is considered that the proposal complies with the strategy set out in the adopted housing policies of the Core Strategy.

Consideration of the more specific planning issues and the impact of the proposal upon its surroundings and adjoining occupiers, as well as the loss of the existing building is outlined further below.

Demolition of existing building

The existing building on site is an attractive, characterful 5 bedroom, detached dwellinghouse and its loss would be regrettable. However, the building has no formal designation and has been assessed as not being worthy of being classified as a non-designated heritage asset. The property is not situated within a conservation area or an area of any designation. The building is not therefore protected from demolition. It is also the case that significant public benefits would arise as a result of the development with the provision of 26 apartments specifically designed for retirement living.

It should also be noted that permission has been granted previously for a proposal involving two houses within the garden area.

Site Layout

The proposed building presents its main frontages to Spath Road and Lancaster Road to optimise its corner position.

A single, 'L' shaped, part two, part three storey building would occupy a central position within the site to maximise the frontage to the roads which it seeks to address and provide continuity in the street scene.

The proposed building is sited in the same orientation with a staggered building line as is the case for the existing building, albeit sited further back into the site. A rear wing extends southwards, stopping short of a protected wooded area at the southern end of the site.

Vehicular access to the site off Spath Road is maintained, leading to a car park area accommodating 19 spaces to the northern side of the proposed building. A further access off Lancaster Road is to be blocked off. Existing boundary treatment is to be retained.



Proposed site layout shown the outline of the proposed building, tree cover, parking and the relationship with neighbouring properties

The wooded areas to the southern side of the proposed building is also to be retained, with the areas around the building softened by planting, including communal garden areas to the eastern and western sides of the building.

The arrangement is considered to maximise development to the street frontage and reinforces the suburban grain, whilst fulfilling the potential of the site and without compromising the character and appearance of the area, or the setting and amenity of adjoining buildings.

Design, Scale and Appearance

The previously refused application for a part three, part four storey building to provide 34 retirement apartments with associated communal facilities, landscaping and car parking was refused by the City Council, as it was considered that the building would represent an overly dominant incongruous structure in the street scene, detrimental to visual amenity and the character of the area. The application was subsequently dismissed at appeal on 16 March 2022 where the Inspector noted that:

‘The scale and massing of the proposed development would represent a notable addition to the built environment that would represent a dominant structure through its overall scale and massing, particularly through the sections that are 4-storeys in height. This adverse visual effect would be readily visible from both Spath Road and Lancaster Road, where this awkward relationship would be heightened, due to the lack of articulation of the ridge of the proposed front elevation facing Spath Road and the overall amount / form of development proposed in this location’.

In response, the applicant has made changes to the scale and massing of the proposed building, both through the initial submission of the current application and through further changes made during the application process itself. This has also ultimately resulted in a reduction in the number of units.

The surrounding context predominantly comprises two and three storey detached and semi-detached buildings, consisting of a combination of single dwellinghouses and flats, with hipped or gabled roofs, large front / rear garden spaces and parking provision. There is no specific vernacular or architectural style in the area, with Lancaster Road specifically including a number of more recent architectural styles.

Neighbouring and nearby buildings of note include ‘Cairncroft’ - a large three storey building converted to a flats, situated to west, ‘Lynwood’ - a part two, part three storey dwellinghouse situated to the north-west at the corner of Spath Road and Holme Road, ‘Lancaster House’ – a two storey dwellinghouse set within spacious grounds to the other side of Lancaster Road to the east, Rathen House – a three storey dwellinghouse to the north east and Needham Hall which is situated further along Spath Road to the west which includes a four storey apartment block within its grounds.

In consideration of the appeal, the Inspector found that the overall scale and massing of the proposed building would be over-dominant, particularly due to the four storey elements, the lack of articulation to the roof ridge facing Spath Road and the overall amount of development.

In response, whilst the proposed building is similar to the original proposal in terms of its design approach, the scale and mass of the proposed building has been reduced, with the four-storey frontage omitted and the highest part of the building being no more than three storey in scale. The overall amount of development and footprint has been reduced in all dimensions, resulting in a reduction to the width and depth of the building, increased articulation to the elevations, involving a variation to the roof ridge height, the inclusion of dormers, recesses and projections to the building façade.

In summary, principal amendments include:

-A narrowing of the building frontage by approximately 1 metre. This results in narrower frontage, increases the separation gap to the Lancaster Road corner and is 4.5 metres narrower in width to the proposal considered at appeal;

-A reduction in roof ridge height behind the main frontage and a reduction in height by approximately 1 metre and a 4.5 metre reduction where it drops to two storeys behind the frontage. A reduction in height of the building to two storeys at its southern end;

-Increased variation and articulation to the roof ridge line to give the appearance of gaps in the building and increase views of the sky;

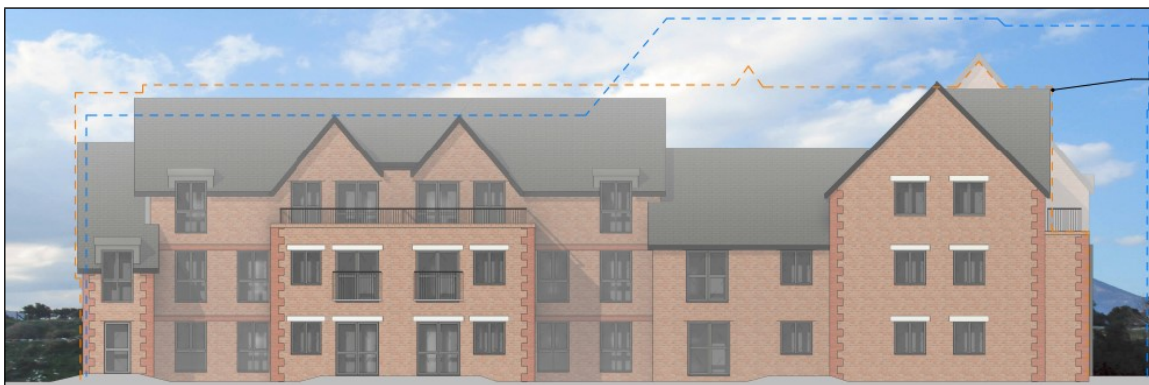
-The setting back of the building along the entire Lancaster Road frontage by approximately 1 metre and up to 2.7 metres at its greatest point.

-A narrowing of the vehicular access in order to reduce view of the building and parking from Spath Road.

The following elevational drawings show the evolution of the proposed development from its inception to the present proposal.



Proposed northern (Spath Road) elevation. The blue line depicts the outline of the previously refused scheme and the red line depicts the outline of the building originally proposed as part of the current application



Proposed eastern (Lancaster Road) elevation. The blue line depicts the outline of the previously refused scheme and the red line depicts the outline of the building originally proposed as part of the current application



Proposed southern elevation. The blue line depicts the outline of the previously refused scheme and the red line depicts the outline of the building originally proposed as part of the current application



Proposed western elevation. The blue line depicts the outline of the previously refused scheme and the red line depicts the outline of the building originally proposed as part of the current application

The elevational drawings have been supplemented by visually verified montages shown from a variety of perspectives, both during the summer months when trees are in leaf and during the autumnal and winter months when tree cover is much less.

Below is a selection of views which show the existing situation and how the proposed building has progressed from the proposal dismissed at appeal and the currently proposed scheme. The images shown are generated during the winter months to show the site at its most sensitive and when views would be most prominent.



View of existing building from Spath Road/Lancaster Road junction



View of from Spath Road/Lancaster Road junction of the proposed building dismissed at appeal



View of from Spath Road/Lancaster Road junction of the proposed building for the current application



View of existing building from Spath Road



View from Spath Road of the proposed building dismissed at appeal



View from Spath Road of the proposed building for the current application



View from Holme Road of existing Cairncroft building which neighbours the site to the west



View from Holme Road of Cairncroft building with proposed building dismissed at appeal beyond



View from Holme Road of Cairncroft building with the building for the current application beyond

The drawings and images demonstrate that the proposed building has been significantly reduced in scale and mass to that originally refused planning permission and that there has been a reduction in height from 4 to 3 storeys which was the principal issue of contention and main issues raised by the Inspector.

It is considered that three storeys is characteristic of the area, with the proposed scale largely informed by the neighbouring 'Cairncroft' building, situated immediately to the west.

Whilst concerns are raised that the central element of the building elevation facing Spath Road proposed is higher to that originally proposed as part of the current application, the increase in height is 200mm and is 1100mm less than the development dismissed on appeal. All other elements of the building are lesser in scale and mass and represent a much smaller building overall.

The reduction in scale, the narrowing of the frontage, increased separation distance to the site boundary and increased variation in roof ridge/gable height and articulation to the elevations, all serve to lessen the impact of the scale and mass.

It is believed that the latest amendments would result in a development commensurate in scale to the immediate context and is informed by its surroundings. The scale would be comparable in height to neighbouring buildings and responds effectively with the streetscape.

The proposed building footprint lies slightly more centrally in the plot than previously proposed and coupled with the reduction in scale and dimensions, together with the amount of overall development, it is considered that the proposed building overcomes previous concerns and responds appropriately and sympathetically with the immediate street-scene.

In terms of appearance, the proposed building adopts a traditional approach referencing traditional architectural elements found in the area, such as gable features, dormers and vertical proportions and proposes a selection of high-quality, traditional materials comprising a mixture of red and buff brick and render, with grey roof tiles and grey coloured UPVC door/window frames and black UPVC rainwater goods.

Given the traditional format and as there is no homogenous use of materials in the area, it is considered the proposed appearance would effectively assimilate into the street-scene and satisfactorily complement the context of neighbouring buildings.

It is considered that on balance, when taking into account the conclusions of the Inspector and through an assessment of the revised proposal, the design, scale and appearance of the proposed building would be in keeping with the surrounding context and would not appear over dominant or in the street-scene.

The proposed development has addressed previously upheld concerns surrounding mass and scale by reducing the scale from 4 to 3 storeys, reducing the number of units from 34 to 26, provided a more spacious setting to the building by reducing the

dimensions of the buildings and reducing the frontage width and by setting the building back further from Lancaster Road. On the basis of the revised proposal, it is considered that the proposed development can comfortably assimilate into the streetscape with no significantly harmful effects.

Density/Balance of Accommodation

The proposed block would provide 13 No. 1 bed units and 13 No. 2 bed units totalling 26 apartments, each with their own self-contained accommodation but also having the benefit of communal areas including homeowners' lounge, internal refuse store, and mobility scooter charging room. The proposals will also include a guest suite for visitors and lounge area with kitchen units for self-catering. All units comply with the Council's internal space standards.

Access

The proposed building incorporates measures to aid ease of access for all. The site itself is relatively flat, providing no obstacles to level access across the site and to the entrance doors themselves.

The apartments themselves are of a good size and offer satisfactory circulation space. Level access would be afforded to all entrance doors to incorporate level thresholds. Lifts would provide access to each floor. Two disabled parking spaces are proposed in close proximity to the building entrance.

Given the demographic of prospective occupiers, movement throughout the building has been specifically designed for ease of access in compliance with the requisite building regulations in order to ensure all areas are fully accessible. Corridors and doors have been designed to generous widths for wheelchairs and access to all communal areas have been designed on the ground floor with short distances to the entrances and lifts.

Residential Amenity

In comparison to the previously refused application, concerns have been expressed by local residents about the impact of the proposal upon the living conditions of neighbouring occupiers, particularly as a consequence of increased levels of activity, vehicular movements, over-dominance and overlooking. This culminated in a reason for refusal for the previous proposal for a larger development which was not upheld on appeal.







On appeal, whilst it was accepted that the proposed development would result in the general intensification of the site and would result in more vehicle movements when compared to a single dwellinghouse, it was considered that given the size of the site, the nature of the proposed development or the use of the existing access, that there would not be a significant harmful effect on the living conditions of neighbouring occupiers with regard to general disturbance and noise.

Similarly, the Inspector considered that given the screening afforded by tree and hedge planting on the common boundary with neighbouring properties and the separation distance between the site and the nearest neighbouring properties, there would be no significant loss of privacy or a prevailing sense of enclosure.

The conclusions of the Inspector represent the baseline position in this case, whereby the impact of a larger development for a part 4 storey building with 34 units was not considered to have a significant, detrimental impact on neighbouring living conditions.

The below drawing indicates the distances between the proposed building and the neighbouring properties adjoining the western boundary with Holme Road, which represents the most sensitive relationship.



	Denotes existing buildings with assumed habitable windows measured from OS data
	Denotes proposed building facade with habitable windows measured from proposed data
	Denotes proposed dimensions to building facade with habitable windows measured from proposed data
	Denotes proposed dimensions to adjoining boundary
	Denotes proposed dimensions of previously refused application footprint to adjoining boundary/ adjacent buildings
	Denotes refused application proposed footprint

The drawing shows a distance of between 5.2 metres between the proposed building and the Holme Road boundary at its closest point, with the part of the building containing habitable windows and balconies set back from the boundary by 16.25 metres at its closest point and separation distance of approximately 29 metres between facing habitable windows.

These separation distances are considered an appropriate relationship, particularly as the proposed building is set back further in parts than the proposal considered on appeal.

Similarly, it is not believed that the proposed development would create any significant harmful impact in terms of over-dominance or overshadowing.

For the previous proposal considered at appeal, the Inspector concluded that the neighbouring properties along Holme Road would not experience any sense of enclosure and due to the combination of the proposed distance between the scheme and the rear boundaries of No's 23 and 25, along with the existing mature trees / vegetation and the potential for additional landscaping, there would not be any significant harmful effect caused by the relationship of the proposed building with neighbouring buildings, nor would it impede the use of their garden areas.

Given that the proposed development is of a lesser scale and the separation distance between building has increased in parts, it is not considered that there would be any significant detrimental impact on the living conditions of neighbouring occupiers.

In terms of activity levels, retirement living is considered to represent a passive use with a lesser degree of activity and traffic generation to that of open market housing. Again, the impact of activity was considered acceptable by the Planning Inspector for the previous application and in this case, it is not considered that the proposed number of units and level of associated vehicular movements would be unduly excessive or give rise to any harmful impacts in terms of noise and disturbance. It should also be noted that the immediate area is not confined to individual dwellinghouses and there are examples of higher density apartments development within the vicinity of the site. It is not therefore believed that the proposed development would appear out of place or give rise to materially different impacts in terms of activity levels.

Overall, the current application has been reduced in scale to 3 storeys, resulting in reduction of 8 units, as well as a lesser amount of car parking spaces. The overall scale and mass of the building has been reduced and the separation distance to the common boundary slightly increased. It therefore stands to reason that the proposed

development in this case must be considered appropriate in terms of the impact to residential amenity and any such concerns cannot be sustained.

A condition has been included to ensure the series of windows to the western boundary are obscurely glazed. These windows provide light to the circulation corridor at the part of the building closest to the boundary. The condition would prevent any perception of overlooking.

Landscaping and Trees

The application has been accompanied by a Tree Survey which sets out the impact to existing trees as a consequence of the proposed development.

The report notes the presence of trees subject to Tree Preservation Orders which are unaffected by the proposed development and that mature trees are found along the Spath Road boundary and to the southern part of the site. The belt of mostly Beech trees at the southern edge of the site contribute significantly to the verdant character of the area.

In summary, the proposal seeks to retain all the significant trees, including the trees protected by tree preservation orders, but remove a small number of lesser quality trees. The proposal is believed to be considerate of the retained trees and the ongoing relationship with neighbouring properties.

The proposed apartment block has been carefully sited so far as possible outside the root protection area of the significant trees around the site, including the trees protected by the tree preservation order.

Notably, it is necessary to remove the low quality and value variegated Holly (number 10) as identified within the submitted survey, to accommodate the proposed building. This tree is not of to be of a sufficient amenity value to provide a constraint to development.

The building is proximate to trees 14 to 17 and some minor pruning will be required to provide space for construction and to maintain a separation thereafter. The pruning would not materially detract from visual amenity

The proposed development results in the loss of very few trees, all of which are low quality and value. 6 trees are indicated for removal, including Holly, ornamental Magnolia and an Ash tree. The proximity of proposed hard surfaces have been sited away from trees, but where hard surfaces still coincide with root protection areas, specialist measures could be deployed to minimise harm to trees.

The Council's Arboriculturist holds no objection to the proposal, subject to retained trees being adequately protected during excavation and construction. No materials or machinery should be stored within the root protection zones of any trees. The proposed mitigation planting is considered acceptable for this site.

In terms of landscaping, the existing Cypress trees along the common, western boundary and which provide an important screening function are to be retained. The

existing hedge along the boundary with Lancaster Road is also to be retained, as are the trees along the Spath Road boundary.

New shrub and ornamental tree planting is proposed throughout the site, alongside new lawned areas, bulb planting and a compacted gravel path to the woodland area. Permeable block paving is proposed for the car parking surface, connecting to a permeable Bitmac surface to provide access from the road.

With regard to boundary treatment, the existing boundary wall to the Spath Road frontage is to be retained. A new 2.1 metre high timber fence is proposed to be erected to the eastern, western and southern boundaries and the existing hedge to Lancaster Road retained.

It is considered that all trees of high value are to be retained throughout the site and the proposal includes satisfactory planting in mitigation. The resultant landscaping scheme would complement existing planting and improve the appearance of the grounds and provide usable amenity space. Through maintenance provided by the management company, the proposal would result in a well-managed environment. On this basis, the tree works proposed are not considered a constraint to development.

Conditions have been included to ensure the protection of retained trees and hedgerow, as well as ensuring root protection areas are not compromised and that tree work is undertaken in accordance with British standards.

It is acknowledged that there would be increased hard area coverage within the application site from built form and car parking above and beyond the existing situation. However, the revised scheme is considered to reach the right balance between planting, landscape setting and the proposed built form in order to be in character with the context in which it is set.

Ecology

The application is accompanied by an updated survey (Nocturnal Bat Survey Report and Updated Site Walkover assessment which has been assessed by Greater Manchester Ecology Unit (GMEU).

It is considered that the report appears to have been undertaken with reasonable effort and have followed best practice guidelines, 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.

The building and lawn/formal garden areas are the dominant habitat on the site which would be directly impacted upon by the proposed development. The boundary vegetation including area of woodland to the rear of the site is proposed for retention with appropriate root protection zones.

It is considered that the proposed development would not result in any significant or unduly harmful impacts to local ecology given the characteristics of the site.

A condition is advised in relation to works and demolition being carried out outside the main bird nesting season and an Informative included for works to cease if any bats are encountered during works.

Impact to the Highway

It is noted that the site is considered suitably accessible by public transport via bus services along Palatine Road. A Metrolink stop situated a short distance to the north off Lapwing Lane is also within walking distance of the site.

The previously refused application for a similar, larger development was previously assessed as being acceptable from a highway impact perspective and was not raised as an issue during appeal for the previously refused application.

In terms of off-road parking provision, 19 off road car parking spaces are proposed for 26 apartments, equating to 73% provision. In comparison to the previously refused scheme which proposed 26 spaces for 34 apartments (76%) ratio, the level of parking provision is of a similar level and assessed as being appropriate in this location.

The spaces encompass 2 accessible spaces. A proportion of the spaces are also to be served by electric charging points, which is a requirement of an attached planning condition. Highways consider that given the location and likely levels of car ownership, the level of parking provision is acceptable.

The parking spaces are supplemented by cycle parking spaces and mobility scooter parking area situated internally.

The room identified on the floor plan as 'MSS' can accommodate a minimum of 10 bicycles (using bike parking rack locking storage stand) or a minimum of 5 mobility scooters or any combination thereof.

In this instance the number of cycle spaces is considered appropriate. Given that the average of entry to retirement living development is 78, cycle storage demand is anticipated to be low. This is supported by surveys of existing McCarthy and Stone developments which show that the number of cycle movements to and from their retirement living developments is extremely low. The proposed development would not therefore be expected to generate significant cycle movements which would result in the need for more than the spaces proposed to be provided.

Highways have considered the Transport Statement submitted by the applicant with regard to vehicle movements, access, parking demand and highways safety and consider that proposed access arrangement of Spath Road is acceptable and that the proposal is unlikely to generate a significant increase in the level of vehicular trips which would impact unduly on network capacity. The additional vehicle trips likely to be generated by this development can be satisfactorily accommodated on the adjacent highway. This is considered particularly so, given the low traffic generation normally associated with retirement living development. It is also noted that there is a link between entering retirement living development and giving up car ownership. As

time passes and residents age, car ownership has been shown to decrease and therefore car ownership is typically lower than for other forms of housing

No other highway or pedestrian safety issues raised by colleagues including the proximity to bend on Spath Road.

On this basis, the impact upon highway and pedestrian safety is considered satisfactory.

Crime and Disorder

The applicant in partnership with Greater Manchester Police (Design for Security) has provided a 'Crime Impact Statement' as part of the application. This details measures to be incorporated within the scheme in order to be able to design out crime.

In order to ensure design measures are introduced to limit the potential for crime and to enhance security for prospective occupiers, a condition has been included to ensure the proposal achieves 'Secured by Design' accreditation.

Climate Change

The application site is situated within a highly sustainable location, within an existing residential neighbourhood with nearby access to a range of shops, amenities, and transport services.

The proposed development would result in a modest number of additional residential units within the context of a principally residential environment for which, the impact upon climate change is considered less than significant.

The site is located close to a busy, main arterial route and transport corridor, and is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity.

Whilst there would be some limited impact upon air quality during the construction phase, the impact during the operational phase of the development post implementation, is not considered significantly harmful. Through effective mitigation and construction management during the construction phase, the impact upon air quality can be further controlled.

The proposal includes the provision of 5 electric vehicle charging spaces – an uplift in the 2 originally proposed to be provided, with the remaining car parking spaces to incorporate ducting to enable additional double socket electric vehicle charge points to be provided as the demand arises through the life of the development

Such measures will serve to limit the impact the upon climate change. The development also incorporates energy efficient measures as part of the development, as outlined in the section below relating to environmental standards.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

The application has been accompanied by an Energy Statement which demonstrates that the proposal would comply with policies EN4 and EN6 of the Core Strategy and exceed the national standards set out in Part L1 of the Building Regulations.

The statement highlights that the proposal would utilise a good thermal envelope to minimise heat loss, as well as introducing heating and lighting systems to drive energy efficiency, as well as an array of photo voltaic panels.

A condition has been included which would require the submission and agreement of a Verification Report to ensure the measures are incorporated within the development design are implemented.

Drainage and Flood Risk

The application site is located wholly in flood zone 1 '*low probability of flooding*'.

In line with the Government guidance relating to the provision of sustainable drainage systems (SuDs) and as advised by the Council's Flood Risk Management team, it is necessary for the development to incorporate a surface water drainage scheme. An appropriate condition has therefore been included.

If such measures are successfully implemented, it is considered that any flood risk can be satisfactorily sustained.

Waste Management

An internal bin storage area is proposed, with bins managed by an appointed management company and collected from the highway on Spath Road. Further details are required in relation to recycling arrangements and frequency of collection. The parameters of the waste management arrangements are considered acceptable. An appropriate condition is included which require further details to be agreed.

Ground Conditions

Whilst a Phase 1 Desktop Study was submitted as part of the application, the conclusion of which is accepted by Environmental Health, it is advised that a Phase 2 Assessment should be completed in accordance with the recommendations contained within Phase 1 assessment. An appropriate condition has been included, which will require the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Construction/Demolition Management

To ensure demolition and construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part of the city, a condition is included which requires the submission and approval of a construction management/demolition plan which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Affordable Housing

Comments have been made that the proposed development does not include any affordable housing provision.

Policy H8 of the Core Strategy indicates an exemption from the need to provide an affordable housing contribution for accommodation such as that proposed. Where there is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

The applicant has provided a Financial Viability Assessment which provides a robust analysis of the site value, build costs and profit calculations.

The assessment concludes that based on the number of retirement living units, there is no financial headroom for an affordable housing contribution given the anticipated gross sales receipts and the financial outlay. The assessment has been reviewed by the City Council, the findings of which are agreed.

Legal Agreement

The applicant has agreed to enter into a legal agreement which contains a reconciliation clause which would require the future retesting of viability for the provision of affordable units. The reassessment would consider whether circumstances have changed to allow for an off-site contribution.

Conclusion

It is considered that revised proposal has overcome previous concerns and responded to the findings of the Planning Inspector raised during the course of the previous appeal for a similar development.

The proposed building has been reduced in terms of scale, mass and the amount of overall development. As assessed within the report, it is believed that the amended scheme can be satisfactorily absorbed into the immediate context without any significant harmful impact.

The proposed development would make effective use of the site and provide high quality retirement living apartments, adding to the diversity of housing in the city within a highly accessible location and would contribute to local and national residential growth objectives. On this basis, the proposed development is considered acceptable and would comply with overarching planning policy and guidance.

Other Legislative Requirements

Equality Act 2010 - Section 149 (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

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

Recommendation MINDED TO APPROVE

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Location plan referenced NO 2697 3 AC 0001, received by the City Council as Local Planning Authority on 14 September 2022 and drawings referenced NO-2697-3-AC-0002 Rev D, NO-2697-3-AC-0003, NO-2697-3-AC-0008, NO-2697-3-AC-1000 Rev C, NO-2697-3-AC-1001 Rev C, NO-2697-3-AC-2001 Rev D, NO-2697-3-AC-2002 Rev D and NW-2697-03-LA-101 3712 Rev E received by the City Council as Local Planning Authority on 23 December 2022.

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

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

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, pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

4) Notwithstanding details submitted, prior to the commencement of development, a construction management/demolition plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

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

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

5) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a 'Secured by Design' accreditation.

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

6) No above ground development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the City Council as Local Planning Authority.

In order to avoid/dischARGE the above drainage condition the following additional information has to be provided:

- Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment.

- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- 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 climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

- Hydraulic calculation of the proposed drainage system;

-Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

7) 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 City Council as Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details 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.

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

8) Notwithstanding details submitted, the development hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside the curtilage of the site other than on the day of collection.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) The car parking area indicated on drawing numbered NO-2697-3-AC-0002 Rev D, received by the City Council as Local Planning Authority on 23 December 2022 shall be surfaced, demarcated and made available for use prior to any of the residential units hereby approved being occupied. The parking areas shall be for the sole use of residential occupants of the development and shall be available for use at all times whilst the apartments are occupied.

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

10) Prior to the first occupation of the development hereby approved, full details of electric car charging points shall be submitted for approval in writing by the City

Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

11) The boundary treatment shall be implemented in accordance with the details shown on drawing referenced NW-2697-03-LA-101 3712 Rev E received by the City Council as Local Planning Authority on 23 December 2022. The boundary treatment shall be completed prior to first occupation of the apartments hereby approved. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

12) The hard and soft landscaping scheme approved by the City Council as Local Planning Authority shown on drawing referenced NW-2697-03-LA-101 3712 Rev E received by the City Council as Local Planning Authority on 23 December 2022 shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

13) The development hereby approved shall be carried out in accordance with details contained within the Energy Statement produced by Focus Consultants and received by the City Council as Local Planning Authority on 14 September 2022. A post construction review certificate/statement shall be submitted for approval prior to first occupation of 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.

14) The development hereby approved shall include a lighting scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority prior to commencement of any lighting works. The approved scheme shall be implemented in full before the development is first occupied 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 pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

15) If any external 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 DM1 and SP1 of the Manchester Core Strategy.

16) Prior to first occupation of the apartments hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

18) The development hereby approved shall be implemented in accordance with the submitted Phase I Desk Top Study Report prepared by Arc Environmental, dated 7 August 2020, received by the City Council as Local Planning Authority on 14 September 2022. 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 Manchester Core 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 Manchester Core Strategy.

19) When the development commences, the development shall be carried out in accordance with a 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. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 SP1 of the Manchester Core Strategy.

20) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

21) Prior to the commencement of above ground works, full details of all necessary off-site highway works, to be implemented via a S.278 agreement, shall be submitted

to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

-Any works to facilitate the widened access onto Spath Road and the making good of any associated footway.

Reason - In the interests of highway safety and amenity, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

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

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

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

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

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

23) 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 Manchester Core Strategy.

24) Before first occupation of the development hereby approved the communal windows to the western elevation facing the rear of properties along Holme Road, shown on drawing referenced NO-2697-3-AC-1000 Rev C, received by the City Council as Local Planning Authority on 23 December 2022, shall be obscure 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 Manchester Core Strategy.

25) Each residential unit within the purpose-built Retirement Living housing development hereby approved shall be occupied only by:

- A single person not less than 60 years of age;
- Joint residents of whom the head of the household is not less than 60 years of age and the spouse, partner or cohabitee not less than 55 years of age;
- Persons living as part of a single household with such a person or persons;
- Persons who were living as part of a single household with such a person or persons who have since died.

Reason - In the interest of amenity and to allow diversification of the housing stock, pursuant to polices DM1, SP1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

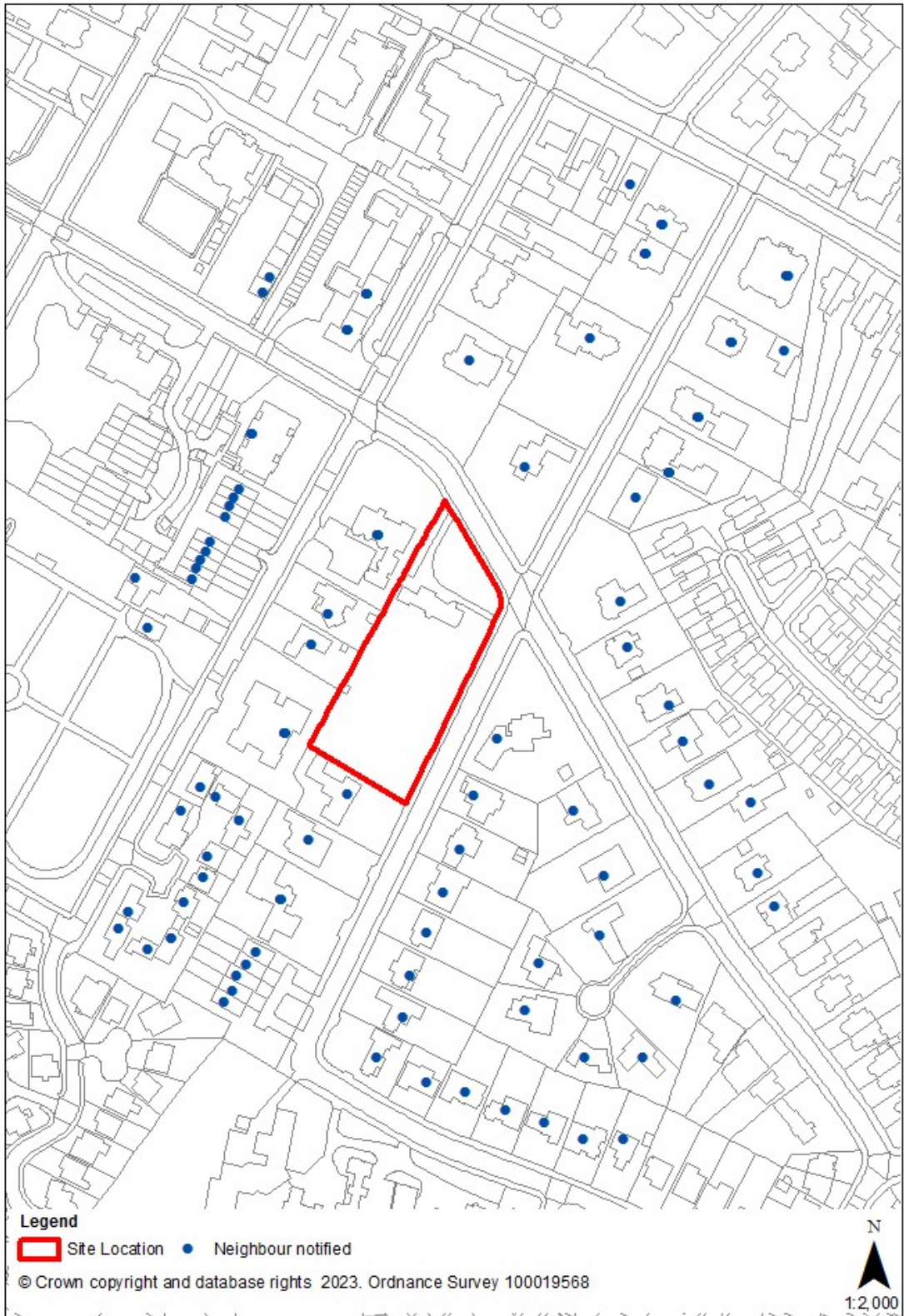
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 134946/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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:

Urban Design & Conservation
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 MCC Flood Risk Management
 Urban Design & Conservation
 Greater Manchester Police
 Greater Manchester Ecology Unit
 West Didsbury Residents Association

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

Relevant Contact Officer : Steven McCoombe
Telephone number : 0161 234 4607
Email : steven.mccoombe@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
135309/FO/2022	28th Oct 2022	16 th Feb 2023	Didsbury West Ward

Proposal Erection of a six storey commercial office building (Use Class E(c)(i,ii,iii), Use Class E (g)(i,ii)), with ancillary cafe on ground floor (Use Class E(b)) and roof mounted Solar PV array ; together with the Erection of three storey decked car park (Sui Generis) together with landscaping, highway works, and other associated works

Location Didsbury Technology Park - Phase 3 , Princess Road, Manchester, M20 2UR

Applicant Bruntwood (Didsbury TP) Ltd

Agent Mr Ed Britton, Deloitte LLP

Background

The application site forms one part of the allocated strategic development site at the Siemens Campus in South Manchester.

Siemens developed their UK regional headquarters on the site in the early 1990s which has been in use since that time with other associated buildings being constructed in the intervening period including the Spire Hospital development to the south of the site, residential development to the east, and an early phase of commercial development centrally located within the site.

These recent developments follow the endorsement by the City Council, of a Strategic Development Framework for the site in November 2014 which set a number of high-level development principles for future proposals on the site including the provision of high quality executive and family homes and the opportunity to secure the delivery of a Sustainable Technology Hub, including office and research accommodation targeted at complimentary occupiers.

An illustrative masterplan was prepared, based upon the development frameworks principles which identified 5 potential standalone phases of development across the site. The delivery of the residential development off Nell Lane and the commercial building to the south of the current application site formed the first two phases of development and are now completed. The later phases 3,4, and 5 were to comprise a multi-storey car park, and two further phases of commercial development. The current application proposals are the combined phases 3 (car park) and 4 (commercial office space) envisaged within the development framework for the site.



Application site is edged red

- 1. Denotes Siemens HQ**
- 2. Residential development (Phase 1)**
- 3. Spire Hospital**
- 4. Commercial development (Phase 2)**

Executive Summary

The application proposals form the next phase of development at the Siemens Campus strategic employment site. Previous phases have now been delivered to provide residential homes and commercial space.

The current application seeks planning permission for the erection of a six storey commercial office building with ancillary cafe on ground floor; together with the erection of a three storey decked car park (Sui Generis) landscaping, highway works, and other associated works. The site comprises grassland and surface car parking associated with the commercial uses on the Campus.

In response to the notification process 4 responses were received from nearby residents raising concerns around: the scale of the proposed development, loss of daylight, noise, the principle of further commercial development, traffic generation, and, the sustainability of the project.

Amongst other matters that are set out within the main body of the report it is considered that the principle of further commercial development and associated car parking facilities in this part of South Manchester does accord with the adopted planning policies and planning policy framework. Other matters raised by objectors are also fully addressed.

Description of area

The wider Masterplan site relates to the Siemens campus site located between Princess Road, Barlow Moor Road, Nell Lane and to the east by the Birches School, West Didsbury Police station and the Lancasterian School which all face onto Elizabeth Slinger Road and extends to approximately nine hectares and is comprised of a mixture of buildings from residential, commercial and healthcare uses.

The site subject of these application proposals is located within the central portion of the wider masterplan site to south of the existing Sir William Siemens House and to the immediate north of the recently completed 1st phase commercial office development and the Spire hospital, the site is allocated by saved policy DB12 of the Manchester City Council Unitary Development Plan for business development. The application site extends to approximately 1.67 hectares and currently comprises a surface level car park for c.189 car parking spaces to the east. A managed lawn area forms part of the northern end of the site. The site can be accessed via Nell Lane on foot to the north, or from the south via the existing vehicular access with Barlow Moor Road.

Albert Park conservation area is located approximately 400 metres to the east of the site and the nearest listed buildings are the Old Withington Hospital site (Grade II) to the north and the Alcock monument (Grade II). The site is located within the Didsbury West ward and also lies adjacent to the Chorlton Park ward to the west. Beyond Princess Road (A5103) to the west lies the Southern Cemetery and the Christie Fields commercial development on the junction of Princess Street and Barlow Moor Road. Beyond Nell Lane, to the north of the site, lies a predominantly residential area comprising new build properties and the redeveloped Withington Hospital (Grade II). To the south and east of the site, across Barlow Moor Road, and across Elizabeth Slinger Road the area is predominantly within residential use.



Illustrative masterplan from 2016

Description of proposals

The application proposals consist of three elements which include: a six storey commercial office building to be located to the north of the completed office building and to the south of Sir William Siemens House; a three storey decked car park would be located to the southern portion of the application site to the east of the existing commercial building and to the north of the Spire Hospital building; the third element of the proposals are the creation of a soft and hard landscaped setting to the proposed and existing buildings.



General layout of the Campus showing existing buildings and those proposed - marked as EvO and Car Park in purple

Office building - The proposed office building is six storeys with an overall height of 26.75 metres. This would be taller than Sir William Siemens House and the recently completed apartment block within the residential phase on the campus located on the Nell Lane frontage which are both at 5 storeys in height. The office building would provide 10,409 sq.m of floor space which would allow for a range of occupiers including financial and professional services and research and development. The building would also contain an ancillary space at ground floor for a café together with associated facilities for occupiers including gym space, and changing facilities.

The applicant has submitted a range of supporting documents to accompany the application which indicate that the proposed building has been designed to be one of the lowest carbon buildings in the UK and would be one of the largest timber framed office buildings, which is identified as an essential component of achieving net zero carbon development. The external cladding of the building has been designed to create a balance between maximising shading whilst also maximising daylighting and views out through the use of deep reveals and angled façades to articulate the elevations whilst also providing solar shading and reduce cooling requirements and energy use.

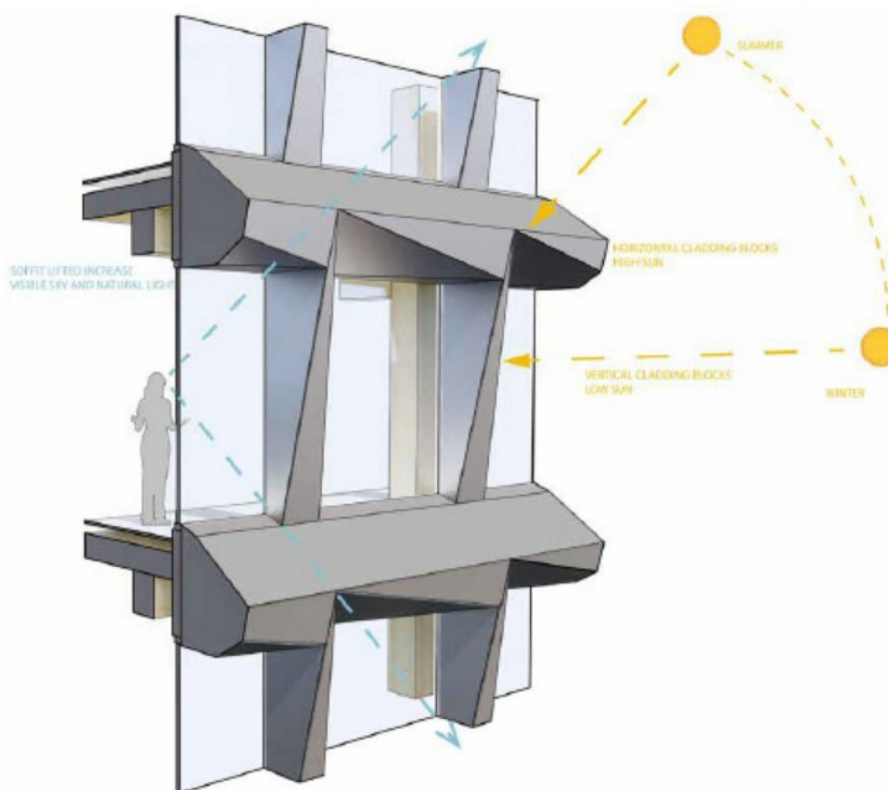


Diagram showing part of the applicant's façade study to demonstrate the design intent of the external treatment of the building

As well as improving the buildings internal performance the applicant has also indicated that the choice of external materials has required to balance the needs of a lightweight material given the timber structure of the building but to also ensure its durability, that it is non-combustible and that it is a low embodied carbon solution. The choice of aluminium as a facade material is indicated as achieving these requirements, it is easily recycled, light weight and low maintenance.

The development would follow the UK Green Building Council's (UKGBC) net zero carbon framework and aims to achieve net zero in construction and operation. The developers are aiming to generate 94% of the building's energy requirements on site once operational, with the remaining energy requirements to be fulfilled by the applicant's owned wind farm.



CGI of the proposed office building

Car park - The proposed car park deck is three storeys with a height of 10.5 metres and has been designed to have an external façade to prevent views and car light spilling out but also allowing the natural ventilation and reduce energy use.

The car park would provide car and cycle parking spaces to serve the existing and future occupiers. Existing surface level car parking spaces would be reconfigured to enable the proposed development with provision of 446 no. standard car spaces, 19 accessible spaces and of these 59 would be EVC enabled spaces (465 in total). Within the car park deck there would be 100 secure cycle parking spaces with an additional 10 visitor cycle parking spaces located within the public realm

Access to the site is via the internal road network off Barlow Moor Road. There is a one-way route within the site with separate entrance and exit points which are barrier controlled. Within the car park there would be ramps positioned adjacent the west elevation that provide access to the upper levels. The car park is exited on the east elevation which would bring vehicles back onto the one-way route to leave the site via the main exit barrier. The main stair core is adjacent the north elevation and provides an entrance/exit from the car park for pedestrians into the landscaped area opposite the proposed office building.

The roof of the car park has been designed to incorporate a photovoltaic array which would be accommodated on a series of dual pitched roofs which face east and west

at an angle which provides maximum PV generation and limits the need for addition framing to support the equipment.



CGIs of the proposed decked car park

Landscaping - Alongside the office building and decked car park the proposals also include for enhancements to the external environment that improve pedestrian and cycle connections, as well as create valuable outdoor space. The soft landscape would be arranged to establish a habitat corridor and create green features to support biodiversity and amenity. Planting will be layered so that low level shrubs and perennials would be complemented by a higher-level tree canopy that would mature over time.

A main principle of the masterplan design is to improve safe permeability through the site for pedestrians and cyclists. A series of clearly defined and accessible areas are therefore proposed to ensure the site promotes active travel and connects to the the surrounding area.

The area to the north west of the site which forms a future plot for the last phase of commercial development would be reserved as temporary surface level car parking until it comes forward in the next phase of development at the site.

Planning History

In February 1989, the Council granted planning permission for a development totalling 58,140 sq m, including 36,450 sq m of offices and 952 car parking spaces. The permission assumed a phased development resulting in a single-linked building of 5 storeys parallel to Princes Road. This permission was partially implemented and further permission would not be required for the further phases of development provided that it is constructed in accordance with the approved plans. The Site has been in use as Siemens' UK regional headquarters since this time, with the recent addition of the Spire Hospital in the south west corner of the wider site.

107473/FO/2014/S1 - Erection of a four storey building to form a new private hospital with associated car parking and landscaping. Approved February 2015

117303/FO/2017 - Erection of a 5 storey building to form 50 no. residential apartments (Use Class C3) and 45 residential dwellinghouses (Use Class C3) together with associated access, parking, landscaping and other associated works. Approved 1st February 2018

114283/FO/2016 - Erection of three storey commercial building (for a flexible B1 office or D1 non-residential healthcare use) together with associated car parking, landscaping, highway works, associated works and the reconfiguration of existing car parking. Approved 31st March 2017

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 require that any Proposed Development falling within the description of a 'Schedule 2 development', will be subject to an EIA where such development is likely to have 'significant' effects on the environment by virtue of such factors as its nature, size or location (EIA Regulation Schedule 3).

The Proposed Development is considered to fall under the category of 'urban development projects' (EIA Regulations Schedule 2, 10, (b)).

The submitted ES confirms that overall, the development is not anticipated to give rise to significant impacts.

Consultations

The applicant has undertaken a series of pre-application consultation exercises with local ward members, residents and stakeholders a report has been submitted alongside the application that outlines the consultation undertaken and the responses received to those exercises.

The occupiers of adjacent premises and homes have been notified and the application has been advertised in the local press and by way of site notice as an application accompanied by an Environmental Statement and also as a major development. Notification letters were sent to 270 nearby properties, 4 responses objecting to the proposals have been received in response and a summary of these is provided below.

Ward Members – Cllr John Leech has submitted comments to the application proposals.

I have been told by the developer that there is a need for an additional pedestrian crossing on Barlow Moor Rd, near to the entrance. This will require a TRO. Several of the nearby roads have no junction protection. This development will increase on street parking, and these junctions ought to be protected. (In my opinion this should be paid for by the developer.) They have already said that they will do whatever is required of them by the Council.

Even if planning and highways do not accept that the developer should pay for this work, this junction protection could be included in the same TRO, and then the only cost to the Council would be painting the yellow lines. Given that I had already been told by Highways that it would be included as part of the TRO, I do not understand why this is now not already agreed.

Currently there is an alternative proposal to waste £6k of Council money to install bollards at these junctions. This is a really stupid waste of money, because

1. Bollards do not stop motorists parking near to corners
2. the cost of yellow lines would be much cheaper.

Residents -

- Modern working practice clearly means less space is needed so the thought of a multi-story new office block seems to be ill conceived
- The development will mean a loss of sunlight to a neighbouring house in the summer evenings.
- 2 years of building work will mean noise and air pollution in the waking hours
- Have had no reassurances about noise from fans or air conditioning in the new building which can be intrusive and distressing to some
- The building seems to be a green washing statement building a new build when there are empty office spaces available is environmentally destructive. I believe Siemens are vacating their own building anyway so why not use that iconic building instead.
- The development will increase car traffic locally of course and the roads are already over congested and will cause long term air pollution which is damaging to health.
- The Erection of Six storey Commercial Office Building is not in keeping with the Didsbury campus with the already imposing Siemens building being only 5 stories, the recently erected Ohm building 3 stories and the Spire hospital 4 stories. A six-story building is not only unnecessary for the area but not in keeping with the existing residential and commercial properties
- The traffic situation on Princess Road/Barlow Moor Road and Nell Lane is already at capacity if not breaking point during the traditional commuting hours through a prolonged lack of investment and planning from Manchester City Council. To add additional traffic and vehicles through the Barlow Moor and Princess Road junction will make the situation impossible. Barlow Moor Road is gridlock heading towards Didsbury Village and the situation on Princess Road is consistently queuing.
- To actively encourage more cars into the campus daily is a health and environmental concern. The demographic of the Green Walk development on Kensal Drive and Broxbourne Close is predominantly young families with pre and school age children who will also be impacted by this.
- The proposed erection of the three decked parking deck is not only completely out of character and not appropriate for the area, but also is a cause for concern with anti-social behaviour and crime. Having previously owned a property close to a parking deck the up and down ramps were used by skateboarders out of hours which caused noise pollution and led to anti-social behaviour.

- It would be more appropriate if the outside of the carpark deck was a living structure filled with plant and greenery for bees and other wildlife to enjoy, rather than the unpleasant cladding design in the proposal.
- The residents of Kensal Drive and Broxbourne Close were sold very expensive properties by PJ Livesey (a partner in the Didsbury Campus development) who at no point explained that a multi-story carpark would be built directly behind million-pound properties.
- To have a 6 storey office block will completely overlook ours and our neighbours properties and mean that we have absolutely no privacy.

Statutory and non-statutory consultees

Manchester City Council Highway Services - The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and tram.

On-site campus car parking comprises of the following:

- 445 retained spaces for Siemens House
- 68 retained spaces for the OHM building
- 232 new spaces for the proposed Ev0 building (168 in the decked car park and 64 on the surface car park)
- 65 remaining spaces in the decked car park set aside for use of future building within phase 4. In total this equates to 810 spaces across the campus.

20% of the new bays are provisioned with electric vehicle (EV) charging which equates to 59 spaces and which is acceptable. Any new (non-EV bays) should be provided with the necessary infrastructure (ducting) to allow for further future conversion to EV.

As part of a campus-wide strategy and in conjunction with a robust travel plan, it is intended to reduce reliance on private car use at the site. Therefore, the new on-site parking provision is based on 80% of the maximum required in the core strategy, with further targets set within the travel plan to reduce car parking demand to 70% of this maximum. In terms of the overall quantum of on-site parking provided now and for future use, consider this to be acceptable.

100 on-site secure and sheltered cycle parking spaces are to be provided for staff use. There are 80 standard spaces on the ground floor of the multi-level car park together with 10 electric charging bike spaces and 10 Brompton-style lockers. Additional cycle parking is provided within the public realm areas for visitor use. Changing, showering, storage and drying facilities are to be provided within the new building. These arrangements are acceptable to Highways.

Vehicle access to/from the building and proposed car parks will be from Barlow Moor Road where a traffic signal junction is being provided which will also be used for access to the Spire Hospital. The Nell Lane access is being retained for Siemens House use only.

The new signalised access from Barlow Moor Road in addition to providing vehicle access also provides pedestrian crossing and cycle facilities and is acceptable in

principle subject to the detailed design conforming with TfGM adopted design standards. The results for the junction of Princess Road / Barlow Moor Road and Princess Road / Nell Lane show that additional traffic does increase levels of congestion and appropriate mitigation would be required to minimise the impact of this additional traffic. Such mitigation could be to review the operation of SCOOT at the junctions and the provision of an additional CCTV camera to better manage the traffic flows.

It is also required that parking controls (in the form of traffic regulation orders) are provided at the primary vehicle access which can be progressed as part of the S278 agreement for alterations to the highway. Parking controls (TRO's) will also be required at those junctions on Barlow Moor Road (between Princess Road and Burton Road) that do not currently have such measures and are part of the public highway. This should include Rowsley Avenue, Moorfield Road and Barlow Moor Court.

Therefore, should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC (and a separate S278 agreement with TfGM for the signal element) which would include any required technical approval.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged.

The internal road network is being reconfigured to provide separate traffic streams for the Siemens car parks and for the OHM and Ev0 buildings as well as improving pedestrian and cycle connectivity to the campus from both Nell Lane and Barlow Moor Road. This provision is acceptable to Highways as are the pedestrian access arrangements.

An acceptable Framework Travel Plan has been submitted, and as part of any planning approval we require that the provision of a Full Travel Plan is conditioned.

With regard to waste management a new store is now proposed to the south of OHM and which is accessible to collection vehicles. This arrangement is acceptable from a highway perspective.

It has been confirmed that passive EV provision is proposed to all remaining non-EV spaces which is acceptable to us. The applicant will accept a condition providing mitigation in relation to the signalised junctions at Princess Road/Nell Lane and Princess Road/Barlow Moor Road to be fairly and reasonably related in scale and kind to the development and which could take the form of SCOOT review/provision of CCTV.

The requirement for parking controls at the site access and at junctions along Barlow Moor Road (for junction protection) will be reviewed as part of the S278 process,

with any requirements to be agreed between the applicant and the local highway authority.

It has been confirmed that 5% accessible bay provision is made for the office buildings which is acceptable to Highways. The 19m long loading bay is considered acceptable for servicing purposes.

It is recommended that planning conditions covering the following matters be attached to any approval: Off-Site Highway works; Full Travel Plan; Servicing Strategy; and, Construction Management Plan.

MCC Environmental Health – Raise no objections to the application proposals but recommend conditions are attached to any approval relating to: fumes and odours; construction management plan; operating hours of the office; delivery and servicing hours; external lighting scheme; acoustic insulation scheme for the gym; external plant and equipment acoustic treatment; waste management strategy; and contaminated land.

MCC Flood Risk Management Team – Note that the applicant has used dated climate change allowances within their submitted flood risk assessment. It is recommended that a condition be attached to any approval for the submission and agreement of the final surface water drainage scheme including corrected climate change allowances together with a condition relating to the maintenance and management of the sustainable drainage scheme.

United Utilities – Have raised some concerns regarding the location of the proposed development in respect of their water assets. They strongly recommend this matter is resolved prior to the scheme being determined and if it is not resolved then they must object. However, if the Council deem the application to be suitable UU request that a condition be attached to any approval in order to afford appropriate protective measures for this asset.

In addition to this matter UU also recommend conditions be attached to any approval relating to: details of a sustainable surface water drainage scheme and a foul water drainage scheme; maintenance and management of any approved sustainable surface water drainage scheme approved.

The applicant has provided a response to the concerns raised by UU including a plan indicating the position of the building and water assets. They have also confirmed acceptance of the proposed conditions as recommended by UU.

Greater Manchester Ecology Unit - No comments to make on the application with regards to ecology.

Greater Manchester Archaeological Advisory Service - Having reviewed our records, including the Greater Manchester Historic Environment Record, GMAAS are satisfied that delivery of the development proposals would not have any archaeological implications.

Greater Manchester Police - Recommend that if the Council is minded to approve the application, then a condition for the development to incorporate the physical security recommendations in the submitted Crime Impact Statement and Secured by Design accreditation of the development.

Manchester Airport Aerodrome Safeguarding Officer – There are no objections to the proposals, conditions are recommended regarding the preparation of a bird hazard management plan and that lighting at the site is capped at the horizontal.

Policy

Manchester Core Strategy - The Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF).

The Core Strategy is to be used as the framework that planning applications will be assessed against. There are a number of policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy SP1 - sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- creating well designed places,
- making a positive contribution to health, safety and well-being,
- considering the needs of all members of the community, and
- protecting and enhancing the built and natural environment.

It is considered that the application proposals meet the key spatial principles of the Core Strategy by creating a well-designed development which will provide modern safe and secure commercial floorspace on an existing employment site.

Policy EC1 Employment and Economic Growth - identifies that 200 hectares employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).

The application proposals are considered to enhance employment generating uses on a site already within employment use. The increased amount of flexible commercial floorspace would meet an identified need for new employment floorspace and would contribute to Manchester's economic growth.

Policy EC2 'Existing Employment Space' indicates that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly.

Policy EC 9 relates to economic development within South Manchester, although the area is not expected to make a significant contribution to employment provision within the City. Areas and sites along Princess Parkway are identified as potential

locations for office development, and proposals for high technology industry and research.

The proposals would complement and assist in the development of the site and help to create high value employment in the area. The principle for office development on the site has been established by the extant planning consent for the site for office development (Ref: 32801), UDP Policy DB12 and the Siemens Campus Development Framework (2014) and are considered to accord with policies EC1, EC2 and EC9 of the Core Strategy.

Policy EN1 Design Principles and Strategic Character Areas – The southern character area in which the site is located is indicated as appropriate for development along the radial routes that are commensurate in scale with the prominence of its location.

EN2 Tall Buildings – Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. The proposed building at 6 storeys in height is taller than other commercial and residential properties to its north and north east which are 5 storeys in height. Matters around the scale, design and visual amenity are considered in more detail in the issues section of this report.

Policy EN3 Heritage – This policy states that new development must be designed to preserve, or where possible, enhance the historic environment, 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 EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies.

Policy EN 8 Adaptation to Climate Change

The proposed development takes an enhanced building fabric led approach to minimising energy demand by minimising heat loss from the building envelope and building systems. The proposals incorporate on-site renewable energy production in the form of a photovoltaic array and would incorporate a sustainable drainage system. Matters relating to sustainability of the development are discussed in more detail within the issues section of this report.

Policy EN9 relates to Green Infrastructure and requires new development to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management. This is discussed in more detail within the issues section of this report.

Policy EN14 relates to Flood Risk and states all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. This scheme has been developed in order to comply with these requirements and is supported by a draft drainage strategy and Flood Risk Assessment.

Policy EN 15 relates to Biodiversity and Geological Conservation. The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. The applicant has undertaken Ecological Appraisal of the site which is set out within the documents accompanying the application. The site is not considered to have significant ecological value but measures to enhance biodiversity through landscaping and best practice construction methods are considered to enhance opportunities for biodiversity on site and the wider Campus.

Policy EN16 relates to Air Quality and confirms that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. The applicant has provided an Air Quality assessment of the air quality impact of the proposed development within the submitted Environmental Statement. The assessment considers the effects of construction and traffic generation and concludes that the construction and operational phase of the proposed development are expected to have an overall non significant impact on the surrounding area.

Policy EN17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

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 and preliminary risk assessment 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 proposals incorporate waste storage facilities and details have been provided to confirm access to the site by refuse vehicles.

Policy T1 Sustainable Transport – The development incorporates cycle parking and car parking and is located in close proximity to a range of public transport modes.

Policy T2 relates to Accessible areas of opportunity and need and that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers. The development would be situated within an area that has been identified as being suitable for commercial development and is well located to public transport to enhance access to the site by sustainable transport modes.

Policy DM1 of the Core Strategy states: 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 for new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards.

As set out within the issues section of this report below, the application proposals are considered to accord with policy DM1 of the Core Strategy.

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

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines. The site layout is considered to have been designed to reflect the sites context and relationships with the surrounding area provide strong built form and therefore accords with the general principles of the Guide to Development SPD.

Saved Policies of the Unitary Development Plan for the City of Manchester (1995)

Policy DB12 identifies the Siemens site on Princess Road for further business development. In considering proposals for the expansion and/or redevelopment of existing major employment sites in the area, the Council will have regard to the need to minimise detrimental impact upon environmental quality, the character of the area, residential amenity and traffic movements.

The proposals would increase commercial activity on the Siemens site, the proposals provide opportunities to enhance the environmental quality and character of the area through appropriate design of buildings and provision of high quality landscaping. The increase in vehicular traffic is not considered to be so significant as to give rise to unacceptable impacts on highway and pedestrian safety and since the allocation of the site in the UDP it has become more accessible by public transport modes (Metrolink). The proposals are not considered to give rise to unacceptable impacts on residential amenity.

Saved policy DC26, Development and Noise, - states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources. For the reasons given within the issues section of this report it is considered that the proposal is consistent with the policies contained within the UDP.

The National Planning Policy Framework- The NPPF (revised version published July 2021), articulates the Government's drive to ensure new developments are 'beautiful' through the use of Design Codes and the provision of street trees.

At the heart of the 2021 revised NPPF lies the 'presumption' in favour of sustainable development (paragraph 11). The NPPF notes there are three dimensions to sustainable development; economic, social and environmental. These dimensions are considered to be mutually dependent with the NPPF, in its entirety, defining sustainable development.

Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.

Secondly, the social role is required to support communities by creating well-designed, beautiful and safe places, with accessible local services to reflect the needs of the community.

Lastly, the environmental role should protect and enhance the natural, built and historic environment.

The NPPF states that *'the purpose of the planning system is to contribute to the achievement of sustainable development'* (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their needs.

Section 6 (paragraphs 81 to 85) is titled 'Building a strong, competitive economy'. It emphasises the Government's commitment to support economic growth, including that the planning system should help create conditions in which businesses can thrive. Local planning authorities should support existing business sectors, and foster innovation in these sectors to address the challenges of the future including being flexible enough to accommodate new and flexible working practices.

Section 11 (paragraphs 119 to 125) is titled 'Making effective use of land'. It sets out that planning policies and decisions should promote the effective use of land to meet the need for homes and other uses. In particular it states that substantial weight to the use of brownfield land, as well as ensuring developments make efficient use of the land. As part of this it notes that a flexible approach to daylight and sunlight in high density areas, so long as acceptable living standards are maintained.

Section 12 (paragraphs 126 to 136) is titled 'Achieving well-designed places'. It states that the planning process is fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:

- Add to the overall quality of the area and function well over the lifetime of the development.
- Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- Be 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 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, create and sustain an appropriate mix of uses.
- Create safe, inclusive and accessible environments which promote health and well-being.

Section 14 (paragraphs 152 to 173) is titled 'Meeting the challenge of climate change, flooding and coastal change'. It sets out 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 and should help to shape places in ways that contribute to radical solutions in greenhouse emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources.

Other Material Considerations

The Siemens - Princess Road Campus Development Framework 2014 - The provision of additional commercial floorspace to the Princess Road Campus is identified within the Siemens 'Development Framework' as approved by the Executive Committee at its meeting held on the 26th November 2014 following public consultation. The Executive Committee resolved that this document be taken into account as a material consideration when determining future planning applications relating to this site. The Development Framework outlines the successful and long association that Siemens has with Manchester including a number of operations

located here. This includes their UK industry headquarters on Princess Road which is identified as a strategically important site that marks a gateway to the City from the airport and the south.

The Framework acknowledges that Siemens business on Princess Road employs 930 people and is a major engineering and technology centre.

The Framework sets out a number of key overarching principles for development at the Campus and includes:

- Facilitate the refurbishment of Sir William Siemens House;
- Provide flexibility to allow for the future expansion of Siemens;
- Facilitate the delivery of a Sustainable Technology Hub, including office and research accommodation targeted at complimentary and synergistic occupiers.
- Deliver a market leading private hospital which will drive forward a strategic health partnership between Siemens and Spire Healthcare.

The Framework also indicates a phased delivery approach so as to ensure the Campus' full potential is delivered expediently and efficiently having regard to commercial and market requirements.

The Framework acknowledges the need to balance the amount of car parking with sustainable travel means whilst ensuring that Campus parking does not spill over into adjacent residential streets.

The Framework also acknowledges that in February 1989, the Council granted planning permission for a development totalling 58,140 sq m, including 36,450 sq m of offices and 952 car parking spaces. The permission assumed a phased development resulting in a single-linked building of 5 storeys parallel to Princes Road. This permission was partially implemented and further permission would not be required for the further phases of development provided that it is constructed in accordance with the approved plans.

Manchester Green and Blue Infrastructure Strategy 2015 - The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

Climate Change Our Manchester Strategy 2016-25 sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) — This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council has committed to contribute to the delivery of the city’s plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20. Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city’s carbon reduction commitment in line with the Paris Agreement, in the context of achieving the “Our Manchester” objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester’s science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester’s ‘carbon budget’ will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a ‘circular economy’, in which sustainable and renewable materials are re-used and recycled as much as possible.

Issues

Principle - The proposed development site is located on an allocated employment site within South Manchester, adjacent to a number of key transport routes and nodes. The site for the proposed office building provides an opportunity to provide high quality development to support the existing employment uses on the wider site.

The principle of commercial development and associated car parking provision at the site has been established by the local policy allocation for employment use and the Development Framework, which proposes new commercial buildings on the site served by an appropriate level of cycle and car parking. The development would also assist Manchester’s requirement for office accommodation in an appropriate location to allow for the continued growth of the City’s economy.

The application proposals are to capture a range of potential occupiers within the unit, these uses are considered appropriate within the context of the existing commercial location of the site and nearby residential properties. It is therefore considered that the principle of development is appropriate for this location and accords with the Core Strategy, saved UDP policies, NPPF and the Development Framework principles established for the site.

Economic benefit - The principle of commercial development at the site has been established by the local policy allocation for employment use and the Development Framework, which proposes three new commercial buildings on the site. This framework was previously endorsed by Manchester City Council.

The applicant has provided supporting information relating to the anticipated economic benefit that would arise from the proposed development both through its construction and operational phases. The applicant has also indicated their support for a local labour agreement to be in place to support these two phases which would be subject to appropriately worded conditions.

The proposed development would support Manchester's requirement for office accommodation, it is understood that this is against a backdrop of rapidly decreasing availability and limited development under construction. The proposed office building is identified as being expected to accommodate high productivity businesses across a range of sectors including research and development, technology and life sciences which are all key growth sectors for Manchester.

The supporting economic statement estimated that the proposed development would deliver the following benefits.

- 620 Full time equivalent jobs accommodated in the building, once fully occupied.
- The jobs accommodated would generate GVA worth over £41.3m per year.
- 250 full time equivalent job years would be supported over the construction period.

Scale - The development framework sets out that the scale and massing of the new buildings at the site should reflect the sites strategic location and its role as an employment-led mixed use development. It identifies that the development framework is not prescriptive about precise scale and massing of future development on the site, but rather to indicate an appropriate building envelope within which future development proposals will come forward. The development framework sets out that the office / research buildings would be an indicative height of between 2 to 5 storeys in height. The proposed office building would be six stories in height, this is one storey taller than the existing Sir William Siemens House building which is a total of five stories and acts as a landmark building.

The applicant has indicated that the scale and massing of the proposed building is necessary to support the additional viability challenges presented by delivering the target of one of the most highly sustainable buildings in the UK. To support this increase in scale than was envisaged within the 2014 development framework the applicant has undertaken a Townscape and Visual Impact Assessment together with a Heritage assessment, together with the design rationale set out within the accompanying design and access statement.

It is acknowledged that given the sites location alongside Princess Road and with recently developed residential properties to the north and east the proposed development would result in a change of view from these areas. However, the site masterplan always envisaged a form of development within this part of the site of the type and uses proposed. The distances from these properties and intervening

landscaping together with the high quality of design would assist in ensuring the development successfully assimilated into the area.



View across existing surface car parking towards application site centre, Phase 2 Office building to the left and Sir William Siemens House to the right

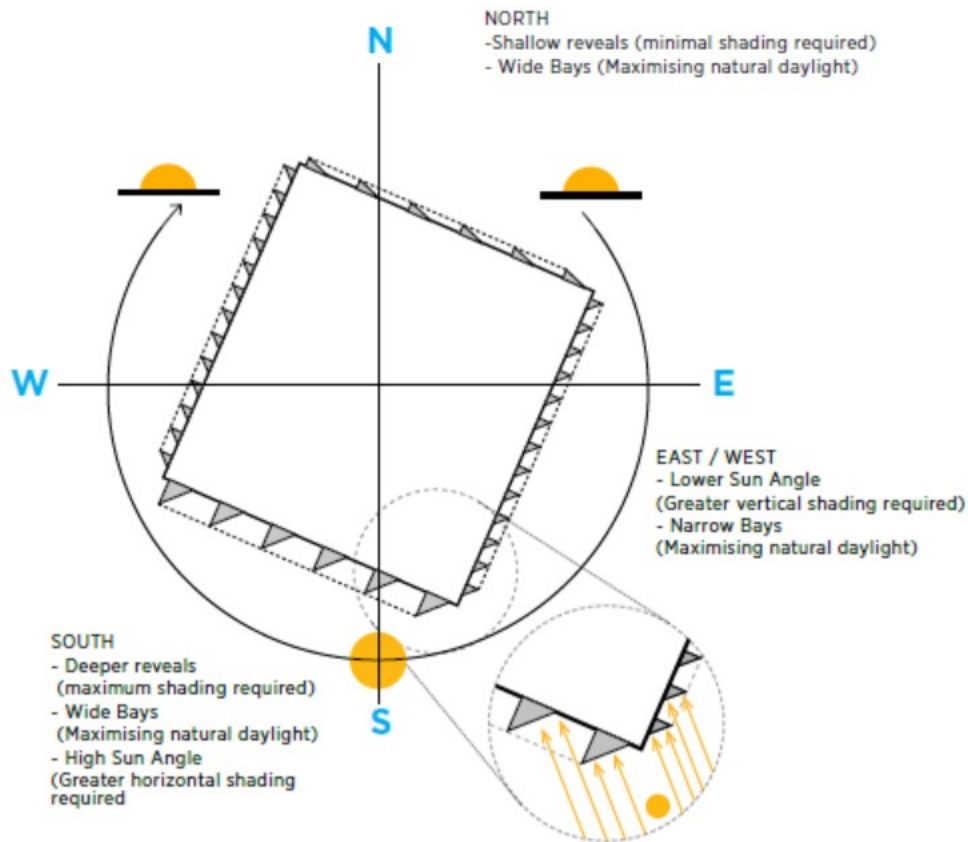
Whilst the scale is one storey taller than that set out in the development framework it is considered that, given the prominent location of the site alongside Princess Road, the high quality of design and sustainability that is being aimed for, the proposed office building is of an acceptable scale and height for the site and its context. The building would be one storey higher than two other buildings on the wider site and as such the proposals are considered to be reflective of the character and general scale of development in the area.

Design - The architectural design of the building has been influenced by the applicant's intention to deliver a highly sustainable and high-quality building that respects the character of the area and important prominent buildings such as Sir William Siemens House.

The proposals would incorporate a high-quality facade treatment where deep reveals and angled façades have been utilised to articulate the elevations whilst also providing solar shading and ultimately reduced cooling requirements and energy use.

As all four elevations of the buildings would be visible, with no 'front and back', the design of the external façade has taken into account the differing solar requirements but retaining the appearance of the building. The applicant's architect has set out within the supporting documents the analysis undertaken of the solar path and the resultant implications for the different façades and have proposed a design in response to these results. The result is that each elevation has a slightly

differing façade treatment in terms of the window reveals and widths of the window bays.



Applicants diagram setting out the variations of the external façade in response to the solar path

The use of a different colour for the facade at ground floor assists in creating a podium for the building that separates the upper office floors into a distinct element whilst the roof top mechanical plant area on the north side would be screened by a continuation of the facade approach with horizontal louvres replacing the glazing around the plant area and providing the necessary visual and acoustic screening for the equipment.



CGI looking west towards the decked car park to the left and office block to the right

The car park deck has been designed to ensure natural ventilation throughout, helping to reduce energy usage. The ground floor is left open for ventilation and visibility through the parking structure whilst the raised roof provides ventilation to the 2nd floor parking.

A facade of flat solid panels provides a visual barrier into the car park and prevents light from car headlights shining out towards the residential properties. However, this approach would prevent ventilation to the first floor, therefore the design uses a similar faceted profile to the cladding on the office building ventilation is provided through the top of the cladding panel and also through the perforated side panel.

The approach to design of the two built elements of the proposals is one that is well considered to the site and its context including the earlier developments that have taken place in the vicinity whilst also targeting a highly sustainable office building.

Landscaping - The provision of open space within the Illustrative Masterplan has been part of an overall site-wide landscape strategy. The application proposals seek to introduce a range of biodiversity enhancements through the proposed landscaping scheme by delivering a larger range of plant species and wildlife habitats than that currently seen on site. The proposals include the planting of a variety of trees, shrubs and perennial species, much of which will be located within shallow rain gardens. An east/west corridor of soft landscaping is proposed to connect with the established vegetation on the boundary with residential properties on Kensal Drive developed as part of the 1st phase of development and the mature belt of trees located alongside Princess Road.

As a result of some re-alignments and re-configuration of the internal road network and existing surface car parking 7 small trees would be required to be removed or

relocated within the site. In mitigation the landscaping scheme includes for a total of 49no. new trees which are to be planted, comprising a range of species that reflect those that are already present on site and the growing conditions presented by the new external works.

Residential Amenity – Concerns have been raised with regards to impacts on privacy, overlooking and residential amenity arising from the proposals.

The proposed office building would be located approximately 105 metres to the south west of the 5 storey apartment building located on the first phase of development of the wider campus site. Views would be at acute angles with the closest corner of the proposed office building not having direct views due to the intervening Sir Williams Siemens House which is located closer to the apartment building. The two and three storey residential dwellings on the adjacent phase of development are located approximately 100m to the east of the proposed office building separated by intervening surface car parking and landscaping. Whilst there would be views between the office and residential properties, the siting of the building and distances from these residential properties is not considered to give rise to impacts in terms of loss of privacy and overlooking that would be unacceptable.



View North across existing surface car parking towards the recently developed apartment block to the right and Sir William Siemens House to the left

The proposed decked car park incorporates a screening design to provide natural ventilation but to also shield car lights, noise and views across surface car parking towards residential properties to the east. It is acknowledged that there would be additional vehicle movements and associated activity related to the proposed development, no objections have been received from the Council's Environmental Health team in respect of this element of the proposed development. The decked car park is approximately 65m from the nearest residential properties to the east and is separated from those residential properties by proposed and existing surface car

parking and boundary landscaping. It is considered that given existing surface car parking, the distance from residential properties and the screen design to the car park that this element would not give rise to unacceptable impacts from either overlooking, loss of privacy or noise associated with the proposed use and layout of the car parking. It is considered necessary that a condition for the management of the car park be attached to any approval to manage this facility in line with the hours of use to be agreed and as discussed below for the office building.



View eastwards across existing surface car parking and the rear of dwellings constructed as part of Phase 1

The proposals would include external plant and equipment that has the potential to generate noise and disturbance to nearby residential properties. The accompanying noise assessment has reviewed these elements of the proposal and during the course of the development of the project and choice of equipment it is considered that the development would give rise to unacceptable impacts to residential properties. In order to ensure the final schemes and equipment are in line with those reported in the submitted information it is considered necessary to attach a series of conditions for the submission, agreement and verification of these details.

The use of the building as offices is considered to be one that is generally compatible within residential areas. Whilst no opening hours have been suggested at the current time due to potential occupiers being unknown it is considered that such a use would not generally give rise to unacceptable impacts through longer opening times and associated comings and goings. To ensure compatibility with the hours agreed with the earlier phase of commercial development it is proposed (as recommended by MCC Environmental Health) to attach a condition to any approval for the agreement of hours of opening to be submitted and agreed.

The proposals also include for junction improvements to the Barlow Moor Road highway serving the site, these include for pedestrian crossing facilities. The improvements would be located to the side of existing residential properties on Rowsley and Oaker Avenue. There would be a public benefit from the provision of enhanced pedestrian crossing facilities and whilst these junction improvements would alter the highway arrangement adjacent these residential properties, given the urban context and existing nature of the highway in this location it is not considered that these improvements would give rise to unacceptable impacts that would warrant refusal of the application.

The development would incorporate lighting both internally within the office building and decked car park and within the external areas around these buildings. The submitted indicative details indicate lighting columns and bollards to be installed within external landscaped and car parking areas which would be similar in nature to the existing external lighting at the site. It is considered necessary, as recommended by MCC Environmental Health that a condition be attached to any approval for the submission and agreement of an external lighting scheme to control glare and light overspill.

The proposals have been fully assessed, the layout is of a similar nature to those envisaged within the wider masterplan for the site identified in the 2014 Development Framework, albeit that the proposed decked car park is of a smaller scale than the then anticipated multi-storey car park. The relationships between commercial and residential components now presented is similar to those from 2014 and following full consideration of the current application proposals it is not considered that they would give rise to unacceptable impacts on the residential amenity of nearby properties.

Access - The proposals have been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The following facilities and criteria are included in the proposals:

- All main entrances will have a clear opening width of no less than 1000mm
- All internal doorways / openings will have a clear opening of no less than 800mm.
- Wheelchair refuge points are provided in each escape stair on the upper levels.
- Lifts are provided to each level of the development.
- An accessible WC is provided within 45m of every part of the development.
- Showers are provided at ground level with an accessible shower included in the facilities.
- The interior fit-out and finishes will be designed to comply with Building Regulations, providing visual contrast between components where required to aid the visually impaired.
- Induction loops will be provided in the reception, flexible working and meeting spaces to aid the hard of hearing.
- Drop off point at main entrance
- Level access to all ground floor external access and escape doors
- Dropped kerbs and tactile paving to all new external crossings
- Accessible access control to main entrance pass door
- Accessible refreshment area in the main reception
- Passenger lifts to all levels
- Slip resistant flooring to cores and WC's

- 10 accessible parking spaces proposed at the entrance of the building with barrier free access to the building.
- Larger WC with grab rails on upper floors

Sustainability – The applicant has submitted an Environmental Standards Statement and Energy Statement in support of the application proposals. These detail how the proposals would incorporate sustainability measures, including energy efficiency and environmental design. In addition to these documents the submitted Environmental Statement includes a chapter relating to the impact of the proposals on climate change.

The development has been designed to follow a three-stage energy reduction strategy which looks to reduce the energy demand in the building by passive means in the first instance, then to use high efficiency / low energy building services systems and finally the consideration of renewable or Low or Zero Carbon Technologies.

The office building would incorporate an enhanced 'fabric led' material specification along with high quality design and exemplary construction standards. A high level of air tightness is specified in order to control infiltration of external air and exfiltration of conditioned internal air. The building envelope is to be designed to exceed building regulations to reduce heat loss and improve the energy efficiency of the building.

In this instance the application details set out that the proposed office building would include both Air Source Heat Pumps (ASHPs) to provide low temperature hot water and chilled water and roof top photovoltaic arrays both on the roof of the office building and the decked car park

The current results show a significant improvement over Part L 2013 (with 2016 amendments), of 62.6%, whilst the building is also to be assessed under the BREEAM 2018 Scheme with the project targeting an 'Excellent' BREEAM rating.

The development has been designed and specified in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN4. The application proposals are considered to provide a scheme that would be energy efficient and are considered to accord with the adopted Core Strategy policies EN 4, EN6, and EN8 whilst seeking to make a positive contribution towards Manchester strategic target of achieving Net Zero Carbon by 2038.

Ecology - A Preliminary Ecological Appraisal Report and Extended Phase 1 Habitat Survey have been submitted alongside the application proposals. The site has been identified as comprising a limited number of common and widespread habitats. The proposals would result in the net loss of habitat and as a result mitigation is proposed in the form of a landscaping strategy for the site including the provision of 49no. new trees to be planted. The applicant has also indicated that they would agree to a condition of any planning approval which requires the submission of details of how the proposals have maximised the feasible amount of on-site Biodiversity (up to 10% net gain) and how any residual habitat units would be secured via off-site provision. In this instance this approach proposed by the applicant is considered acceptable.

Trees - The proposals would require the removal of one small and six individual trees to facilitate the development. To mitigate the loss of the trees a replacement strategy is proposed as part of the landscaping proposals to include a scheme of well-structured new trees that will add to the quality of the area and help integrate the proposed development into the surrounding landscape. In this instance, it is understood that a total of 49no. trees would be planted comprising a range of species that reflect those that are already present on site and the growing conditions presented by the new external works.

Ground conditions – The applicant has provided a Preliminary Investigation Report and Ground Investigation Report (dated January 2017) to accompany the planning application. The results of soil analysis indicate that there is only a very low risk to end users of the site from soil contamination and the ground conditions encountered at the site indicate that the risks to ground water would be very low and it is considered unlikely that further assessment of the risks to controlled waters would be required. Not all of the site has been remediated from previous development phases and gas protection measures are needed. A remediation strategy in accordance with the recommendations of the submitted reports is required and this is to be secured via an appropriately worded condition attached to any approval of the proposals.

Air Quality – The applicant has undertaken and submitted an Air Quality Assessment to accompany the application. This includes a baseline assessment describing the current air quality conditions in the vicinity of the proposed development, and an assessment of the potential air quality impacts associated with the construction and operation of the scheme.

The construction works have the potential to generate dust and suitable mitigation measures would be required to minimise dust generation and construction vehicle emissions. Whilst significant dust effects are not anticipated, it would be necessary for the implementation of mitigation measures to be set out within a Construction Environmental Management Plan to be secured via an appropriately worded condition.

Concentrations of NO₂, PM₁₀ and PM_{2.5} have been predicted for a number of worst-case locations representing existing properties adjacent to the road network. Predicted concentrations are below the relevant objectives at all of the modelled receptor locations, and no significant effects on air quality are predicted as a result of development traffic.

Flood Risk - The Site lies within Flood Zone 1 and as such is at low risk of flooding from rivers or sea.

A Flood Risk Assessment has been prepared and submitted alongside the application to assess the risk to the proposed development from different sources of flooding as well as the risk of flooding elsewhere due to the proposed development. This concludes that with the implementation of an affective Drainage Strategy in accordance with the NPPF, surface water flood risk to the proposed development is expected to be very low. As recommended by the Council's Flood Risk Management Team an appropriately worded condition for the submission and approval of a surface water drainage scheme is proposed to be attached to any approval.

A concern has been raised by United Utilities regarding the location of water main assets on the site and the potential impacts on these by the proposed office development. The applicant has responded to these concerns through providing a plan of the water assets and distance from these to the proposed office building these details have been provided to United Utilities. The applicant has also confirmed their agreement to the proposed condition by United Utilities that the water main assets be protected during construction works.

Transport – The application is supported by a Transport Assessment chapter within the Environmental Statement that assess the impacts of the proposed development on highway capacity and safety together with the strategy for encouraging active travel and car parking provision. This information has been fully assessed and it is considered that the proposals would not give rise to unacceptable impacts on highway or pedestrian safety, in this instance suitably worded conditions are proposed to deal with specific matters discussed below.

The site is well located to the pedestrian network of good quality, well lit footways and is situated within a highly accessible area, with a number of complementary land uses and residential areas within walking distance. Bus stops are located a short walk from the site on Princess Road and Barlow Moor Road, whilst the Withington Metrolink stop is situated at c.700m walk to the north of the site.

The application proposals include for provision of cycle parking provision for those employed at the site together with visitors. 100 cycle parking spaces are proposed across the site with 80 spaces located within the decked car park and further additional spaces to be located outside of the proposed office building. Changing and shower facilities are proposed within the ground floor of the office building. This level of provision is double the minimum adopted standards within the Core Strategy and given the wider strategy to encourage active travel to the site this level of provision is considered to be acceptable.

The application site is located within an area of the City that is identified as having a high level of public transport provision. Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 7. This demonstrates that the site offers very good levels of multi-modal accessibility to Manchester city centre and across Greater Manchester

The application proposals include additional on-site car parking provision for the development together with some reconfiguration of existing surface car parking to serve the existing earlier office development and also an area of car parking that is identified for the last and future phase of commercial development of the site. The applicants submitted documents indicate that the level of car parking provision has

reduced by approximately 31% from the levels envisaged by the original masterplan for the site which is reflective of the emphasis on sustainability and sustainable forms of transport to the site. The application proposals would provide 232 car parking spaces for staff and visitors of the new office building, with 203 spaces dedicated for the building and 29 spaces for overspill car parking. The existing 68 spaces for the existing office development would remain at 68 spaces although these do require reconfiguration as part of the wider proposals, whilst 121 existing spaces for Siemens would be reduced to 100 spaces due to reduced demand which would continue to be managed by Siemens. 59 of the proposed car parking spaces would be allocated as electric vehicle charging spaces. In addition to these spaces a further 65 spaces would be provided in the decked car park to serve the future development phases on the remaining plot but would not be used to serve the current application proposals.

The level of car parking proposed to serve the office building subject of this application equates to 80% of the maximum parking standards set out in the Core Strategy and is to be offset by the promotion of alternative modes and travel initiatives to be promoted through the sites Travel Plan which would be secured via an appropriately worded condition. This approach to car parking is considered to be consistent with the original aims of the development framework and is reflective of wider sustainable aims to reduce car use and engage active travel and public transport modes.

The submitted Transport Assessment does indicate that as a result of the increase in pedestrian, cycle and vehicular movements associated with the proposed development, the applicant has prepared an improvement scheme, whereby the existing access from Barlow Moor Road would be upgraded to a signal-controlled junction. This would include signalised crossing facilities and advanced cycle stop lines on the northern and western arms of the junction. The existing footways on the internal spine road would be retained to facilitate safe pedestrian movement to the site. All vehicles would enter and exit the site via the proposed signalised access on Barlow Moor Road. These proposals have been assessed and are acceptable in principle subject to further technical detailed design which would be undertaken under a section 278 agreement with the Council as Highways Authority.

In addition to the identified highway junction improvements, it is also recognised that there could be pressures on surrounding streets for inconsiderate parking at the junctions between residential streets and Barlow Moor Road, this concern has also been received in the response of Cllr Leech. This is particularly the case relating to junctions along Barlow Moor Road when travelling eastwards from the application sites entrance. It has been identified by MCC Highway Services that three junctions with adopted residential streets (Rowsley Avenue, Moorfield Road and Barlow Moor Court) would require parking controls (TRO's) that do not currently have such measures and that are part of the public highway. This would not include the private unadopted roads along this stretch of Barlow Moor Road where MCC Highway Services have indicated that this would not be feasible. These parking controls would be in the form of double yellow lines at the junctions and would reflect other nearby junctions that already have protected junctions. The scope of these works together with the junction improvements outlined above required to facilitate the development would be included within a suitable worded condition.

Heritage – The application is supported by a Heritage Statement which assesses the designated heritage assets in the vicinity of the site which have the potential to be affected by the application proposals. Given the sites location, separation from the designated heritage assets and intervening urban context, together with the form and design of the proposed buildings it is not considered that the development would cause harm to the architectural or historical interest of the following identified heritage assets:

- Roman Catholic Chapel in Manchester - Grade II
- Christ Church – Grade II
- Alcock Monument in Centre of Manchester Southern Cemetery – Grade II
- Withington Hospital (Principal Administrative Block) – Grade II
- Church of England Chapel in Manchester Southern Cemetery – Grade II
- Entrance Lodges, Piers, Screen and Gates of Withington Hospital – Grade II
- Manchester Southern Cemetery – Grade II
- Albert Park Conservation Area

Noise – The application proposals are accompanied by a Noise Assessment that details the noise surveys undertaken and proposes a number of design mitigation measures to identify the acoustic requirements for the building and to set suitable noise limits for external plant and equipment associated with the building. The submitted information has been assessed and conditions are proposed to deal with the final detailed design of the building in terms of its acoustic performance and the final plant and machinery specifications chosen to ensure they do not give rise to unacceptable impacts on residential properties. Further consideration of noise impacts are set out within the residential amenity section above.

Crime – Some concerns have been raised with regards to crime and safety particular in relation to the proposed decked car park. The application is supported by a Crime Impact Statement (CIS) prepared by Greater Manchester Police: Design for Security. The CIS highlights positive aspects of the proposals which include:

- Located within a secure business estate
- Increases the amount of natural surveillance
- One way system in the car park will prevent collisions
- Single entry points to centralise and monitor entry
- Cladding system at ground floor will be difficult to deface (graffiti)
- Site will be covered by comprehensive monitored CCTV and lighting system

The CIS also identifies a number of recommendations to be considered during the fit out and management stages of the development together with a number of standards and features both internally and externally to demonstrate a level of physical security acceptable to Design for Security, such as doors, windows, glazing, alarms and access control. As such the proposals are considered to satisfactorily deal with matters subject to crime and safety and a condition is proposed to be attached to any approval relating to the development achieving Secured by Design accreditation.

TV Reception – A review of the potential impacts of the proposals on TV and radio reception in the area has been undertaken. This concludes that the proposals are unlikely to cause any interference to the reception of any television or radio broadcast platform and therefore no mitigation measures are required.

Local Labour - The applicant has indicated their commitment to a Local Labour Agreement as part of the proposed construction process and end users, this commitment is welcomed and conditions are proposed to be attached to any approval to deal with these matters.

Construction Management - The applicant has prepared a Construction Management and Phasing Chapter with the submitted Environmental Statement.

The Environmental Statement includes an overview of the methodology to be adopted for the construction and fit out of the development and considers traffic management for the movement of material to the disposal of waste from the development. Although the site has good access to public transport, it is expected that a high proportion of the construction workforce will travel by private car. Once contractors details are known it is indicated that the parking and logistics arrangements would be agreed via the final Construction Environmental Management Plan (CEMP) prior to commencement of the works with the intention to minimise parking on streets near to the site. The CEMP would also identify measures to mitigate impacts associated with construction traffic on the local and strategic transport networks. The submitted information has been reviewed and in this instance, whilst the construction activity on this site would inevitably give rise to some disruption in the local area through general noise and construction activity together with requirements for parking for site operatives. This disruption, whilst unavoidable would be for a temporary period until construction works are completed.

To ensure this process is managed in the most appropriate way at the time when construction is due to begin and given the sites location and context close to residential properties, an appropriately worded condition to manage the construction phase is proposed to be appended to any decision.

Service Vehicles Access –Access for small and large service vehicles has been provided via the external lay-by at the main entrance of the building. Service vehicles can access the wider site via Princess Road / A5103 and then Barlow Moor Road which has direct access into the site. Refuse vehicles will collect waste/recycling from the bin store located to the south of the existing officer building to the south, these details are considered acceptable.

Conclusion - The proposed development would provide modern contemporary design and high sustainable building and forms an important phase of part of a wider development of the Siemens Campus. The building would assist in contributing towards the economic growth of the city providing high quality facilities to accommodate key growth sectors of the economy. As such the proposals are considered to accord with local and national planning policies as well as the general principles set out in the recently approved Development Framework for the Siemens Campus.

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

Crime and Disorder Act 1998

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions, the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

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

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015. In this instance appropriately worded conditions are recommended to be attached.

Conditions

- 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:

5949 SRA D1 00 DR A 02800 Rev P01 General Arrangement - Ground Floor Plan

5949 SRA D1 01 DR A 02801 Rev P01 General Arrangement - First Floor Plan (Typical 1st - 4th Floor)

5949-SRA-D1-04-DR-A-02804 Rev P01 General Arrangement – Fourth Floor Plan (Typical 1st-4th Floor)

5949 SRA D1 05 DR A 02805 Rev P01 General Arrangement - Fifth Floor Plan

5949 SRA D1 RF DR A 02806 Rev P01 General Arrangement - Roof Plan

5949 SRA D1 XX DR A 02810 Rev P01 General Arrangement - North Elevation

5949 SRA D1 XX DR A 02811 Rev P01 General Arrangement - East Elevation

5949 SRA D1 XX DR A 02812 Rev P01 General Arrangement - South Elevation

5949 SRA D1 XX DR A 02813 Rev P01 General Arrangement - West Elevation

5949 SRA D1 XX DR A 02814 Rev P01 General Arrangement - Section A-A

5949 SRA D1 XX DR A 02815 Rev P01 General Arrangement - Section B-B

5949 SRA D1 XX DR A 02820 Rev P01 General Arrangement - Bay Study North Elevation

5949 SRA D1 XX DR A 02821 Rev P01 General Arrangement - Bay Study East Elevation

5949 SRA D1 XX DR A 02822 Rev P01 General Arrangement - Bay Study South Elevation

5949 SRA D1 XX DR A 02823 Rev P01 General Arrangement - Bay Study West Elevation

5949 SRA CP 00 DR A 02800 Rev P01 Car Park - General Arrangement - Level 00

5949 SRA CP 01 DR A 02801 Rev P01 Car Park - General Arrangement - Level 01

5949 SRA CP 02 DR A 02802 Rev P01 Car Park - General Arrangement - Level 02

5949 SRA CP RF DR A 02803 Rev P01 Car Park - General Arrangement - Roof Level

5949 SRA CP XX DR A 02810 Rev P01 Car Park - General Arrangement - North and South Elevation

5949 SRA CP XX DR A 02811 Rev P01 Car Park - General Arrangement - East and West Elevation

5949 SRA CP XX DR A 02812 Rev P01 Car Park - General Arrangement - Sections

159-LYR-XX-XX-DWG-L-1008 REV 26 External Works General Arrangement

159-LYR-XX-XX-DWG-L-1010 REV 9 New Parking Provision

159-LYR-XX-XX-DWG-L-1011 REV 6 Internal Junction Layout- Changes

159-LYR-XX-XX-DWG-L-1012 REV 7 External Works Circulation

159-LYR-XX-XX-DWG-L-1017 REV 11 External Works GA (consultation)

Ev0 Didsbury Technology Park Environmental Statement October 2022
 Volumes 1, 2 (Appendices) and (Non Technical Summary) Volume 3
 Environmental Standards and Energy Statement September 2022 prepared
 by Ramboll

Landscape Design & Access Statement July 2022 159-LYR-XX-XX-RPT-L-
 0012 rev 03 prepared by Layer

EV0 Building Ventilation Statement July 2022 prepared by Ramboll

Project EV0 Noise Planning Statement June 2022 prepared by Ramboll

Arboricultural Impact Assessment Plus Tree Survey Ev0 Building, Didsbury
 Bruntwood Works Report reference: AR-5143-01 July 2022 prepared by
 Brooks Ecological

DR-5143-01 Tree Constraints Plan prepared by Brooks Ecological

DR-5143-02 – Tree Protection Plan prepared by Brooks Ecological

Ecological Impact Assessment Ev0 Building, Didsbury, Bruntwood Works
 Report Reference: ER-5143-02.3 06/07/2022 prepared by Brooks Ecological
 Preliminary Ecological Appraisal Report Phase 3, Princess Road, Manchester
 Bruntwood Ltd Report Reference: ER-5143-01 09/12/2020 prepared by
 Brooks Ecological

Surface and Foul Water drainage strategy July 2022 prepared by Ramboll
 1620006198-XX-XX-RP-WA-01 Flood Risk Assessment July 2022 prepared
 by Ramboll

P J Livesey, Bruntwood & Siemens, Siemens Development Phase 1 & 2

Ground Investigation Report January 2017 Ian Farmer Associates

Booth King Partnership Limited, Siemens House, Princess Road,
 Manchester<M20 2UR Preliminary Investigation Report Contract: W15/41787-
 1 Date: December 2015, Ian Farmer Associates

5949-SRA-XX-XX-RP-A-02890 Design and Access Statement

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

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

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

b) Within one month prior to construction work 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).

- 4) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:
- Samples and specifications of all materials to be used on all external elevations;
 - drawings to illustrate details of full-sized sample panels that will be produced in line with an agreed programme: and
 - a programme for the production of the full-sized sample panels and a strategy for quality control management;

The sample panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames and

The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and drawings as previously agreed.

The development shall be subsequently carried out in accordance with the agreed materials and associated 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

- 5) No development shall commence on site until details of the means of ensuring the water-main that is laid within the site boundary is protected from damage as a result of the development, have been submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts on the water-main from construction activities and the impacts post completion of the development on the water-main infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to the water main both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.

Reason - In the interest of public health and to ensure protection of the public water supply pursuant to policy DM1 and EN17 of the Core Strategy.

6) Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the City Council as local planning authority. The submitted CEMP shall include the following:

- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site;
- Measures to control noise and vibration;
- Bird Hazard Management Plan;
- Details and locations of construction site lighting
- Compound locations where relevant;
- Site working hours; and
- A community consultation plan.

Reason - In the interests of residential amenity, highway and aviation safety pursuant to policy DM1 and DM2 of the Core Strategy.

7) Prior to any site clearance or earthworks a reasonable avoidance measures method statement for hedgehog and other mammals shall be submitted to and approved in writing 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 and to comply with policy EN15 of the Core Strategy.

8) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by 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.

9) 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.

- 10) Prior to the installation of any drainage works on the site, a surface water drainage scheme prepared in accordance with Non-Statutory Technical standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details together with a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include:
- A finalised drainage layout showing all components, outfalls, levels and connectivity;
 - A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less than 5 l/s. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant parties;
 - Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required;
 - Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
 - An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
 - 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 is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site. Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. Where an application is part of a larger site which already has

planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.

- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements;
- Incorporate mitigation measures to manage the risk of sewer surcharge where applicable;
- Foul water flows should be kept separate from surface water flows, in accordance with Part H of the Building Regulations.

The development on the site shall be subsequently carried out in accordance with the agreed scheme.

Reason - To reduce and minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

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

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

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

- b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy 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 policies DM1 and EN18 of the Core Strategy.

- 12) Prior to the commencement of above ground works, full technical details of the proposed off-site highway works required to facilitate the development shall be submitted to and approved in writing to the City Council as local planning authority. The submitted details shall include:
- A signalised access to the site from Barlow Moor Road
 - Pedestrian and cycle facilities associated with the signalised access
 - Traffic Regulation Orders associated with the signalised access
 - Scheme of mitigation measure(s) for the Princess Road/Barlow Moor Road and Princess Road junction to minimise congestion
 - Details that the submitted details have been subject to an application for a section 278 agreement
 - A timescale for the implementation of the proposed highway works

The development shall be subsequently carried out in accordance with the agreed details and the agreed timescales for implementation.

Reason – In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

- 13) Prior to the commencement of above ground works, full technical details of parking controls in the form of Traffic Regulation Orders to the junctions with Barlow Moor Road at Rowsley Avenue, Moorfield Road and Barlow Moor Court together with the timescales for implementation shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be subsequently carried out in accordance with the agreed details and the agreed timescales for implementation.

Reason – In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

- 14) a) Prior to the commencement of above ground works of the development hereby approved an external lighting scheme shall be designed and installed in accordance with a scheme previously submitted to and approved in writing by the City Council as local planning authority. The submitted scheme shall be designed so as to control glare and overspill onto nearby residential properties and shall be capped at the horizontal with no upward light spill.
- b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to

confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and in the interests of flight safety pursuant to policies DM1 and DM2 of the Core Strategy.

- 15) Notwithstanding the approved plans, within three months of the commencement of above ground works a hard and soft landscaping treatment scheme shall be 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 buildings are first occupied and all boundary treatments shall be retained thereafter whilst the development is in use. 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.

- 16) Within three months of the commencement of development, details of a scheme to provide a 10% net gain of on-site biodiversity enhancements and timescales for implementation shall be submitted to and approved in writing by the City Council as local planning authority.

If the scheme submitted identifies a shortfall in on-site provision below a 10% net gain a 'shortfall scheme' shall be prepared together with the requisite confirmation of any other agreements required to deliver the 'shortfall scheme' and the timescales for delivery of that scheme. The 'shortfall scheme' shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be carried out in accordance with the agreed details and within three months of completion a verification report including associated evidence, shall be submitted to the City Council as local planning authority confirming the implementation of the scheme(s).

Reason – To ensure the development delivers bio-diversity enhancements pursuant to policy EN15 of the Core Strategy and the NPPF.

- 17) a) Prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), 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 occupation 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 6 months of the first occupation of the development, a Local Benefit Proposal 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. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

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

- 18) Prior to the first occupation of the office development hereby approved, details of the hours of use of the car parking hereby approved associated with the office building shall be submitted to and approved in writing by the City Council as local planning authority. The car parking at the site shall be subsequently operated in accordance with the agreed details.

Reason - In the interests of residential amenity pursuant to policy DM1 of the Core Strategy.

- 19) a) The gym as identified on the ground floor of the proposed floor plan of the office building shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

b) Prior to occupation of the development a verification report shall be submitted in writing to the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also set out post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building.

- 20) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved a scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy.

- 21) Prior to the first occupation of the development hereby approved a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those visiting and working in the development
- ii) a commitment to surveying the travel patterns of staff and visitors 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 to the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

- 22) Prior to the first occupation of the development hereby permitted, details of the implementation, maintenance and management of the sustainable drainage scheme shall 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:
- 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.

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 EN14 and EN17 of the Core Strategy.

- 23) Prior to the first occupation of the development hereby approved, details of a Bird Hazard Management Plan (BHMP) shall be submitted to an approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - In order to prevent a cumulative increase in suitable breeding habitat and local breeding populations of large gulls who can give rise to hazards to aeroplane flight safety pursuant to policy DM2 of the Core Strategy.

- 24) Prior to the first occupation of the development hereby approved details of the operating hours of the café and office shall be submitted to and agreed in writing with the City Council as local planning authority. The development shall be subsequently carried out in accordance with the agreed hours.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

- 25) a) The development hereby approved shall be implemented in accordance with the measures as set out within the approved Environmental Standards and Energy Statement prepared by Ramboll.
- b) Within 3 months of the completion of the construction of the development a verification statement prepared by a suitably qualified expert shall be submitted to and approved in writing, by the City Council as local planning authority, to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved Statement. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure

compliance with the recommendations and requirements within the approved report.

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.

- 26) Prior to the first use of the ground floor café as identified on the approved plans 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. 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 public health and amenity pursuant to policy DM1 of the Core Strategy.

- 27) The approved details for cycle parking provision as set out on the approved drawings and documents shall be installed prior to the first occupation of the development and be retained thereafter for use by people visiting and working at the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Core strategy

- 28) The car parking as indicated on the approved plans shall be constructed, surfaced, laid out and demarcated prior to the first occupation of the development hereby approved. The car park shall then be available at all times whilst the development is in use.

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.

- 29) Prior to the first use of the car parking hereby approved, the scheme for electric vehicle charging as set out within paragraph 3.4.12 of the approved Transport Assessment shall be implemented and be in place.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy (2012).

- 30) Deliveries, servicing and collections, including waste collections to the development shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

- 31) The details of the Waste Management Strategy for the site as set out on drawing reference 159-LYR-XX-XX-DWG-L-1008 and details within the Design and Access Statement 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 amenity and public health.

- 32) The development hereby approved shall be carried out in accordance with the recommendations of the approved Crime Impact Statement prepared by Greater Manchester Police and written confirmation of secured by design accreditation shall be submitted for approval within a timescale previously agreed in writing by the City Council as local planning authority.

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

- 33) The office building hereby approved comprises 10,409 sqm of gross external floor space for Use Classes E(c)(i,ii,iii) and Use Class E (g)(i,ii)), together with ancillary cafe and other floorspace as identified on the approved plans and shall be used for no other purpose including those within Class E of the Town and Country Planning (Use Classes) Order 1987 as amended not referenced within this condition.

Reason - For the avoidance of doubt and to reflect the details divulged within the submitted application documents as other uses would give rise to potential impacts that would require further assessment pursuant to policies SP1, C6, C9, EC2, EC9 and DM1 of the adopted Core Strategy.

Informatives

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

2) Alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC (and a separate S278 agreement with TfGM [UTC] for the signal element) which would include any required technical approval. The following link can be used:
https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

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

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.

For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is

expected to include the following:

- 5 years of accident history
- Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- Audit of key cycling routes (ASLs, cycle lanes etc.)

3) The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see:

<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

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: 135309/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)
Corporate Property
MCC Flood Risk Management
Strategic Development Team
Greater Manchester Police

**Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
West Didsbury Residents Association
Planning Casework Unit**

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

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : robert.griffin@manchester.gov.uk

Application Number	Date of Appln	Committee Date	Ward
134891/FO/2022	23 Sep 2022	16 February 2023	Didsbury West Ward

Proposal Replacement of existing grass tennis courts to form 3 no. all-weather tennis courts with associated lighting and infrastructure

Location Northern Lawn Tennis and Squash Club, Palatine Road, Manchester, M20 3YA

Applicant Mr John Egan, The Northern Tennis Club, Palatine Road, Manchester, M20 3YA,

Agent Victoria Coleman, NJL Consulting, 6th Floor Origin, 70 Spring Gardens, Manchester, M2 2BQ

Executive Summary

The proposal relates to the replacement of existing grass tennis courts to form 3 no. all-weather tennis courts bounded by a perimeter fence and illuminated by new floodlighting columns.

In response to the application as originally submitted 61 representations have been received including 1 objection, 3 neutral and 57 in support. Following revised information and a further period of renotification, 5 additional representations have been received, including 1 neutral response and 4 in support.

Key Issues

-The proposal would provide access to an increased opportunity for sport and recreation, which can make an important contribution to the health and well-being of communities.

-The application site relates to an accessible site and where the playing of tennis is already established.

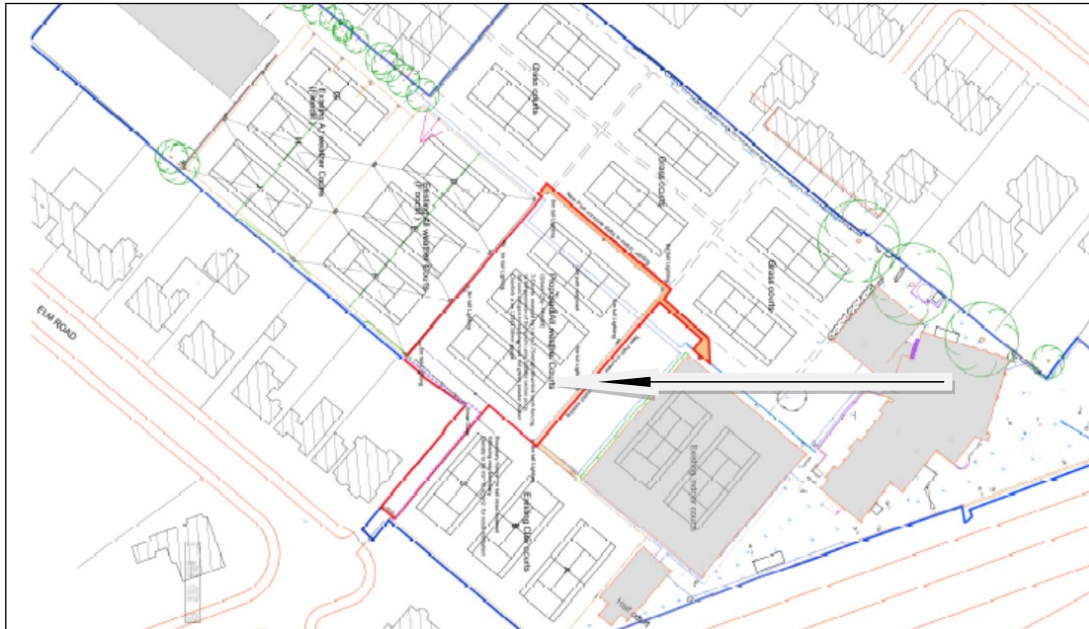
-Concerns are raised in relation to adverse noise and lighting impact. The impact has been assessed by Environmental Health as being acceptable.

-The club has expressed a need for the courts due to recent membership growth and the need to increase provision year-round. The courts will provide 282 hours tennis court usage capacity per week and will enable the club to provide a high-quality facility, increased coaching capacity and growth of current partnerships with the universities and Manchester schools in conjunction with Manchester Active and the Lawn Tennis Association.

Description

The application site relates to the Northern Lawn Tennis Club which is located at the junction of Palatine Road and Lapwing Lane.

The site is bounded by residential properties to three sides. A Metrolink line adjoins the eastern boundary.



Location plan showing the position of the replacement court area

The nearest residential properties to the part of the site to which the development site relates, are situated to the north, west and south along Palatine Road, Blackburn Gardens and Elm Road respectively. The site lies within Blackburn Park Conservation Area.

The Proposal

Planning permission is sought to redevelop existing grass tennis courts to provide a year-round facility.

It is proposed to remove two existing grass courts and replace them with three, green clay, all weather courts shown on the location plan. The courts are orientated north-east to south-west in line with the existing all-weather courts and to be enclosed by 2.75 metre high green, mesh fencing, illuminated with new LED floodlighting. An existing footpath is to be removed and re-laid to match the existing path which leads to the north-west of the proposed courts.



Proposed location of the replacement courts outlined in red above and existing artificial courts to the south



Image of an example court

The application is accompanied by a separate application for the erection of an 8.3 metre high building to house two padel tennis courts, with associated lighting and infrastructure (Ref: 135048/FO/2022).

The proposal in tandem with the application for the padel courts would replace 9 existing grass courts, 6 synthetic clay (all weather) and 3 clay courts (weather dependent), with 6 grass courts, 9 synthetic (all weather), 3 clay courts (weather dependent) and 2 padel courts.

Background

The Northern Lawn tennis Club is one of the oldest lawn tennis clubs in the UK. The club was originally located in Old Trafford before relocating to its current location in 1909.

The clubs' expansion over the years has led to the club hosting national and international tournaments.

The additional tennis courts are required due to recent membership growth and the need to increase provision for all year round and all-weather tennis.

It is anticipated that the courts would provide 282 hours of tennis court usage capacity per week and would allow the club to develop partnership with the nearby universities and an increased number of local schools, in conjunction with Manchester Active and the Lawn Tennis Association. The courts would also allow the club to grow the sport in the area and enabling higher grade junior tournaments.

In turn the proposal would help the club financially and aid the delivery of tennis opportunities for the wider community.

Consultations

Local Residents/Occupiers – 61 representations have been received. Of the comments received there has been 1 objection, 3 neutral responses raising questions and 57 in support.

Comments are summarised below:

The proposed development would be hugely beneficial to broadening access and participation of the local and regional communities in a range of racquet sports.

-The proposal would implement social and recreational facilities and services for community needs to enhance the sustainability and provision available at the club.

-The proposal would provide access to high quality open spaces and opportunities for sport and recreation which can make an important contribution to the health and well-being of communities as per the requirement of Core Strategy Policy EN10.

-The proposal is supported as it enables the club to provide more space to cater for increasing membership from the community. This will provide all members and the community to have easy access to more courts and enable them with a healthy lifestyle and enable mental well-being.

-Current facilities are often overbooked since the grass courts cannot be used most of the season. The proposed development would help greatly in making access to sport within our community more accessible and assist in well-being and health.

-Having more space will also enable The Northern to be a hub for conducting more competitions to encourage young aspirants and will enable the club to bring in more International Competitions to tours to Manchester.

-The proposal represents a better utilisation of space resulting and will provide more robust and durable facilities.

-In recent years there has been a high demand for courts especially in the winter months and creation of new all-weather courts would be highly beneficial to members and the wider community that may end up accessing or joining the club.

-Whilst this area of the club is flanked on both sides by existing all weather courts, they are relatively well sheltered by tall trees, meaning the lighting is not very intrusive. The proposed lights would practically illuminate the whole of the rear of neighbouring properties, The existing lights are consistently on after 10pm and the addition of more lighting will greatly impact upon neighbouring living conditions.

-The proposed surface is to be green clay and will be a much noisier surface than grass. The noise impact assessment submitted with the mistakenly states that properties along Elm Road have solid timber fences which will limit the noise impact which is inaccurate.

-No details have been provided regarding the proposed fence height. Anything taller than 2 metres would be visually intrusive to the neighbouring properties.

-Further details of light spillage is requested. It is unclear what the effects would be.

-It is requested that the clay courts be coloured green to maintain the overall appearance of the area.

-It is questioned if the courts will be covered with any form of canopy or dome and whether any covering would require planning permission. It is requested that if permission is granted, that a restriction be put in place to prevent the courts from being covered in order to protect visual amenity.

Following the receipt of an updated lighting and noise assessment and a further period of neighbour re-notification, a further 5 responses have been received. 4 of the responses indicate support for the proposal and a neutral comment requests that the floodlighting be turned off when the courts are not in use and that the noise assessment should also include Trafalgar Place.

Sport England - As part of the assessment of their consultation, Sport England has sought the views of the Lawn Tennis Association (LTA). The LTA act as Sport England's technical advisors in respect of their sport and their sport facilities.

The LTA have been supporting the club as they develop the scheme and consider that the loss of grass courts will enable the club to have extended year-round provision of tennis due to all weather playability and additional lighting. The current tennis programme is significantly over capacity on limited all weather courts and the club are also reporting significantly over capacity membership levels. The proposed

facility would allow improved retention and participation of tennis opportunities for programmes and the members.

Sport England consider that as the LTA are working directly with the applicant, and the proposal is likely to be paid for by LTA funding, Sport England is satisfied that a facility will be delivered that is fit for purpose. As such, no objection is raised to the proposal and it is considered that the proposal will provide new opportunities to meet the needs of current and future generations.

MCR Active – Reference is made to the Manchester Playing Pitch and Outdoor Sport Strategy (2022). The main finding in terms of this application is that there is a deficiency of tennis courts of all types across Manchester.

In consultation with the Lawn Tennis Association (LTA), it is clear that the loss of grass courts will enable the club to have extended year-round provision due to all weather playability and additional lighting. The current tennis programme is significantly over capacity on limited all weather courts and the club are also reporting significantly over capacity membership levels. Hence, the facility development plans outlined demonstrate improved retention and participation tennis opportunities for programmes and the members.

Given the proposal is in accordance with all relevant Manchester Sport Strategies and supported by the LTA, there will be no loss of tennis facility provision and will result in an increase in participation. The application is therefore supported.

Environmental Health – The lighting proposal for the site is accepted. A verification report will be needed on completion of the work to confirm the lighting confirms to the agreed specification.

The Clement Acoustics noise report has assessed the noise from the activities from the Tennis Courts and the potential impact on surrounding residents.

The report shows if the courts were in operation, then they would be in compliance with the 50 dB LAeq at the nearest noise sensitive receptors.

The report has recommended that a 2 metre high barrier be fitted on the boundary of the site with 29 and 31 Elm Road. The applicant should be installed as per the recommendation of the report.

Highway Services - The proposed development does not impinge upon the adopted highway.

Given that the proposed development will not result in any increase in leisure space and is a replacement of existing tennis courts, it is accepted that no highway concerns in terms of safety or capacity are considered likely to arise.

The current on-site parking offering is to be retained and as such, Highways have no concerns regarding vehicular build up on- street.

Access to the new courts will continue as existing via the sports ground of the Northern Club and the pedestrian gate from Parkfield Road South.

Given the minimal scale of construction works involved, the level of construction vehicles is unlikely to generate any significant on-street parking demands.

Flood Risk Management – It is recommended that a condition be included which requires the submission and agreement of a surface water drainage scheme based on sustainable drainage principles.

United Utilities – A condition is requested which requires details of foul and surface water drainage.

Other matters

Consultation & Publicity

As the application site is situated within a designated conservation area, the proposal has been advertised in the local press (Manchester Evening News) as affecting the setting of a Conservation Area. A site notice has been also displayed at the application site.

Planning History

132108/FO/2021

Replacement of 2 no. 8m height lighting columns with 4no. 4m height lighting columns and replacement of lighting heads to 18no. existing lighting columns.
Approved 28 June 2022.

111419/JO/2016/S2

Variation of Condition No.2 (specified plans) and 8 (details of Green Roof) attached to application 077757/FO/2005/S2 for the erection of new building 8.43 metres high adjacent to 5A Parkfield Road South to accommodate 2

double and 1 single tennis court with associated landscaping following demolition of existing indoor court building. The change to the specified plans condition would see the building not being sunk into the ground and the removal of the green roof to be replaced by a sheet metal roof with photovoltaic panels. *Refused 7 June 2016.*
Allowed on appeal (Ref: APP/B4215/W/16/3164609) 28 February 2017.

100419/CC/2012/S2

Conservation Area Consent for the demolition of an existing indoor court building.
Approved 22 March 2013.

077756/CC/2005/S2

CONSERVATION AREA CONSENT for the demolition of the existing indoor court building to facilitate the erection of building 8.43 metres high adjacent to 5A Parkfield

Road South to accommodate 2 double and 1 single tennis court with associated landscaping. *Approved 13 June 2012.*

077757/FO/2005/S2

Erection of new building 8.43 metres high adjacent to 5A Parkfield Road South to accommodate 2 double and 1 single tennis court with associated landscaping following demolition of existing indoor court building. *Approved 13 June 2012.*

092896/FO/2010/S2

Installation of terrace and canopy to existing club house and extension of balcony. *Approved 8 July 2010.*

059126/FO/SOUTH2/00

Retrospective application for the construction of a storage shed and siting of a steel water storage tank for use as an irrigation system for ground maintenance. Approved 28 September 2000.

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy EN3 (Heritage) – states that 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 EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will 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. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN10 (Safeguarding Open Space, Sport and Recreation Facilities) - The Council will seek to retain and improve existing open spaces, sport and recreation facilities and provide a network of diverse, multi-functional open spaces. Proposals on existing open spaces and sport and recreation facilities will only be permitted where equivalent replacement space will be provided in the local area or the site has been demonstrated to be surplus.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN17 (Water Quality) - states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC18.1 (Conservation Areas) – relates to development proposals within conservation areas and seeks to preserve and enhance the character of its Conservation Areas by considering the relationship of new structures to neighbouring buildings and spaces, the effect of changes to existing buildings and the desirability

of retaining existing features. Consent to demolish a building within a Conservation Area will be granted only where it can be shown that is beyond repair, incapable of beneficial use or where its replacement would benefit the appearance or character of the area.

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Manchester Playing Pitch and Outdoor Sport Strategy (2022)

This document seeks to protect, develop and enhance playing field sites and sporting facilities.

Places for Everyone Greater Manchester Joint Development Plan (Draft August 2021)

The draft version of the Places for Everyone Joint Development Plan was published in August 2021 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. As this plan is at an advanced stage it would now be considered as a material consideration for planning applications.

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.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines 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.

Sections 4, 8, 11, 12 and 16 are considered particularly relevant to the consideration of this application. In particular, paragraphs 194, 197 and 202.

Paragraph 194 states:

‘In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, the level of detail should be proportionate to the asset’s importance’.

Paragraph 197 states: *‘In determining 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 202 states:

‘Where a development proposal will lead to less than substantial harm to the significance of designated heritage asset, this harm should be weighed against the

public benefits of the proposal, including where appropriate, securing its optimum viable use'

Principle

The principle of the proposed development is considered acceptable and would comply with the aforementioned policy and guidance by enabling better quality sporting provision, better utilisation of space and by providing access to further the contribution to health and well-being in the community.

The proposal has received support from Sport England Manchester Active, with the proposal catering for an identified need.

The proposed replacement courts are suitably located, situated within the bounds of an established tennis club and sited in a position where there are already courts. The proposal would continue an established use in this location, albeit with the creation of an artificial surface and floodlighting. This would enable year-round use, as opposed to use of the area only during the summer months, to the benefit of users, whilst increasing the tennis offer in the area.

The proposed development would deliver economic and social benefits by enhancing provision at the club and would provide a sustained sporting and recreational offer for existing members, whilst fulfilling demand for year-round tennis outdoors.

The proposal would promote healthy communities by enabling access to greater sporting provision which would attract new and existing participants, ultimately beneficial to the health and well-being of users.

Specific planning issues including the impact to the residential amenity and the character and appearance of the conservation area is outlined further below.

Residential Amenity

The impact to residential amenity and the living conditions of nearby residential occupiers principally relates to the impacts of noise and lighting associated with the proposed development.

Noise

The applicant has produced a Noise Impact Assessment in order to assess the proposed use of the all-weather courts.

The assessment provides calculations using noise modelling software of the closest noise sensitive properties and considers the cumulative impact of the existing and proposed courts. Attended noise measurements of games undertaken on existing courts at the club were undertaken to understand the prevailing noise environment.

The report notes that given the distance and screening to the nearest residential gardens at 29, 31 and 33 Elm Road, the noise impact would be below the recommended noise criteria at all receivers.

Similarly, further calculations have been undertaken to assess whether noise emissions would meet recognised British Standard recommendations. Again, it is considered that given the distance and proposed screening to residential facades, noise emissions are expected to be below the recommended noise criteria at all receivers.

A cumulative assessment has also been undertaken, assuming all proposed padel and tennis courts are in use simultaneously. The calculated noise levels at the identified receivers is anticipated to comply with the relevant noise criteria.

As such, according to the calculations undertaken, internal and external noise levels are expected to comply with relevant noise criteria.

Environmental Health have reviewed the assessment and consider that if the courts were in operation, they would be in compliance with the 50 dB LAeqt at the nearest noise sensitive receptors. Accordingly, the impact of noise is anticipated to be satisfactory.

The proposal also includes a 2 metre high acoustic fence adjoining the boundary with No.31 and 33 Elm Road, in order to provide further treatment to protect the nearest residents from general noise generated by the use of the courts. A suitable condition requiring implementation of the fence, prior to the courts becoming operational has been included.

It is noted that the all-weather courts would introduce a more intensive use of the facilities than currently experienced and associated additional activity in the winter months. However, it is considered that the noise and disturbance associated with such activity would be within the context of an existing busy tennis club and would be unduly detrimental to the existing levels of amenity experienced by neighbouring occupiers.

General disturbance

Whilst the proposed courts would generate a higher frequency of use and visits to the club in comparison to the use of the existing outdoor courts due to year round use, it is considered that in the context of an existing, busy tennis club and ongoing levels of activity, including the use of the clubhouse throughout the year, it is not considered that there would be a significantly harmful uplift in activity levels beyond the existing situation.

Lighting

The proposed courts will introduce floodlighting, with the proposed courts to be lit by a series of 8 metre high floodlights arranged to mirror the existing arrangement of the adjoining all weather courts.

The application has been accompanied by a Lighting Assessment which details the levels of luminosity from the proposed lighting, including light spillage analysis.

The report which has been assessed to the satisfaction of Environmental Health demonstrates that given the assessment, any impact to the amenity of neighbouring occupiers is within acceptable limits. The proposed levels meet with the E3 suburban zone lighting criteria, which relates to well inhabited urban settlements and seeks to protect surrounding properties from obtrusive light, glare, sky glow or light intrusion.

The existing outdoor courts situated immediately to the south are already lit by floodlighting which is permitted to 22.00 hrs daily. It is not considered that the proposed lighting would generate any significant, further impact than is presently the case.

In order to safeguard future amenity, a condition has been included which will limit the operation of the lighting to align with the existing lighting. A further condition has been included which will require a verification report to be submitted and agreed post installation of the lighting in order to confirm the lighting conforms to the agreed levels. Provided this can be demonstrate, the proposed lighting should not form a barrier to the proposed development

Heritage Impact

The application site is situated to the northern end of the Blackburn Park Conservation Area (designated in 1979), which comprises the area bounded by Barlow Moor Road to the south, Palatine Road to west, Lapwing Lane to the north and Wilmslow Road to the east. The area which derives from its historical association with Charles Blackburn and is predominantly residential in character, containing buildings of various architectural styles and eras, sited arranged along tree-lined roads.

Given the status of the area, it is necessary to determine whether the impact of the proposed development would affect the significance of the Conservation Area to an unacceptable degree, when taking into account relevant planning legislation, policy and guidance.

Legislation and planning policy seek to preserve or enhance the character, appearance and historic interest which heritage assets possess.

The desire to have special regard to the desirability of preserving the character of conservation areas is outlined within Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 which refers to the need for Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character and appearance of designated areas.

This point is supported by policies EN3 and DC18.1 of the Core Strategy, along with Section 16 of the NPPF, which underline the need for due consideration to be given to the impact of new developments on heritage assets

Paragraph 194 of the NPPF states that ‘

‘In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, the level of detail should be proportionate to the asset’s importance’.

Paragraph 197 states: *'in determining 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 202 advises that:

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

The application is accompanied by a Heritage Statement which provides a summary of the history and development of the local area and assesses the significance of the site, the special interest of the conservation area and the contribution that the application site makes to this special interest. The statement further assesses the impact of the proposed works upon the conservation area.

The assessment notes that the Northern Tennis Club is not a primary source of special interest in the conservation area and does not form part of any key views into, out of within the area and has a low level of contribution to its historic interest. Any significance derives from its open character and social interest relating to the holding of prestigious and historic tennis tournaments.

The impact of the proposed development has been assessed using Historic England guidance on conservation areas. The Council concurs with the assessment that the proposed development would have a neutral impact on surrounding architectural quality or character.

It is considered that conversion of the grass courts to an artificial surface with associated floodlighting would have a neutral impact

Given the existing backdrop formed by existing buildings, including more recent additions, together with existing artificial surfaces which immediately adjoin the site area, the impact of views of the proposed courts, coupled with the central position of the courts in relation to the site boundaries is not likely to be significant and would not cause any harm to any heritage assets.

It is therefore believed that the proposed development would result in a negligible change to the character and appearance of the conservation area. The impact can be defined as neutral and less than substantial. It is therefore considered that there is capacity to accommodate the proposal without substantial harm to designated heritage assets within the area, or any substantial impact that would affect their setting and significance.

With reference to paragraph 202 of the NPPF, any harm which is considered less than substantial, should be weighed against the public benefits of the proposal.

In this case, public benefits are derived from social and economic improvements offered.

The proposed development will promote health and well-being in a sustainable location where existing resources and infrastructure can be shared and would provide a modern year-round facility to complement the existing offering at the club.

The proposed provision would aid in supporting the finances of the club to help ensure its future operation, as well as catering for demand for tennis and coaching opportunities in collaboration with exiting partnerships and for existing and new users.

On this basis, it is considered that on balance, given the less than substantial impact to heritage assets, coupled with public benefits that the proposed facility could provide, the impact to the conservation area can be sustained in this location.

Flood Risk/Surface Water Drainage

The application site is located wholly in flood zone 1 '*low probability of flooding*'.

In line with the Government guidance relating to the provision of sustainable drainage systems (SuDs) and as advised by the Council's Flood Risk Management team, it is necessary for the development to incorporate a surface water drainage scheme. An appropriate condition has therefore been included.

If such measures are successfully implemented, it is considered that any flood risk can be satisfactorily sustained.

Highway Impact

Given that the proposed development will not result in any noticeable increase in provision and as the proposal predominantly relates to the replacement of existing tennis courts, no material impact is anticipated in terms of an uplift in parking demand or highway safety.

The club already incorporates a large car parking area which accommodates 64 parking spaces to be retained, as will existing cycle parking provision. Highways raise no concerns that the proposal would generate increased demand for parking that could not be catered for by existing provision given the ample availability.

It is also noted that the site is situated within a highly accessible location adjacent to a high frequency bus route and Metrolink station. On this basis, it is not considered that any undue impact to the highway would result as a consequence of the proposed development.

Access

Assisted access will be provided to the courts. There is already an existing court access route for those requiring disabled access from the point of entry into the club through the clubhouse and onto the courts. The proposed courts will utilise the features already in place with the footpath being rerouted around the proposed courts.

Disabled toilets are available within the clubhouse and indoor tennis facility. Disabled changing rooms are also located within the clubhouse which can be utilised if required.

Conclusion

In summary, it is considered that given the proposed all weather courts are sited within the context of a busy tennis club and it has been demonstrated that no significant environmental or amenity impacts are likely to result, the proposed development can be satisfactorily accommodated in this location and without any material harm to the character and appearance of the conservation area.

It is believed that any perceived impact is outweighed by the benefits that that the proposal would deliver to health and well-being and by enhancing the sporting and recreational offer at the club.

Other Legislative Requirements

Equality Act 2010 - Section 149 (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.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in 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:

-Drawings referenced 1538-MRH-002/B, received by the City Council as Local Planning Authority on 12 December 2022;

-Court fencing specification document received by the City Council as Local Planning Authority on 23 September 2022.

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

3) The floodlighting system hereby approved shall not be operated outside of the hours of 9.00 am to 22.00 hrs on any day.

Reason - In the interests of neighbouring residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

4) Prior to the use of the floodlights commencing a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report received by the City Council as Local Planning Authority on 12 December 2022. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

5) 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 Manchester Core Strategy.

6) The acoustic fence indicated on drawings referenced 1538-MRH-002/B and detailed on drawings J7/02161 and J7/01043, received by the City Council as Local Planning Authority on 12 December 2022, shall be implemented prior to first operation of the all-weather courts hereby approved or the padel courts subject to application referenced 135048/FO/2022 first becoming operational, whichever is sooner.

Reason - To safeguard residential amenity from undue noise impact, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

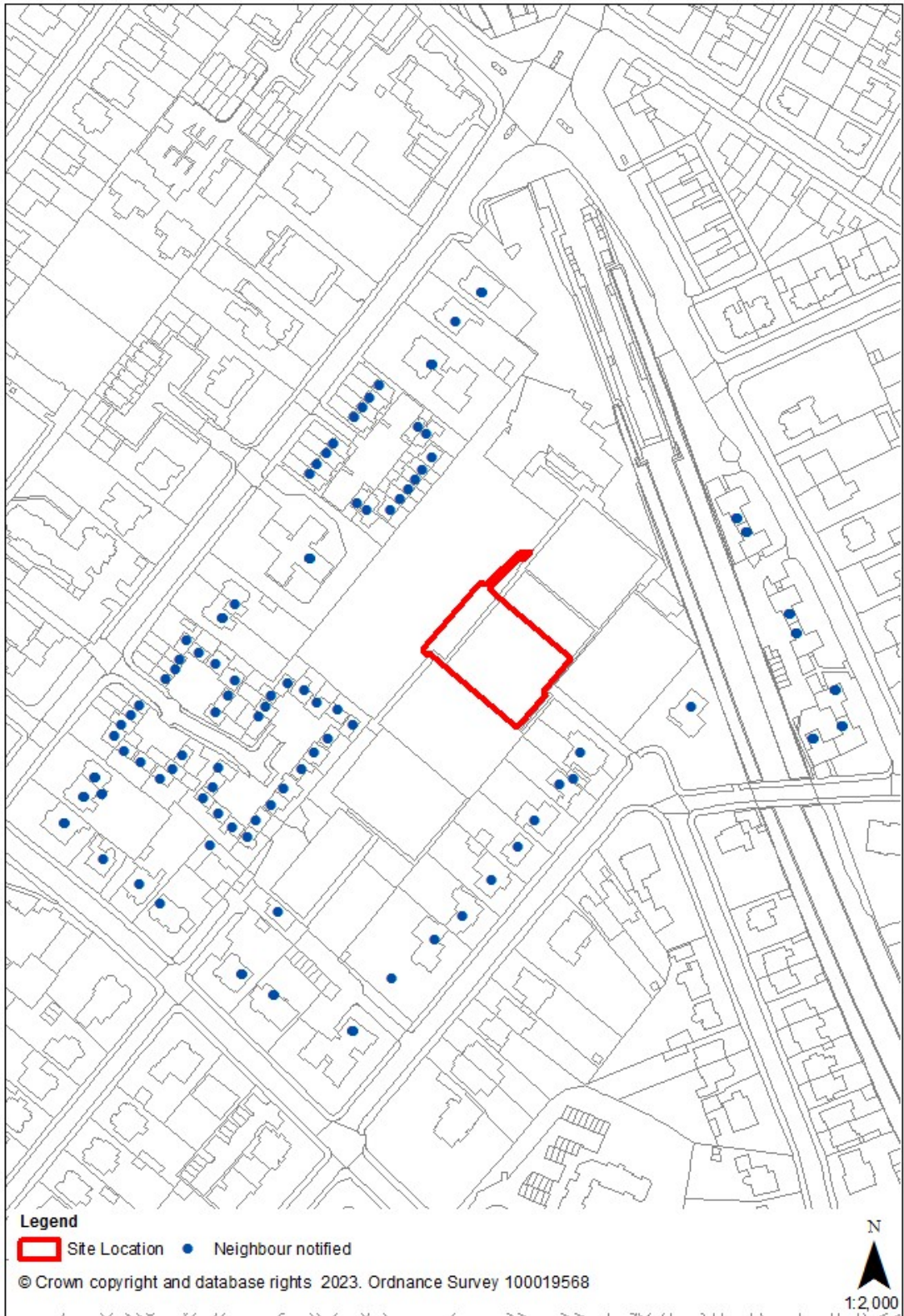
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 134891/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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
 MCC Flood Risk Management
 Parks & Events
 Sport England
 MCR Active

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

Relevant Contact Officer : Steven McCoombe
Telephone number : 0161 234 4607
Email : steven.mccoombe@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
135048/FO/2022	27 Sep 2022	16 February 2023	Didsbury West Ward

Proposal Erection of an 8.3 metre high building to house two padel tennis courts, with associated lighting and infrastructure

Location Northern Lawn Tennis and Squash Club, Palatine Road, Manchester, Manchester, M20 3YA

Applicant Mr John Egan, The Northern Tennis Club, Palatine Road, Manchester, M20 3YA,

Agent NJL Consulting, 6th Floor Origin, 70 Spring Gardens, Manchester, M2 2BQ

Executive Summary

The proposal is for the erection of an 8.3 metre high building to house two padel tennis courts, with associated lighting and infrastructure.

The proposed building is situated centrally within an existing tennis club and seeks to provide two new courts for padel – a relatively new racquet sport similar to a mix between tennis and squash. The application site is situated within Blackburn Park Conservation Area.

In response to the application as originally submitted 51 representations have been received. 28 in support, 1 neutral and 22 of which object to the proposal. Following revised information and a further period of renotification, 10 additional representations have been received, including 1 in support, 1 neutral response and 8 objections.

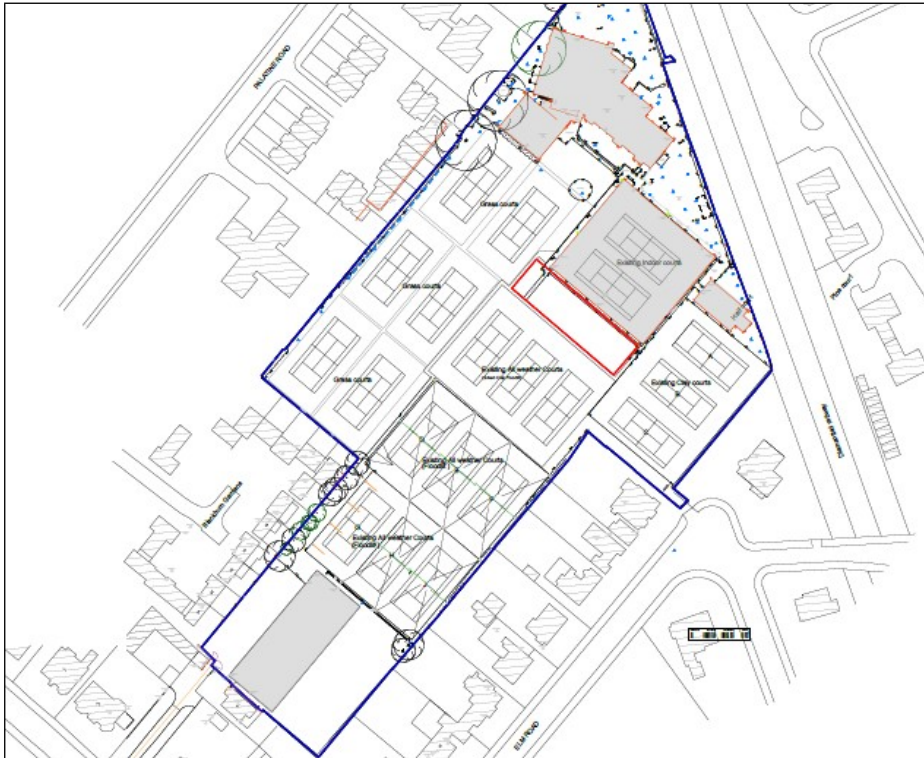
Key Issues

- The application site relates to an accessible, brownfield site and where the playing of tennis and racquets sports is already established.
- The impact on the character and appearance of the conservation area as a consequence of the proposed building.
- Concerns are raised in relation to adverse noise and lighting impact. The impact has been assessed by Environmental Health as being acceptable.
- The proposed development has the potential to deliver an enhanced sporting and recreational offer for a sport not currently provided for in Manchester.
- The proposal would deliver health and well-being benefits to residents and visitors.
- The proposal would diversity the offer for racquet sports at the club, to the benefit of economic viability.

Description

The application site relates to Northern Lawn Tennis Club, which is located at the junction of Palatine Road and Lapwing Lane.

The site is bounded by residential properties on three sides. A Metrolink line adjoins the eastern boundary.



Location plan showing the position of the proposed padel court area outlined in red

The nearest residential properties to the part of the site to which the application relates, are situated to the north, west and south along Palatine Road, Blackburn Gardens and Elm Road respectively. The site lies within the Blackburn Park Conservation Area.

The Proposal

Planning permission is sought to replace two of the existing grassed tennis courts with two all-weather padel tennis courts with associated lighting.

The padel courts are proposed within a 8.3 metre high building situated to the south of the existing indoor court building.

Padel is a racquet sport similar to a mix between tennis and squash. The court is one third of the size of a normal tennis court and is played on a court surrounded by walls of glass and metallic mesh.

During the game the ball can be played off a wall and played using a short, stringless racquet with holes and a low compression tennis ball. Service is made under arm.

The proposed padel courts are situated to the south-east of existing indoor courts and will be orientated north-east to south-west in line with the proposal for 3 all-weather courts, that are subject to a separate planning application (Ref: 134891/FO/2022).



Proposed location of the padel courts outlined above, with the single red line indicating the approximate position of the proposed acoustic fence to the Elm Road boundary

In addition, the existing footpath is proposed to be realigned around the proposed site to allow access in and around the courts and a two metre high acoustic fence is proposed adjacent to the rear garden boundary hedge of 29-31 Elm Road.

The proposal in tandem with the application for the all-weather courts would replace 9 existing grass courts, 6 synthetic clay (all weather) and 3 clay courts (weather dependent), with 6 grass courts, 9 synthetic (all weather), 3 clay courts (weather dependent) and 2 padel courts.

Background

The Northern Lawn Tennis Club is one of the oldest lawn tennis clubs in the UK. The club was originally located in Old Trafford before relocating to its current location in 1909.

The clubs' expansion over the years has led to the club hosting national and international tournaments.

The proposed padel courts are intended to help the club financially and aid the delivery of sporting opportunities for the wider community.

There is a close relationship between padel and conventional tennis and there is often a crossover in participation between both sports.

It is anticipated that the redevelopment of the existing tennis courts will offer higher level of use, whilst providing an opportunity to support another similar sport.

Consultations

Local Residents/Occupiers – 51 representations have been received. 1 neutral response in which questions are raised surrounding hours of use, together with 22 objections and 28 in support. Comments are summarised below:

-There is concern about the noise which the Padel tennis courts will generate. Padel tennis is a very noisy activity which is very likely to cause severe disturbance to the residents living closest to it on Elm Road and Palatine Road.

-The application should be refused on the grounds of excessive noise. It is understood that a similar proposal from a club in Bournemouth has already been rejected on account of the noise factor.

-According to the plans, the padel courts are very large and tall and not in any way in keeping with the character and history of the Blackburn Conservation Area.

-The view from Elm Road and the vista looking up Pine Road of the proposed massive sheds creates an industrial image to the area which is completely out of character in a high quality residential area.

-Padel tennis is played on a hard-court surface and includes toughened glass panels that can be played from. In this respect, it results in a game played much like squash. A ball being forcibly played from a glass panel creates a much louder and more intrusive sound than simply a racquet.

-Padel tennis, although a relatively new sport, is well known to be very noisy and is therefore not suited to a quiet residential area

-The proposed lighting suggests that noise could go on into the night.

-The height of the structure would have a detrimental effect on the landscape of this area which is already impacted by the buildings which are already there.

-The noise will be quite intrusive in a residential area. The noise is likely to reverberate around any buildings, exacerbating the noise effect.

-The loud and percussive noise that striking the ball will create, combined with the player noise that will undoubtedly accompany it - as has been clearly evidenced in Padel courts elsewhere, will completely ruin the quiet enjoyment of neighbouring houses and gardens.

-The proposed materials are not in keeping with the conservation area.

-The application involves the erection of a large and unprepossessing construction undoubtedly to the detriment of the prospect and character of the Conservation Area.

-The submitted Noise Assessment incorrectly refers to a neighbouring property on Elm Road as being one property, when it is in fact two flats. The assessment also

mistakenly refers to the boundary to Elm Road as comprising a timber fence, when it is actually a hedge. If the noise impact needs to be reduced by a fence to meet the recommended standards, the Club will need to erect one on their side of the boundary.

-The additional facilities would have a positive impact on MMU and courts being available for matches/training.

-Padel is a great addition to the offer that Manchester has from a racket sport point of view, something that should be supported.

-It is questioned whether there would be any restrictions on usage in terms of operational hours.

-The proposal will promote a new game through its infancy. It would be good to see part of the proposal provide some form of free use/coaching to young people in the area.

-The proposal will increase the range of facilities and the Northern and is supported.

-The proposal has social and recreational benefits and will enhance provision and the club and will provide a facility not readily available in this part of Manchester.

-Until recently, when 2 temporary courts were opened in Handforth, the other nearest Padel courts are in Huddersfield and Harrogate. Padel is the fastest growing sport in the UK and provision is needed in a major city like Manchester.

-The proposed 2 new padel courts will represent an increase in sporting capacity in South Manchester adding to the city's amenities without any cost to the council budget.

-The increased availability of recreational sporting facilities is consistent with the local and national drive to increase the population's physical and mental health through sport and exercise.

-Padel courts would promote further opportunities for physical activity to take place, contributing to the health and well-being of communities (as per the requirement of Core Strategy Policy EN10).

Following the receipt of revised information including the inclusion of an acoustic fence to the Elm Road boundary involving a slight change to the site edged location plan, example imagery and updated noise and lighting assessments, residents have been re-notified in writing.

In response, a further 10 representations have been received, including a acoustician's report commissioned by a local resident which disputes the finding of the submitted noise impact assessment. Comments are summarised below.

-The proposal will increase the sports capability of the club. Padel is increasing in popularity worldwide and allowing the courts would enable all to try out at no cost to the Council's budget.

-The nature of the Padel tennis means that there will be hard bats hitting hard balls which will then hit hard glass walls causing excessive offsite noise.

-The fact that the acoustic report is now recommending a 2m high acoustic fence, whereas a fence was not proposed previously, raises question marks on the whole assessment process.

-The noise level at a minimum is almost reaching the maximum advisable level and this will very likely go beyond the acceptable levels

-A 2 metre high fence is not going to provide much benefit for impacts on a glass screen of 3m height.

-The revised proposal does not counter original concerns about noise. The mitigation offered by the acoustic fence is questioned as is the context of the noise assessment.

-The proposed building is out of character with the conservation area.

Blackburn Park Conservation Society – There is concern that the level of noise and disturbance associated with the proposed padel tennis courts would be detrimental to the living conditions of the occupiers of neighbouring residential properties in Blackburn Park.

It is also not clear what is being planned in terms of materials and roof covering. There is concern that the structure would be detrimental to visual amenity and would not enhance the character of the Blackburn Park Conservation area, particularly the landscape view from Pine and Elm Road.

Local Ward Members – Councillor Hilal objects to the proposal. It is concerning that a padel tennis court is being proposed. Padel tennis is a very noisy game, halfway between squash and tennis using a hard bat knocking the ball against a glass wall the noise emitted is considerable.

The company who sells padel courts actually warn customers, when purchasing the courts, of the noise impact. The structure is 8.7m high and this will impact greatly on the neighbouring homes (particularly Elm Road). It will also damage this important landscape in a conservation area. There is no public benefit introducing this type of noisy detrimental activity at a private members club which will cause unacceptable harm to the area and considerable noise disruption to local residents.

Sport England - As part of the assessment of their consultation, Sport England has sought the views of the Lawn Tennis Association (LTA). The LTA act as Sport England's technical advisors in respect of their sport and their sport facilities.

The LTA have been supporting the club as they develop the scheme and consider that the padel provision forecasts outlined by the club will positively benefit both padel and tennis participation. The proposal will benefit both padel and tennis participation. The proposed building meets the relevant design guidance and will be fit for purpose.

As such, no objection is raised to the proposal by Sport England. It is considered that the proposal will provide new opportunities to meet the needs of current and future generations.

MCR Active – Reference is made to the Manchester Playing Pitch and Outdoor Sport Strategy (2022). The main finding in terms of this application is that there is a deficiency of tennis courts of all types across Manchester.

It is noted that the proposal does not result in the loss of a tennis facility but would create a facility that can accommodate a different format of tennis aimed at increasing participation and physical activity amongst Manchester residents in that locality. Padel is an introductory format that allows progression to tennis

Given the proposal is in accordance with all relevant Manchester Sport Strategies and supported by the Lawn Tennis Association (LTA), there will be no loss of tennis facility provision, and will result in an increase in participation. The application is therefore supported.

Environmental Health – The lighting assessment shows that the site would meet the E3 Suburban Zone lighting criteria. A verification report will be needed on completion of the work. A condition is advised.

With reference to noise impact, it is noted that the Clement Acoustics noise report has assessed the noise from the activities from the Padel Court and the potential impact on surrounding residents.

The report demonstrates that if the courts were in operation then they would be in compliance with the 50 dB LAeqt at the nearest noise sensitive receptors.

A 2 metre high barrier to be erected on the boundary of the site with 29 and 31 Elm Road is proposed. This should be installed as per the recommendations of the Acoustic Report. A condition is also advised that the proposed courts should only operate in accordance with the management measures contained within the submitted report.

Highways Response - The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

Given that the proposed development will not result in any increase in leisure space and is a replacement of existing tennis courts, it is accepted that no highway concerns in terms of safety or capacity are considered would be likely to arise. The current on-site car parking and cycle parking offering is to be retained and as such, there are no concerns regarding vehicular build up on-street.

Access to the new courts will continue as existing via the sports ground of the Northern Club and the pedestrian access from Parkfield Road South. The proposal includes a minor realignment of an internal pedestrian route through the site which is considered acceptable.

Given the minimal scale of construction works involved, the level of construction vehicles is unlikely to generate any significant on-street parking demands.

Flood Risk Management – A condition requested in relation to the submission and agreement of a surface water drainage scheme.

Other matters

Consultation & Publicity

As the application site is situated within a designated conservation area, the proposal has been advertised in the local press (Manchester Evening News) as affecting the setting of a Conservation Area. A site notice has been also displayed at the application site.

Planning History

132108/FO/2021

Replacement of 2 no. 8m height lighting columns with 4no. 4m height lighting columns and replacement of lighting heads to 18no. existing lighting columns.
Approved 28 June 2022.

111419/JO/2016/S2

Variation of Condition No.2 (specified plans) and 8 (details of Green Roof) attached to application 077757/FO/2005/S2 for the erection of new building 8.43 metres high adjacent to 5A Parkfield Road South to accommodate 2 double and 1 single tennis court with associated landscaping following demolition of existing indoor court building. The change to the specified plans condition would see the building not being sunk into the ground and the removal of the green roof to be replaced by a sheet metal roof with photovoltaic panels. *Refused 7 June 2016. Allowed on appeal (Ref: APP/B4215/W/16/3164609) 28 February 2017.*

100419/CC/2012/S2

Conservation Area Consent for the demolition of an existing indoor court building.
Approved 22 March 2013.

077756/CC/2005/S2

CONSERVATION AREA CONSENT for the demolition of the existing indoor court building to facilitate the erection of building 8.43 metres high adjacent to 5A Parkfield Road South to accommodate 2 double and 1 single tennis court with associated landscaping. *Approved 13 June 2012.*

077757/FO/2005/S2

Erection of new building 8.43 metres high adjacent to 5A Parkfield Road South to accommodate 2 double and 1 single tennis court with associated landscaping following demolition of existing indoor court building. *Approved 13 June 2012.*

092896/FO/2010/S2

Installation of terrace and canopy to existing club house and extension of balcony. *Approved 8 July 2010.*

059126/FO/SOUTH2/00

Retrospective application for the construction of a storage shed and siting of a steel water storage tank for use as an irrigation system for ground maintenance. Approved 28 September 2000.

PolicyLocal Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on

amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy EN3 (Heritage) – states that 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 EN10 (Safeguarding Open Space, Sport and Recreation Facilities) - The Council will seek to retain and improve existing open spaces, sport and recreation facilities and provide a network of diverse, multi-functional open spaces. Proposals on existing open spaces and sport and recreation facilities will only be permitted where equivalent replacement space will be provided in the local area or the site has been demonstrated to be surplus.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN17 (Water Quality) - states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.
Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC18.1 (Conservation Areas) – relates to development proposals within conservation areas and seeks to preserve and enhance the character of its Conservation Areas by considering the relationship of new structures to neighbouring buildings and spaces, the effect of changes to existing buildings and the desirability of retaining existing features. Consent to demolish a building within a Conservation Area will be granted only where it can be shown that is beyond repair, incapable of beneficial use or where its replacement would benefit the appearance or character of the area.

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and

inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Manchester Playing Pitch and Outdoor Sport Strategy (2022)

This document seeks to protect, develop and enhance playing field sites and sporting facilities.

Places for Everyone Greater Manchester Joint Development Plan (Draft August 2021)

The draft version of the Places for Everyone Joint Development Plan was published in August 2021 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. As this plan is at an advanced stage it would now be considered as a material consideration for planning applications.

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.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines 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.

Sections 4, 8, 11, 12 and 16 are considered particularly relevant to the consideration of this application. Of particular relevance are paragraphs 194, 197 and 202.

Paragraph 194 states:

‘In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, the level of detail should be proportionate to the asset’s importance’.

Paragraph 197 states: *‘in determining 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 202 advises that:

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

Principle

The principle of the proposed development is considered acceptable and would comply with the aforementioned policy and guidance and has received support from Sport England Manchester Active, with the proposal adhering to the objective contained within the Manchester Playing Pitch and Outdoor Sport Strategy (2022) which indicates that there is a deficiency of tennis courts of all types across Manchester and for which the proposed development would contribute to remedying.

The proposed building is suitably located, situated within the bounds of an established tennis club and would result in a use similar in nature and within a building of a comparable scale to that of existing structures.

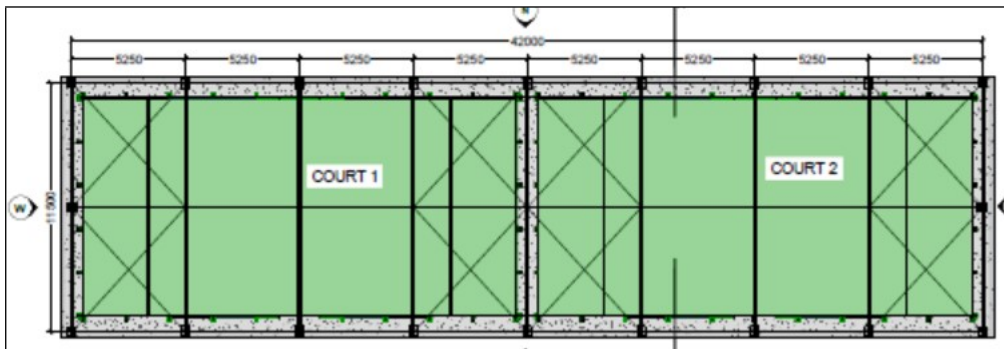
The proposed development would deliver economic and social benefits by enhancing provision at the club and would provide a diversified sporting and recreational offer for existing members, whilst fulfilling demand for padel court provision in the wider area, as well as sustaining a requisite number of tennis courts, even with the two courts to be lost.

The proposal would promote healthy communities by enabling access to greater sporting provision which would attract new and existing participants, ultimately beneficial to the health and well-being of users.

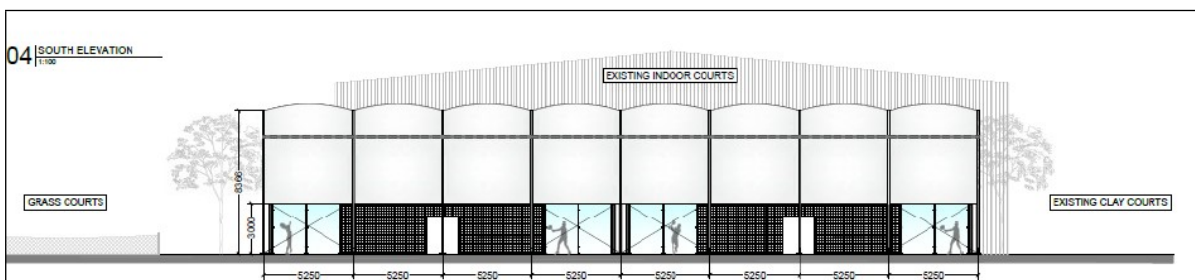
Specific planning issues including the impact to the residential amenity and the character and appearance of the conservation area is outlined further below.

Design, Scale, Layout and Appearance

The two proposed padel courts are approximately two storeys in scale and situated adjacent to the southern side of the existing indoor courts, which are housed within a double height building with dual pitched roof and which screens the proposed padel court building when viewed from the north. Due to the enclosure of the site formed by surrounding properties, the structure will not be visible from the highway.



Proposed court layout



Proposed southern elevation with existing indoor court behind

The proposed structure would accommodate two courts with blue synthetic surface and incorporate a light grey, sky coloured canvas canopy with supporting walls comprised of mesh and part tempered glass. Each padel court is rectangular in shape, measuring 10 metres in width and 20 metres in length. Entrances are located at each side of the court. The proposed size specifications comply with the standards established in the regulations of the Padel Game.



Example image of a 2 court padel canopy, (orientated side by side, as opposed to the proposed scheme which is orientated lengthways), meaning a smaller canopy. The proposed canopy will also be unbranded

In terms of the technical specification of the materials, the supporting structure consists of arches made of high-strength aluminium which tie with a roof membrane comprising two layers of polyester textile membrane with p.vc and with Keder welded to both sides to guarantee tightness to the structure. The two layers of canvas form an air chamber to provide thermal insulation and better resistance to the elements. The upper side walls are 3 metres in height from ground level and consist of a layer of polyester textile membrane covered with P.V.C. The total height of the building, including the roof is 8.3 metres.

Each court will be lit with by 4no 400W floodlights accommodated within the canopy.

It is considered that given the existing backdrop formed by existing buildings of the club, including the indoor court building, which is of slightly greater scale, together with the siting of the building away from the site boundaries and the separation formed by existing outdoor courts, views of the proposed structure would not be substantive or unduly prominent.



Arrow indicating approximate position of the proposed padel court building and view of the nearest residential properties along Elm Road beyond

The nearest residential properties located at 29 -31 Elm Road are situated approximately 21 metres away and partially screened by existing tree planting and hedgerow. Whilst the building will be visible from properties to the opposite site of the site along Palatine Road, Trafalgar Place and Blackburn Gardens, it is considered that given the scale of the buildings, its position, separation distance and context formed by existing buildings associated with the club, there will be no demonstrable harm to the visual amenity or concerns relating to over-dominance that could be sustained.

Heritage Impact

The application site is situated to the northern end of the Blackburn Park Conservation Area (designated in 1979), which comprises the area bounded by Barlow Moor Road to the south, Palatine Road to west, Lapwing Lane to the north and Wilmslow Road to the east. The area which derives from its historical association with Charles Blackburn and is predominantly residential in character, containing buildings of various architectural styles and eras, sited arranged along tree-lined roads.

Given the status of the area, it is necessary to determine whether the impact of the proposed development would affect the significance of the Conservation Area to an acceptable degree, when taking into account relevant planning legislation, policy and guidance.

Legislation and planning policy seek to preserve or enhance the character, appearance and historic interest which heritage assets possess.

The desire to have special regard to the desirability of preserving the character of conservation areas is outlined within Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 which refers to the need for Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character and appearance of designated areas.

This point is supported by policies EN3 and DC18.1 of the Core Strategy, along with Section 16 of the NPPF, which underline the need for due consideration to be given to the impact of new developments on heritage assets

Paragraph 194 of the NPPF states that ‘

‘In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, the level of detail should be proportionate to the asset’s importance’.

Paragraph 197 states: *‘in determining 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 202 advises that:

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

The application is accompanied by a Heritage Statement which provides a summary of the history and development of the local area and assesses the significance of the site, the special interest of the conservation area and the contribution that the application site makes to this special interest. The statement further assesses the impact of the proposed works upon the conservation area.

The assessment notes that the Northern Tennis Club is not a primary source of special interest in the conservation area and does not form part of any key views into, out of within the area and has a low level of contribution to its historic interest. Any significance derives from its open character and social interest relating to the holding of prestigious and historic tennis tournaments.

The impact of the proposed development has been assessed using Historic England guidance on conservation areas. The Council concurs with the assessment that the proposed development will have a neutral impact on surrounding architectural quality.

As referred to in the previous section of this report, the proposed building is not considered to be unduly prominent.

Given the existing backdrop formed by existing buildings of the club, including the indoor court building, which is of slightly greater scale, together with the siting of the

building away from the site boundaries and the separation formed by existing outdoor courts, views of the proposed structure would not be significant. The two grass courts proposed to be replaced do not constitute part of the core central area of grass and is surrounded on three sides by modern tennis facilities. There are no listed buildings in the vicinity of the application site and as the proposed building is situated towards the centre of the club, away from the site boundaries, there are no concerns surrounding over-dominance. Furthermore, the building is not dissimilar in scale and appearance to the adjoining indoor court building, albeit slightly lesser in scale and with the utilisation of alternative materials.

It is therefore believed that the proposed development would result in a negligible change to the character and appearance of the conservation area. The impact can be defined as neutral and less than substantial. It is therefore considered that there is capacity to accommodate the proposal without substantial harm to designated heritage assets within the area, or any substantial impact that would affect their setting and significance.

With reference to paragraph 202 of the NPPF, any harm which is considered less than substantial, should be weighed against the public benefits of the proposal.

In this case, public benefits are derived from social and economic improvements offered.

The proposed development would promote health and well-being in a sustainable location where existing resources and infrastructure can be shared and would provide a modern facility to inspire sporting participation in a growing racket sport to complement the existing offering at the club. The proposed provision would aid in supporting the finances of the club to help ensure its future operation, as well as catering for demand for the sport in the wider area. On this basis, it is considered that on balance, given the less than substantial impact to heritage assets, coupled with public benefits that the proposed facility could provide, the impact to the conservation area can be sustained in this location.

Residential Amenity

The impact to residential amenity and the living conditions of nearby residential occupiers principally relates to the impacts of noise and lighting associated with the proposed development.

Noise

Many of the objections received raise concerns about the potential for noise impact, mainly as a consequence of the percussive noise that striking the ball would create, combined with the player noise and the sound of balls reverberating off the walls of the building.

The application has been accompanied by a Noise Assessment Impact, which has been further updated to take account of concerns raised by local residents and the City Council, including in response to the submission of a report commissioned by a local resident which seeks to review the findings of the submitted reports.

The assessment provides calculations using 3D noise map modelling software of the closest noise sensitive properties and considers the cumulative impact of the existing courts and the proposed padel courts. Attended noise measurements have been undertaken for an existing covered padel court in order to determine a baseline noise level. The gardens and facades of residential properties on Elm Road are identified as being the nearest noise sensitive receptors.

The report notes that given the distance and screening to the nearest residential gardens at 29 and 31 Elm Road, the noise impact would be below the recommended noise criteria at all receivers.

To safeguard amenity, the proposal provides for the inclusion of 2 metre high acoustic fence adjoining the boundary with 29 and 31 Elm Road, in order to provide further treatment to protect the nearest residents from general noise generated by the use of the courts. A suitable condition requiring implementation of the fence, prior to the padel courts becoming operational has been included.

The report provides calculations that have been undertaken to assess whether noise emissions would meet recognised British Standard recommendations. Again, it is considered that given the distance and proposed screening to residential facades, noise emissions are expected to be below the recommended noise criteria at all receivers.

A cumulative assessment has also been undertaken, assuming all proposed padel and tennis courts are in use simultaneously. The calculated noise levels at the identified receivers anticipates compliance with the relevant noise criteria.

As such, according to the calculations undertaken, internal and external noise levels are expected to comply with relevant noise criteria.

In response to the third-party report commissioned to review the findings of the submitted Noise Impact Assessment, an updated report provided by the applicant revisits the basis of the assessments and standards used and provide details of the noise sources used in the assessment along with a comparison of the earlier and latest assessments.

In summary, the assessment asserts that the analysis provide robust assumptions based on relevant criteria and demonstrates that no significant noise impact would result as a consequence of the proposed development.

Environmental Health have reviewed the assessments and consider that if the courts were in operation, they would be in compliance with the 50 dB LAeqt at the nearest noise sensitive receptors. Accordingly, it is considered that noise impact would be within acceptable limits. A condition is requested which requires the acoustic fence to be implemented prior the courts first becoming operational

General disturbance

Whilst the proposed courts would generate a higher frequency of use and visits to the club in comparison to the use of the existing outdoor courts, only 2 courts are

proposed. The impact is therefore expected to be less than substantial given that the number of participants at any one time would be low (4 if both courts were in use simultaneously, or 8 if doubles was being played).

In the context of an existing, busy tennis club and ongoing levels of activity, including the use of the clubhouse throughout the year, it is not considered that there would be a significantly harmful uplift in activity levels beyond the existing situation.

Lighting

The proposed padel courts will be lit by 8no 6.2 metre 400w floodlights - 4 per court and sited within the canopy.

The application has been accompanied by a Lighting Assessment which details the levels of luminosity from the proposed lighting, including light spillage analysis.

The report which has been assessed to the satisfaction of Environmental Health demonstrates that given the assessment and the centrally located position away from the building away from the site perimeter, any impact to the amenity of neighbouring occupiers can be sustained. The proposed levels meet with the E3 suburban zone lighting criteria, which relates to well inhabited urban settlements and seeks to protect surrounding properties from obtrusive light, glare, sky glow or light intrusion.

The existing outdoor courts are already lit by floodlighting which is permitted to 22.00 hrs daily. It is not considered that the proposed lighting would generate any further impact than is presently the case.

In order to safeguard future amenity, a condition has been included which will limit the operation of the lighting to align with the existing lighting. A further condition has been included which will require a verification report to be submitted and agreed post installation of the lighting in order to confirm the lighting conforms to the agreed levels. Provided this can be demonstrate, the proposed lighting should not form a barrier to the proposed development.

Visual Amenity

Aside from the impact of the proposed structure to accommodate the proposed padel courts, it is also necessary to assess the impact of the proposed acoustic fence.

The proposed fence is comprised of close boarded timber at a height of 2 metres and is proposed to be sited adjacent to the rear gardens of 31 and 33 Elm Road.

Given the fence is of typical of a height for a rear garden boundary, is within permitted development limits and is separated from the rear gardens by existing vegetation, any impact to visual amenity is considered negligible.

Flood Risk/Surface Water Drainage

The application site is located wholly in flood zone 1 '*low probability of flooding*'.

In line with the Government guidance relating to the provision of sustainable drainage systems (SuDs) and as advised by the Council's Flood Risk Management team, it is necessary for the development to incorporate a surface water drainage scheme. An appropriate condition has therefore been included.

If such measures are successfully implemented, it is considered that any flood risk can be satisfactorily sustained.

Highway Impact

Given that the proposed development will not result in any noticeable increase in provision and as the proposal predominantly relates to the replacement of existing tennis courts, no material impact is anticipated in terms of an uplift in parking demand or highway safety.

The club already incorporates a large car parking area which accommodates 64 parking spaces to be retained, as will existing cycle parking provision. Highways raise no concerns that the proposal would generate increased demand for parking that could not be catered for by existing provision given the ample availability.

It is also noted that the site is situated within a highly accessible location adjacent to a high frequency bus route and Metrolink station. On this basis, it is not considered that any undue impact to the highway would result as a consequence of the proposed development.

Access

Assisted access will be provided to the courts. There is already an existing court access route for those requiring disabled access from the point of entry into the club through the clubhouse and onto the courts. The proposed courts will utilise the features already in place with the footpath being rerouted around the proposed courts as required and will include the necessary ramps up to courts as needed.

Disabled toilets are available within the clubhouse and indoor tennis facility. Disabled changing rooms are also located within the clubhouse which can be utilised if required.

Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part the city, a condition is included which requires the submission and approval of a construction management/demolition plan which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Conclusion

In summary, it is considered that given the proposed facility is to be sited within the context of a busy tennis club and it has been demonstrated that no significant

environmental or amenity impacts are likely to result, the proposed development can be satisfactorily accommodated in this location and without any material harm to the character and appearance of the conservation area.

It is believed that any perceived impact is outweighed by the benefits that that the proposal would deliver to health and well-being and by enhancing and diversifying the sporting offer at the club to ensure its longevity.

Other Legislative Requirements

Equality Act 2010 - Section 149 (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.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in 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:

-Drawings referenced 1538-MRH-002/B, received by the City Council as Local Planning Authority on 12 December 2022;

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

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

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, pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy.

4) The courts, including the lighting hereby approved, shall not be in operation outside of the hours of 9.00 am to 22.00 hrs on any day.

Reason - In the interests of neighbouring residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

5) Prior to the use of the associated lighting commencing, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report received by the City Council as Local Planning Authority on 12 December 2022. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

6) 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 Manchester Core Strategy.

7) The acoustic fence indicated on drawings referenced 1538-MRH-002/B and detailed on drawings J7/02161 and J7/01043, received by the City Council as Local Planning Authority on 12 December 2022, shall be implemented prior to first operation of padel courts hereby approved or the all-weather courts subject to application referenced 134891/FO/2022 first becoming operational, whichever is sooner.

Reason - To safeguard residential amenity from undue noise impact, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

8) The development hereby approved shall only be implemented in accordance with measures and criteria detailed within the submitted Noise Impact Assessment (Ref: 16764-NIA-02/RevC) produced by Clement Acoustics received by the City Council as Local Planning Authority on 12 December 2022.

Prior to the courts hereby approved becoming operational, a verification report will be required to validate that the development conforms to the recommendations and requirements in the approved Noise Impact Assessment. Post completion testing shall be undertaken to confirm that acceptable criteria have been met. The results shall be submitted to and agreed in writing by the City Council as Local Planning Authority within a timescale to be agreed. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenity of nearby residential properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

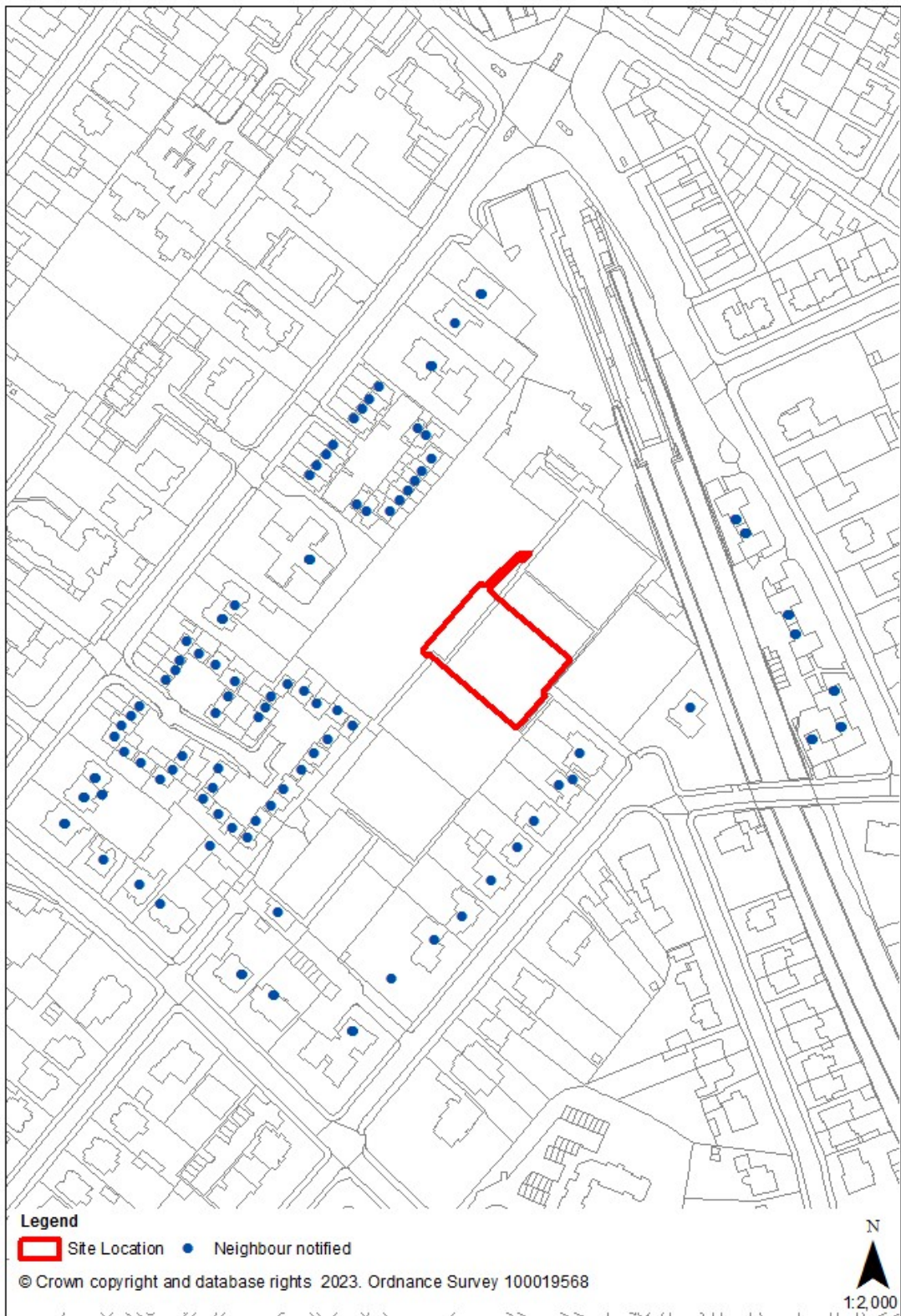
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 135048/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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:

Environmental Health
Sport England
Blackburn Park Conservation Society

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

Relevant Contact Officer : Steven McCoombe
Telephone number : 0161 234 4607
Email : steven.mccoombe@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
135321/FH/2022	31 Oct 2022	16 Feb 2023	Didsbury West

Proposal Erection of a part single/part two storey side extension to provide additional living accommodation

Location 15 Craigmores Avenue, Manchester, M20 2YQ

Applicant Mr Ibrahim

Agent Mr Saghir Hussain, Create It Studio Architects

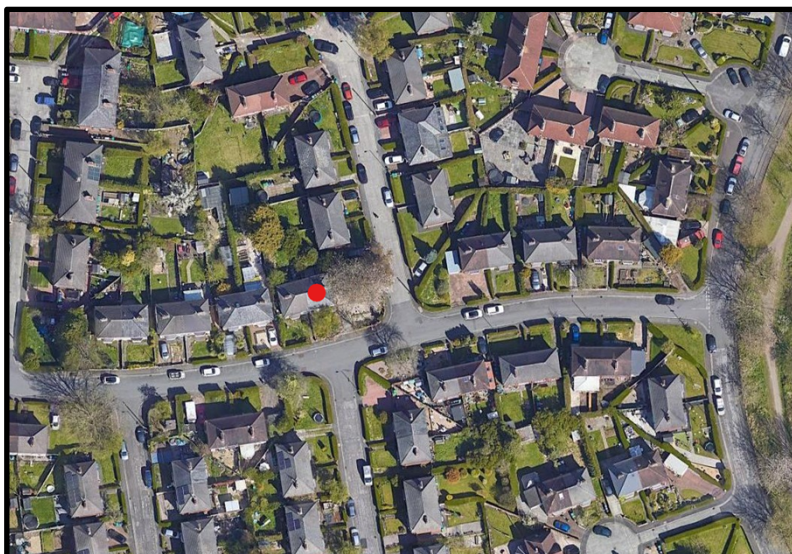
Executive Summary

The applicant is proposing to erect a part single/part two storey extension to the side of the dwelling to provide additional living accommodation. Objections have been received from four local residents, Councillor Hilal and West Didsbury Residents Association. The main concerns raised include impact on residential amenity, pedestrian/highway safety, insufficient parking and the overdevelopment of the site.

Description

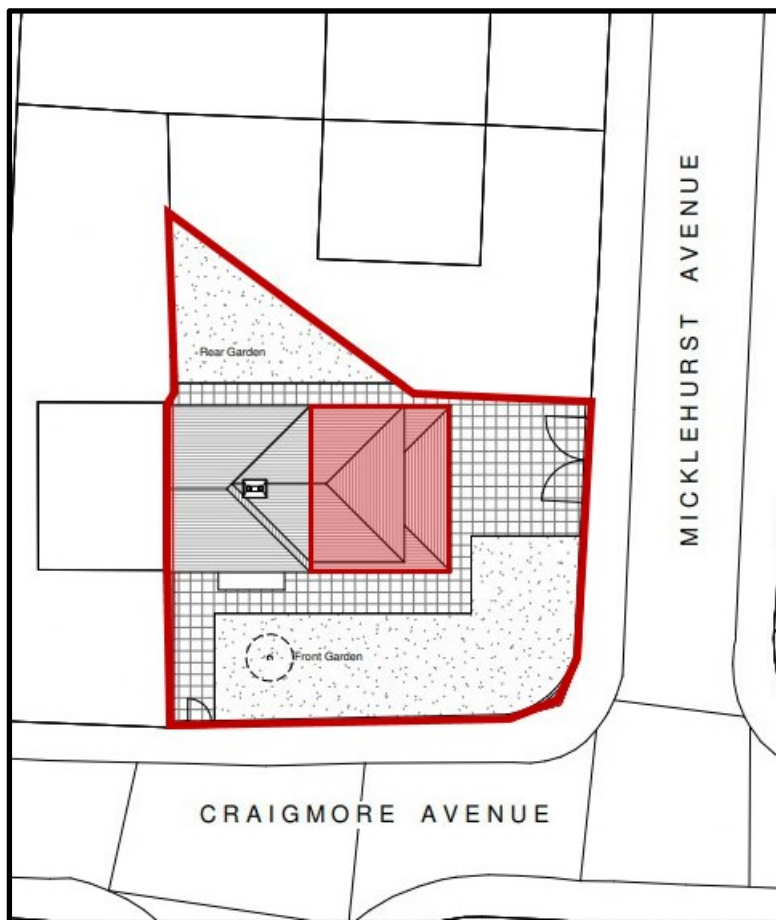
15 Craigmores Avenue is located at the junction with Micklehurst Avenue. It is a 2-storey high dwellinghouse, constructed from brick (which is currently painted) and topped by a hipped roof of slate and is typical of the Interwar properties found throughout this part of south Manchester. There is a mix of garden and hardsurfaced areas to the front, side and rear of the dwellinghouse. Vehicular access is taken off Craigmores Avenue.

There are dwellings to the north and west of the site and on the opposite sides of Craigmores Avenue and Micklehurst Avenue. The area is predominantly residential in nature as can be seen from the image below (application site annotated by a red dot).



The applicant is proposing to erect a part single/part two storey extension to the side of the property to create additional living accommodation. The proposed accommodation would comprise of a utility room, reception room, bath room and playroom/office on the ground floor, with an additional bathroom and bedroom above. The applicant is also proposing to take vehicular access off Micklehurst Avenue and have pedestrian access taken off Craigmere Avenue. Furthermore, the existing front door onto Craigmere Avenue would be turned into a full height window, with the main entrance into the property being from a door facing onto Micklehurst Avenue.

The application site is shown below, with the extension hatched in red:



The applicant had previously sought permission (ref: 131110/FO/2021) to erect a two storey dwelling on the side of the existing property but that application was refused in January 2022 for the following reasons:

- 1) The proposed development, by reason of its design and siting, would be out of character with the historic pattern of development in the area and result in an incongruous feature in the streetscene. It would therefore be detrimental to existing levels of visual amenity enjoyed on Craigmere Avenue and Micklehurst Avenue and contrary to Policies SP1 and DM1 in the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework and National Design Guide.

- 2) The proposed development, by reason of its siting, would have an overbearing impact and lead to the overlooking and overshadowing of the neighbouring property and would as a result have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of no. 1 Micklehurst Avenue, contrary to Policy DM1 in the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework and National Design Guide.
- 3) The proposed development, due to its design and siting, would provide inadequate levels of private amenity space which would lead to the creation of poor living standards. As a result, the proposal would be contrary to the guidance contained within the Manchester Residential Quality Guidance, the National Planning Policy Framework, the National Design Guide and policy DM1 in the Manchester Core Strategy.

Planning permission to erect a single storey extension on the side of the property was approved in 2008 (ref: 085286/FH/2007/S2) but it was never implemented.

Consultations

Local residents – Four letters of objection have been received, the comments are summarised below:

- The proposed extension appears to be the same footprint as the previous application, which was successfully declined.
- The planned extension is not in keeping with the rest of the houses of the area.
- The building of this extension will cause neighbouring properties to be overlooked, which will infringe on privacy.
- Building this extension will block sunlight to adjoining properties.
- The parking on Micklehurst Avenue and Craigmere Avenue is already exacerbated, and the estate already has increased traffic from the delivery drivers from McDonalds who are parking their vehicles on the estate.
- Although a new property is not being built the double storey extension is the same size as the existing house and there will be a single storey extension additional to this.
- Substantial extensions have been added to other similar properties such as one on Mottram Ave that are in keeping with the area in terms of size and surroundings, but this example is in excess of the approved Mottram Avenue example. Substantial extensions have been made to nearby properties on Borrowdale Crescent, but those properties aren't overlooked, whereas this property is.
- There are issues with parking and traffic, and there has been accidents in the past on the adjacent corner of Micklehurst and Craigmere Avenues.
- Parking on Micklehurst Avenue is extremely restricted. Properties 11, 13, 15, 17, 19, 21, 23 and 28 are landlocked forcing residents to park on Micklehurst Avenue. Access to the proposed property will reduce the parking availability even further, especially for those residents residing in landlocked properties.

- The adequacy of turning and loading is extremely limited in Micklehurst Avenue. Residents without a drive on their properties have to reverse out of the avenue on to Craigmere Avenue which is narrow and has cars parked on either side blocking the view on to oncoming traffic creating a hazard. This is also the same for waste refuse wagons and delivery vans. As a result, residents cars are scratched or wing mirrors damaged, causing an extra financial burden on residents.
- The site of the proposed development is just on the border of the Mersey flood basin. Due to climate change in recent years, the River Mersey has been flooding more frequently. Building a new property on an already heavily dense area so close to the flood basin is not environmentally sound.

Ward members – A letter of objection has been received from Councillor Hilal, the comments are summarised below:

- The planning application is a double storey extension which is the same size of the existing house plus there will be a single storey extension additional to this.
- The plans are not substantially different to the application applied for previously.
- The extension will overlook nos. 10 and 12 Craigmere Avenue and also the homes of nos. 1 and 3 Micklehurst Avenue obstructing their views.
- The proposal is too large and not in keeping with the area and existing homes.
- There is also parking issues in the area particularly with delivery drivers from nearby McDonalds and it is considered the development will only exacerbate the problem.

West Didsbury Residents Association – WDRA object to the proposal on the following grounds:

- The proposal represents overdevelopment of the site
- The configuration could potentially diminish road safety by impairing lines of sight.

WDRA have further stated that should the application be recommended for approval the following conditions be applied.

- That the building could not be sub-divided into two properties at a later date.
- That a landscape scheme to show position of new tree planting to make good the substantial tree loss that occurred, prior to the previous application.

Highway Services – Have commented as follows:

- Given that the proposed development will not result in any increase in residential units, it is accepted that no highway concerns in terms of safety or capacity are considered likely to arise.

- On-site parking provision will be retained with a vehicular crossover relocated from Craigmore Avenue to Micklehurst Avenue. It should be noted that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles do not impact on the adopted highway.
- Highways would not support any greater than a double dropped kerb and therefore the driveway should be positioned at an appropriate point away from the neighbouring driveway.
- It is recommended that all fencing/walls adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.
- The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.
- It is expected that refuse servicing will continue as present, bins will be stored within the sites curtilage and presented to the highway on waste collection days.
- Given the scale of construction works involved, the level of construction vehicles are unlikely to generate any significant on-street parking demands.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

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

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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

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

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

Policy DM1, Development Management – This policy states that all development should have regard to a number of specific issues, the most relevant of which in this instance are:

- 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.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity and landscape.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.

Saved UDP Policies – Policy DC1 is considered of relevance in this instance:

Policy DC1, *Residential Extensions*. – Policy DC1.1 states that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a) the general character of the property;
- b) the effect upon the amenity of neighbouring occupiers;

- c) the desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d) the overall appearance of the proposal in the street-scene;
- e) the effect of the loss of any on-site carparking.

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

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

Policy DC1.3 states that notwithstanding the generality of the above policies, the Council will not normally approve:

- a) rearward extensions greater than 3.65m (12 ft) in length;
- b) 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;
- c) 2-storey extensions to terraced properties which occupy the full width of the house;
- d) flat roofed extensions to bungalows;
- e) extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

Policy DC1.4 states that in considering proposals for 2-storey side extensions, the Council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the Council will seek to ensure that:

- a) the development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned;
- b) the actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole;
- c) the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved.

As a guide, and without prejudice to the generality of this policy, the Council will normally permit 2-storey house extensions which, when built, would leave a minimum of 1.52m (5 ft) between the side wall and the common boundary, and which meet the other requirements of this policy. Proposals which cannot meet these requirements will be judged on their merits, but with weight being given to (a) and (c) above.

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.

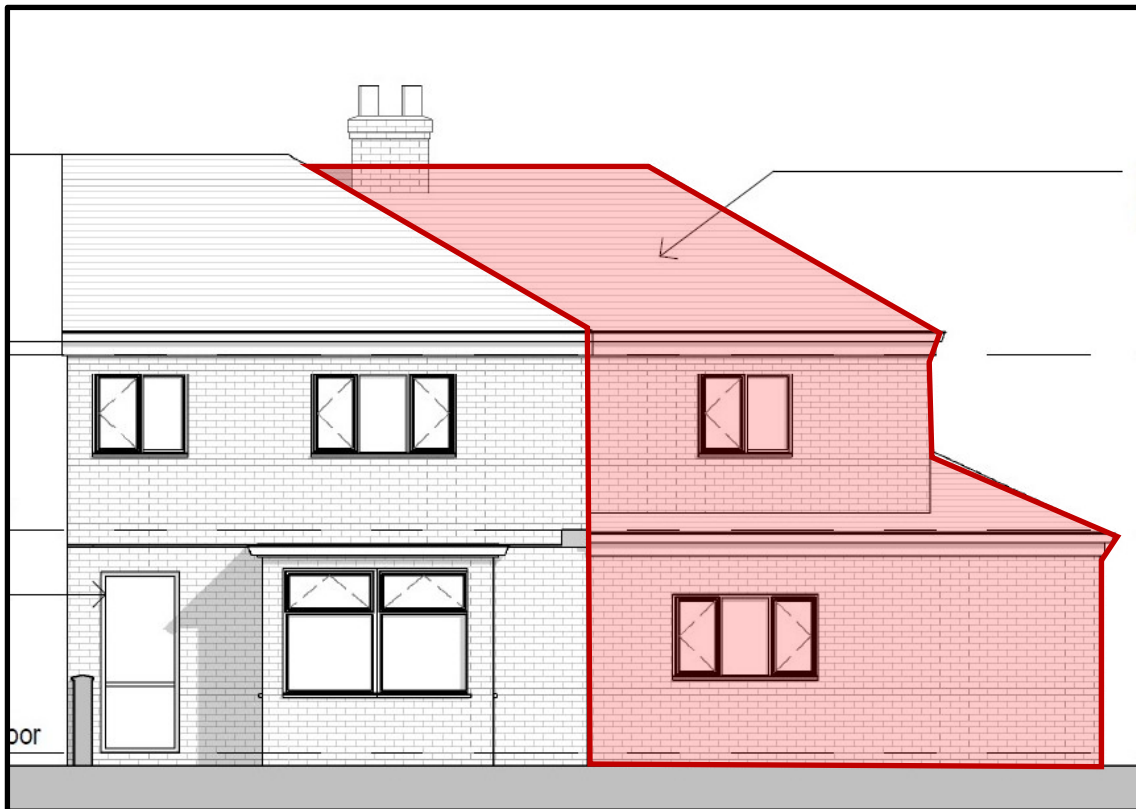
The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been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

Issues

Principle of the Proposal – Extending the property in the manner proposed is acceptable in principle. Notwithstanding this, consideration must be given to the proposals impact upon the existing levels of residential and visual amenity enjoyed by the residents who adjoin the site, as well as the level of pedestrian and highway safety that exists along Craigmere Avenue and Micklehurst Avenue.

Design – The design of the proposed extension is traditional in nature. It would be constructed from matching materials and both the single and two storey elements would be topped by a hipped roof that matches the angle of the existing property. It is considered that the proposed extension would be compatible with the overall character of this residential neighbourhood. The proposed extension is hatched in red below.

In addition to the extension, the applicant is also proposing to replace the front door with a full length window and undertake elevational alterations to the existing ground floor bay. These alterations are considered acceptable and would not detract from the overall appearance of the property.



Massing – The previous submission on the site was mainly two storeys in height, apart from a small porch to the side. Its massing was considered excessive and the proposal was duly refused. The current application is lower than the existing ridgeline and the first floor element has been set back in order to reduce the massing and the impact upon the streetscene and the amenities enjoyed by neighbouring residents. Overall, the massing of the proposal is considered acceptable. The previously refused scheme and that now proposed are shown below for comparison.



Siting – As demonstrated below, the proposed extension has been sited behind or in line with the existing building lines on Craigmore Avenue and Micklehurst Avenue. As a result, the siting of the proposed extension is considered acceptable.



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

Impact upon Privacy – There is only one window at first floor level in the rear elevation of the proposed extension (annotated in red below) that faces the adjoining garden of no. 1 Micklehurst Avenue. As this would be a bathroom window and be fitted with obscure glazing it would not lead to overlooking. A condition requiring the retention of the obscure glazing is suggested in this instance.

The applicant is also proposing to re-site and replace the existing windows at first floor level (annotated in green). As these new windows would be replacing existing openings it is not considered that these would lead to a reduction in the existing levels of privacy.



Noise – Given the nature of the proposal and the domestic nature of the activity that would be associated with it, it is not considered that the proposal would be an inherently noise generating development.

Daylight/Overshadowing – Given the scale and massing of the proposed extension, and its siting 6.2 metres away from the side elevation of no, 1 Micklehurst Avenue it is not considered that the proposal would result in the excessive overshadowing of the adjoining dwelling. As the extension is to the immediate south there would be some loss of direct sunlight to the side garden of no. 1 Micklehurst Avenue but it is considered that this would not be undue. There are no windows in the side elevation of no. 1 Micklehurst Avenue and main windows serving habitable rooms at that property are front and rear facing and do not face towards the proposed extension

In light of the above, it is not considered that the proposed extension would have an unduly detrimental impact upon the levels of residential amenity enjoyed by the occupants of the adjoining dwellings.

Visual Amenity – Given that the design and massing of the proposed extension complements the existing property and its siting respects the existing building lines, it is not considered that the proposal would have a detrimental impact upon the existing levels of visual amenity enjoyed within the vicinity of the site. There is an existing sense of space at the junction of Craigmore Avenue and Micklehurst Ave and it is the case that the extension would retain that feeling of spaciousness and would not result in a cramped or visually intrusive feature within this context.

Car Parking – At present the applicant's off-street parking facilities are accessed off Craigmore Avenue. It is proposed to close off this driveway, grass it over and create a new driveway off Micklehurst Avenue. In addition, the existing boundary wall would be extended to fill the existing gap with a new pedestrian access remaining. The proposed materials would match the existing wall and this would be controlled via condition no.3.

The new driveway is 5.5 metres in length and wide enough to accommodate two moderately sized cars. Originally, the driveway was shorter as the applicant was also proposing a porch but this was removed to facilitate the larger drive. It is recognised that the driveway is not 6 metres in length as requested by Highway Services but given the pressures experienced by local residents the proposed provision is considered acceptable in this instance.

Pedestrian and Highway Safety – Given the nature of the proposal, it is not believed that it would lead to a significant increase in vehicle movements to and from the site. Accordingly, it is not considered that the proposal would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Trees – Reference has been made to a tree felled prior to the submission of the earlier application for an additional dwelling. While regrettable it should be noted that this tree was not subject to a Tree Preservation Order. No other trees are required to be felled to facilitate the proposed extension.

Notwithstanding the above, it is considered appropriate in this instance to require the applicant to plant a replacement tree in the front garden. This would be the subject of a planning condition.

Waste Storage – As an adequate gap to the rear would remain, storage of the refuse bins is possible at the rear of the dwelling.

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

Human Rights Act 1998

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Conditions to be attached to the decision

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings stamped as received on 3 February 2023:

- a) A1350(02)001 P5
- b) A1350(02)002 P5
- c) A1350(02)003 P5

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

3) The materials to be used on the external elevations and roof, along with the boundary treatment, shall match those of the existing building and boundary wall respectively in colour, size and texture.

Reason - In the interests of visual amenity, pursuant to Policy DM1 of the Manchester Core Strategy.

4) Before first occupation, the first floor window in the rear elevation of the development hereby approved 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 Manchester Core Strategy.

5) Prior to the commencement of above ground works, details of a replacement tree to be planted in the front garden, shall be 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 proposed extension is completed. If within a period of 5 years from the date of the planting of any tree, that tree or any tree 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 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.

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: 135321/FH/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
West Didsbury Residents Association

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

Representations were received from the following third parties:

Highway Services

West Didsbury Residents Association
Councillor Hilal

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



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Application Number	Date of Appln	Committee Date	Ward
135647/FO/2022	2nd Dec 2022	16th Feb 2023	Chorlton Park Ward

Proposal Erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping

Location 550 Mauldeth Road West, Manchester, M21 7AA

Applicant Lidl Great Britain Limited

Agent Mr Joshua Ambrus, Rapleys

Executive Summary

The proposal is for the erection of a retail foodstore (Class E) with new access arrangements, following demolition of existing structures. It is proposed that the store is operated by Lidl.

In response to the application as submitted, 180 representations have been received. 76 in support, 9 neutral and 95 of which object to the proposal.

One of the letters titled Community Letter of Objection was received with 122 signatories.

Key Issues

- Since a change in the use classes order introduced by Central Government the use as an office building is now in the same use class as retail and therefore the existing building could be used for retail without the need for an application for planning permission.
- The application site relates to accessible, brownfield land and would offer favourable regeneration to provide appropriately scaled economic development which would create a range of local employment opportunities.
- The proposed redevelopment has the potential to bring about significant economic, environmental and visual improvements by replacing what is currently underutilised brownfield land with a modern foodstore development. Such development would improve the appearance of a prominent site adjacent to a key arterial route.
- The development would be located to the south of a Grade II* Listed Heritage asset which has been taken into account in the Scale, Mass, Layout, Design and material selection of the submitted scheme.
- The application has been considered by both TfGM and Highways Services. Subject to necessary off-site highway works, no significant issues are raised.

Description

The application site measuring 0.69 hectares is currently occupied by a building known as Lowry House, it is the former Carillion office block and associated car park that was utilised more recently as temporary accommodation during the

establishment of Chorlton High School South further to the east along Mauldeth Road South. The four storey office 1970's block would be demolished to make way for the development.

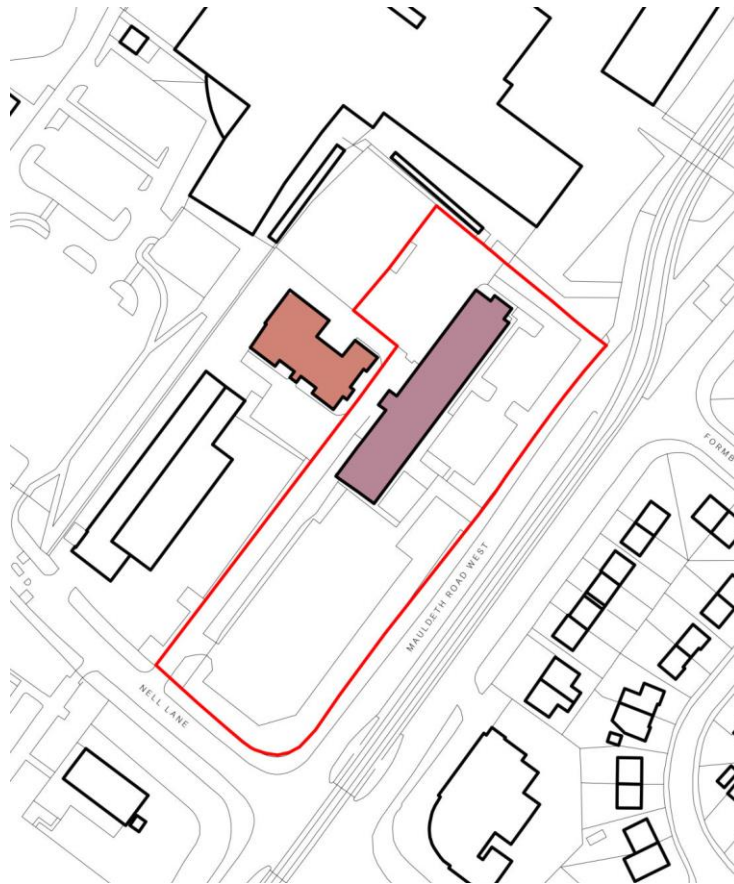


To the north west, on the other side of an unadopted service road, lies the former Mauldeth House, which was utilised as an office building and the Grade II* Listed Hough End Hall, a 16th century manor house, which is now utilised as a mosque and educational centre. To the north and east lies Chorlton High School. To the south lies Mauldeth Road West with a former public house known as The Southern and housing beyond and to the west lies Nell Lane with Chorlton Park beyond. The wider area is characterised as predominately residential with shopping parades.

The site is enclosed by green weld mesh fencing, with a wall for a small section defining the entrance to the former Carillion/CHS South building. Vehicular access is taken off Nell Lane near to the signalised junction with the Mauldeth Road West. This access also provides a route to parking associated with Mauldeth House and Hough End Hall. Metrolink is street running at the junction of Nell Lane and Mauldeth Road West in front of the site, protected in a central reservation for the rest of the length of the application site before it swings off road in front of Chorlton High School.

The site lies within Flood Zone 1 (low risk of flooding).

The site is not located within or adjacent to a Conservation Area.

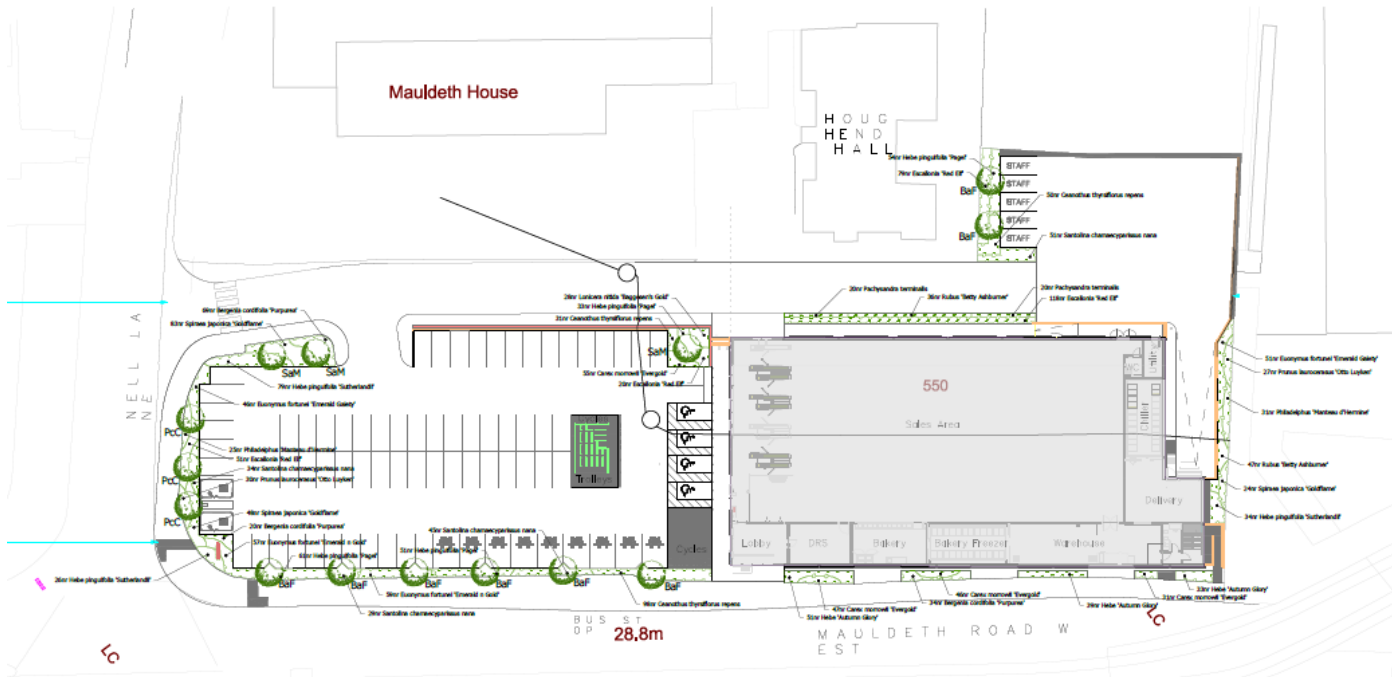


Proposal

Planning permission is sought for the erection of a new retail food store (Use Class E) to be operated by Lidl.

The proposed development comprises 1988 sqm gross internal area (GIA), with a net sales area of 1360 sqm together with associated servicing area, parking and landscaping. There would be 85 car parking spaces (including 4 disabled, 9 parent & child spaces, 2 electric vehicle charging (Electric Vehicle Charging) spaces). The store would be open from 07.00 to 23.00 Monday to Saturday and 10.00 to 18.00 Sundays and Bank Holidays.

The proposed development would be accessed via a widened existing access off Nell Lane with deliveries taking place from the north of the site.



Environmental Impact Assessment Screening

The application proposals were subject to the issuing of a formal screening opinion by the Council as local planning authority. This concluded that this development would have some impact on the surrounding area. However, it was judged that these would not be significant to warrant a formal Environmental Impact Assessment and that the formal opinion of the City Council, is that an Environmental Impact Assessment is not required to accompany this application in this instance.

Publicity

The proposal due to the scale of development has been classified as a major development. As such it has been advertised in the local press (Manchester Evening News) as a major development. A site notice was displayed at the application site. In addition, statutory consultees have been consulted and notification letters were sent an extensive area.

A Statement of Community Involvement is submitted with the application that sets out that the applicant undertook pre-application engagement with the local planning authority, local councillors and local residents (leaflet drop, web page, public exhibition and phone number provided).

Consultation responses

Following the neighbour notification and advertisement of the proposals, 180 responses were received from residents and businesses 95 of these were objecting to the proposals, 76 responses made supportive comments. 9 neutral comments were received.

One of the letters titled Community Letter of Objection was received with 122 signatories including the Head Teacher of Loretto High School.

One of the letters of objection is from the Head Teacher of Chorlton High School

Objections received state that:

- Committee should visit the site during peak school hours to appreciate the unsuitability of this location including the long-standing road safety, congestion, and the pollution issues on this busy multi-school corridor.
- This site is not suitable for a large supermarket development because it is close to three large high schools, a large primary school, a foodbank, and family support charity centre. The site is not in a town centre location.
- The proposal to build a large supermarket car-centric development on this site is not consistent with Manchester City Councils Active Travel strategy and other related policies and priorities of Manchester City Council and the Greater Manchester Combined Authority. The alterations to the highway will be detrimental to pedestrians and cyclists experience Other authorities have refused similar development.
- The application has missing information (an additional highways technical note), unrealistic assumptions (about travel distances), and failure to properly consider the impact this development will have on the surrounding school communities demonstrates a lack of ethical consideration and conscious omission of information throughout the proposed development.
- This supermarket will create more traffic (from further afield) with large amount of arrivals and departures, leaving the local residents subject to more air pollution; There is too much car parking and servicing contrary to Manchester's commitment to reducing CO2.

- There is not enough parking as people will not travel on foot, by bicycle or use public transport (buses are quite a long walk away), Mauldeth House should be demolished to provide parking with a one way system.
- The increase in traffic near schools and a park will increase air pollution on roads that are already congested to the detriment of users of sports facilities and playgrounds causing harm to public health. Reference being made to the Clear Air (Human Rights) Bill and the Environmental Protection Act 1990. A query was made about how the Air Quality Assessment and how it assesses the existing baseline and a suggestion was made that the site is established as an extension to Chorlton Park.
- Construction traffic will disturb the learning of children at neighbouring schools.
- There is a need for speed bumps on Nell Lane and Mauldeth Road West to slow traffic, children have been hit by cars on Mauldeth Road West. St Werburghs Road/ Nell Lane has been indicated as an 'active travel route' on the maps used in the ongoing Manchester active travel consultation.
- Local schools are concerned that the store will serve as a magnet for children from local schools. They also believe that it will discourage students from cycling to the schools due to the impacts on road conditions undermining efforts by the schools to encourage active travel. This location is important as an active and safe school travel corridor.
- The Transport Assessment's consideration of accidents is misleading as it only counts some accidents within a narrow radius of the site.
- The increase in traffic might affect the operation of Metrolink and Southern Cemetery.
- The existing building should be reutilised rather than be demolished. This goes against the Council's carbon neutral objectives. It should be repurposed for affordable housing for key workers.
- The site should be utilised to bring forward a multi storey mixed use development that brings forward affordable housing which is much needed; and or a hotel / office use.
- There were criticisms of the submitted Travel Plan, SUDS, lack of photovoltaics and that the development did not meet the 10% biodiversity net gain target. The need for trees to compensate for road pollution and to block views of the supermarket from the main road were referenced.
- The area is already served by supermarkets and shops and this additional store would affect the vitality of independent retailers in Chorlton.
- The design of the scheme (including advertising posters) would disrespect the heritage of the listed building at Hough End Hall. One resident stated that the design should be akin to the Hall and school design.

- Concerns about the impact of the proposals on the Beech tree to the front of Hough End Hall.
- Concern about the possible impact on the operation of the Mosque/academy
- Littering associated with the use on site and within the neighbouring park
- Loss of the fencing around the site might allow children to access the car park.
- Criticism of pre-application engagement and the timing of the submission of the application at Christmas.
- Very few people who support the development and that there were more suitable sites.

Expressions of support for this proposal relate to:

- The offer of an improvement to the overall retail offer in the area, in terms of a reasonably priced grocery shopping offer in time of a cost of living crisis.
- Having a facility such as this would be of significant benefit to the community as it will be accessible on foot, by bicycle and by public transport (with linked trips during pick up/drop off to schools) and will result in a reduction of car and taxi journeys which people currently have to make from this area to do their weekly shop.
- The proposal will solve the problem of the current site being an eyesore and will remove an existing ugly building which dwarves the historic Hough End Hall.
- The car park may take the pressure off Nell Lane during drop off / pick up periods where parents park inconsiderately.
- The scheme would cause no further traffic than there was when the building operated for Carillion or for the temporary accommodation for Chorton High School South. People will visit throughout the day rather than at peaks as with previous occupants.
- The increase in traffic will be a worthy sacrifice.

Neutral comments suggested that the store should open after school drop off time. – Comments were made that residents were promised a Low Traffic Neighbourhood to be established on Sandy Lane with a cycle lane, this is a U-turn. One comment suggested access from Mauldeth Road West as an alternative. One comment states that there is a need for a wider footpath and a segregated cycle access with a cyclops junction to Nell Lane and Mauldeth Road West and speed bumps to St. Werburghs Road.

Objections and expressions of support asked for an increase in the amount of cycle parking, suggest the introduction of cargo bikes and request a cycle link to Barlow Moor Road and a cycle lane on Nell Lane.

Chorlton Voice

The proposed location, by a busy crossroad and close to four schools, is an inappropriate location for a new foodstore. The additional traffic and turning movements generated would be a hazard to pedestrian safety in the area. The proposed site layout is dominated by car parking, with little meaningful soft landscaping.

Given that the submitted Transport Assessment forecasts peak parking demand to be 67 spaces, the proposed 85 spaces is clearly excessive. The number of spaces provided could be significantly reduced, allowing space for meaningful site landscaping, including Sustainable Urban Drainage.

Ward Councillors

Comments received from the three Chorlton Park councillors

General

Were surprised to learn of Lidl's interest in this site as it was expected to come forward for homes. Disappointed that this site is to be developed on its own as believe that for our area it would be beneficial for it to be developed alongside the Mauldeth House site, so that a development could be created which fully supports Hough End Hall and supports aims for the city, to make Manchester a world leading city, reducing inequality and becoming a zero carbon city by 2038.

That said, Ward Members have long had real concerns that so many of the ward's residents live in a food desert, that is, over a mile from the nearest supermarket. This primarily affects those parts of the ward furthest from tram stops and that have endured cut after cut to bus services year on year. Those areas are also where people are less likely to have access to a private car. Many people currently travel considerable distances to a reasonably priced supermarket. So we are very aware that for many residents this is an extremely welcome development that will bring real opportunities for reasonably priced food, including those whose households have been hit extremely hard by the cost-of-living crisis.

Also welcome and appreciate the considered approach to building design in keeping with Hough End Hall. Welcome the one-delivery and out-of-hours approach to servicing.

Should the application be approved however, there are serious concern. These are covered below but the main one is road safety and the safety of school students. Want to see those concerns addressed either by Lidl directly or by the imposition of planning conditions. Think that to allow the application to proceed without much more serious consideration of this on site would be seriously detrimental to the safety of our local young people.

Impact on road safety especially for school children

Noted with surprise that the original assessment was a desk-based exercise at a site that all those with local knowledge know is problematic.

There are four large schools within half a kilometre of the proposed supermarket site. Chorlton High, immediately north on Nell Lane, has 1500 students. Chorlton Park Primary 400 metres away on Mauldeth Road West has 800 + children from nursery age, Loreto High School, 400 metres to the south, has 764 students), and finally Chorlton High South, 1500 students and 400 metres to the East off Mauldeth Road West. The presence of two of these schools is not acknowledged in the Lidl planning application. This is a major oversight on the part of the applicants.

But in total this makes 4,500 school students from the age of 2 to the age of 16 in the very near vicinity twice per day. Believe this means that there is a heightened responsibility to ensure that the local walking and cycling environment for children, already far from ideal, must not become more hostile. Concerned that neither the Transport Assessment nor the Stage One Road Safety Audit specifically referred to the great sensitivity at this site for the safety of children. This is a key concern.

As local councillors have worked continuously and closely for many years with all our schools, and the Council, to improve safety in the vicinity for our children. In Summer 2022, MCC Highways department invested significantly in new infrastructure to improve safety in front of Chorlton High School, Loreto, and Chorlton Park Primary schools including the provision of bollards on pavements. This work was undertaken specifically to discourage parents from driving to school, and parking. As things stand the provision of this space significantly undermines that work.

Both Loreto and Chorlton High have historically benefited from an investment programme from TfGM, to improve local walking and cycling infrastructure including Bikeability training.

It is not possible for that number of children to arrive safely in school unless most of them walk or cycle. Therefore it is essential that the addition of a supermarket does not make a more hostile walking and cycling environment for those children by creating more points of conflict. We will discuss this further when considering the size and accessibility of the car parking below.

The junction of Nell Lane and Mauldeth Road West

The Nell Lane / Mauldeth Road junction has been a particular problem for us for years.

In May 2021 two students from Chorlton High were involved in hit and run collisions, one on Nell Lane. One student was very seriously hurt.

As a result, councillors held a special meeting with all local Head Teachers to discuss the safety of the home to school journey.

Heads said that worries about the safety of the junction between Nell Lane and Mauldeth Road West was of particular concern in keeping young people safe on their journey to school. We have real anxieties about additional pressure on the junction. Do not think that adding a right turning lane to on the north bound carriageway of Nell Lane is acceptable, given the hundreds of children that use this junction on foot or bike every morning and afternoon. Two 3-metre lanes will tempt

queueing drivers to mount the pavement and undertake, illegal but regularly observed. An additional lane would mean that pedestrians have an additional lane to negotiate, and prioritises the movement of people in cars over those on foot inverting road hierarchy priorities. We would prefer the following interventions at this junction:

- a full review of time given for pedestrian and cyclist crossings on the signalised junction and pedestrian and cyclists to receive a higher priority than at present;
- the junction to have cameras so that red light running drivers are caught and penalised;
- funding for an additional traffic control person for one year initially to assure safe crossing at the junction
- Banning UTurns at the junction (along Mauldeth Road West)

Not adding an additional right turn lane will inevitably mean longer vehicle queues at the junction, but that has to be set against adding road capacity increasing car journeys and discouraging modal shift or worse, encouraging modal shift into the car. Queues along Nell Lane at school drop off and pick up times, both north and southbound, are already long and stationary in front of both these secondary schools increasing the level of traffic fumes that our children are exposed to. This is an additional concern.

Additional measures we are asking for:

- delivery vehicle being obliged by planning condition to deliver well outside peak hours (preferably before 7 am or after 7 pm)
- A raised entry treatment at the Nell Lane entrance with clear pedestrian priority. The pavement to continue at the same level either side.
- Car park measures in place; such as charging and ANPR cameras for any non-customer stays - to absolutely ensure that parents cannot use the car park as a drop off zone. Additional vehicle movements create conflict risk between vehicles and children walking and cycling. This is unacceptable so close to so many schools.

All changes to the public realm as a result of the application should be designed using guidance LTN 1/20 and the subsequent Design Guide adopted by GMCA in March 2021, which significantly develops the infrastructure guidance in relation to pedestrians and is published on the GMCA website.

In January 2022 one of us, Cllr Shilton Godwin, wrote to GMCA concerning the status of this guidance for Highways development that was not specifically Active Travel. The following response was received:

'any active travel infrastructure being built, regarding of funding source, should comply to the standards. This is the case even if it is only part of a wider project which is about more than just active travel – so, for example, a new access road to a new development etc'

The site sits on the Bee Network so we would therefore want assurance on this matter before any application was approved. It is the habits that children and young people, establish during these formative years that will affect their future travel choices and we need them to be confident independent travellers. For that, their parents need to be confident that their journeys are safe.

Concern about traffic generation across a wider area

Manchester's Active Travel Strategy has been published and is likely to be approved at Council on 4 March. This strategy will shape how our streets will change so that people feel safe and comfortable walking, wheeling or cycling within a fifteen-minute neighbourhood, and how this needs to be embedded within our entire transport system.

Chorlton cycleway is being constructed and will terminate at Mauldeth Road West just next to Chorlton Park Primary School. Nell Lane and Mauldeth Road West are both designated Bee Network routes and therefore changes to local infrastructure must take account of that. It is therefore essential that we do not allow a situation to develop here that works against the city's necessary long-term requirements when we have the safety of so many young people to consider.

The Active Travel strategy is part of the city's key ambition to reduce the city's carbon emissions to zero by 2038, having declared a climate emergency in July 2019.

In Manchester the most intractable source of carbon emissions is transport, particularly cars which account for almost 30% of carbon emissions. Traffic levels currently are high and increasing – the number of vehicles registered in the city has risen 28% in the last decade.

We are concerned that the application has significant potential to increase traffic along the already highly congested minor roads nearby. This will make them less safe for the walking and cycling journeys that citizens need to switch to, to reduce carbon emissions.

More generally many residents have expressed to us their real concern that the development will attract additional traffic along Nell Lane and other minor roads, the known problem of inducing traffic demand. The impact of the proposals on Chorlton's many smaller roads does not feature in the application, but in Chorlton minor roads are already saturated and creating real difficulties for residents on foot and by bike. There is considerable anxiety about additional impact.

Chorlton has the second highest propensity to cycle in Manchester with a significant number of cyclists using Nell Lane. Nell Lane has been designated part of the Bee Network. Steps must be agreed as part of the application to ensure a safe walking and cycling environment for everyone along the road and through the junction

There are significant speeding issues on Nell Lane, St Werburghs Road and Mauldeth Road West.

We would like to see S106 money from this proposal spent on significant traffic calming, along Nell Lane and St Werburghs Rd in addition to whatever S278 requirements are set.

Over-provision of parking space

The planning application rightly refers to the significant number of people within walking distance and anticipates the maximum space occupancy in the car park as 67. We would therefore like to see the number of parking spaces reduced to certainly no more than 65, and ideally fewer. 85 spaces is a significant overprovision which should not be permitted. We also want to see the number of bike stands at least quadrupled. Currently only five are planned. Additional dedicated space for cargo bikes should be provided (at least five spaces and probably more). Steps should be taken in the management of the car park to ensure that it is only used for customers, not to enable parents to drop and go. So, we do not ask for fewer parking spaces, just for those spaces to be reallocated from cars to bikes and cargo bikes

Biodiversity

The biodiversity assessment has omitted a number of local sites of interest which contain significant wildlife

- Southern Cemetery is a Victorian cemetery, the largest in the UK. It is located within probably 250 metres of the site. It houses a range of wildlife including tawny owls, nuthatch, a significant population of bats and far, far more.
- Kingfishers are regularly seen along Chorlton Brook
- The site is also within a very short distance of Fallowfield Loop (just the other side of Chorlton Brook and the tram stop) and there is an almost uninterrupted route to Hough End Clough. Both of those locations support a diverse range of wildlife.

More consideration needs to be given to the ecological enhancement of the site. There is no mention of Biodiversity Net Gain of 10%. We want to ensure that this is met. We noted and were disappointed by the felling of half a dozen mature trees by Lidl as soon as the site was purchased. We wish to see adequate replacement of those in addition to whatever other requirements are included. With thoughtful planting the site could significantly enhance the biodiversity corridor which already links those sites with Chorlton Park itself and primarily, Chorlton Brook and Hough End Clough.

They suggest that this is in the form of

- More native trees to screen the car park from view;
- Careful protection of the old hazel tree sited in front of Hough End Hall (we are currently investigating whether this is or should be subject to a Tree Protection Order). It is extremely close to the site and must be at risk during the construction phase

- More native shrubs and flow planting likely to support insect life and water retention
- Many more bird boxes including swift boxes on the building
- A 'sponge' park (as in Gorton Park,)

Water management

In January 2020 parts of Chorlton as well as Didsbury came close to flooding from the Mersey. This included very high levels of water in the tributary Chorlton Brook close to the site. Chorlton Brook has overtopped a number of times in recent years causing flooding in the park and on the allotments.

The application proposes an attenuation tank and connection to the combined sewer. We are aware that United Utilities are forecasting that annual rainfall will increase by 59% by 2050 in North West England; creating a volume of additional water volume equivalent to 35 Beetham Towers to be managed annually in Greater Manchester. The city also has the highest proportion of combined sewers (mixed rainwater and foul waste-water disposal) in the country (55%) meaning that at times of high rainfall the chances of flooding with sewage is much higher here.

There is currently a tarmacked car park where the car park is proposed. Along with the reduction in car park size we would like to see a significant reduction in the area covered by tarmac. We would like to see this space used to create a sponge park to support biodiversity and improve on site rainfall management. Independent evaluation by the University of Manchester has established that the sponge park planted at Gorton Park reduced rainfall into drains by over 97%.

Surplus Food Waste

Food production and distribution is one of the most carbon intensive human activities and in the UK over 30% of our food is wasted. In Chorlton Park, as previously mentioned, there are of necessity a number of foodbanks and food pantries, and two are extremely close; Emmeline's Pantry and Quids In, both of which are based in the park, opposite. We would like to see a commitment to a partnership with our local food banks to ensuring that there is minimal food waste and that it is redistributed locally.

Energy

They note that the building specification is to adopt a materials first approach and to observe the energy hierarchy and that it is proposed to heat the building primarily using ASHP together with MVHR but we also note that it is anticipated that annual CO2 emissions are forecast at 42,600 kg which is the equivalent to a car being stuck in a five- mile traffic queue every day for a year. We recognise that these measures are an improvement on that legally required but we still feel that they are not adequate to the climate emergency and would request that to reduce further solar panels are added to reduce further the energy input requirement and therefore the calculated CO2 emissions.

Conclusion

This application sits at the centre of the two biggest concerns of our city, social justice and the climate crisis and we need to find a solution which supports both objectives. On the one hand a new store will bring improved access to well-priced food within far better reach of many of our residents. On the other, the store will attract increased traffic along already saturated minor roads.

They want to see all residents in our ward have better access to well-priced food, However, we are all aware of the increasing urgency of the climate crisis and experiencing its impact so we want to see the store built with absolutely minimal deleterious climate impact. This main issue here then is the increase in traffic so close to nearby schools, so we want to see the walking and cycling environment improved; enhancing the opportunity for biodiversity, and recognising and acting on the need to retain rainfall on the site as much as possible. The climate crisis is of huge concern in our community and we urge Lidl to respect this by ensuring that the new store is built in alignment with our real lived context. We would suggest that should they do that then they will reap the benefits, as they may attract customers from amongst our residents who currently feel extremely anxious about the implications that the new store will have for our environment.

They urge Lidl to work positively with us to make these changes to their application whether or not they can be made the subject of a condition, so that this store makes only a positive contribution to our community and neighbourhood.

Highway Services - Can be summarised as follows: -

The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and tram.

In terms of traffic impact on the adjacent highway network, TfGM have provided comments which are summarised as follows:

- o TfGM HFAS suggest that a sensitivity test is undertaken with 50% new trips applied during all scenarios: weekday and Saturday.

- o It is unclear why the percentage of pass-by and diverted trips has been split 50% each way along Mauldeth Road at its junction with Nell Lane. The turning proportion for counted flows are not close to 50% at these locations.

- o Queries arise in relation to the LINSIG models provided.

Vehicle access is provided from Nell Lane where three-metre wide shared cycle/footways are retained on both sides, with a widened carriageway (9m) to accommodate a right-turn pocket and where the northern kerbline is built out to improve vehicle/pedestrian intervisibility. Keep clear markings are also to be provided at the junction.

For the internal raised pedestrian crossing, they would suggest that it is centralised between Nell Lane and the car park access so that any vehicles entering the site and stopping at the crossing will not potentially cause an overhang issue on Nell Lane.

TfGM recommend that a direct pedestrian access should be provided onto Mauldeth Road West to serve the site (ideally near the existing bus stop).

In relation to the above, and in particular the proposed highway layout on Nell Lane, require a stage 1 road safety audit is submitted for consideration.

The parking proposals comprise of 85 spaces of which four are DDA compliant, two have rapid electric charging, nine are for parent and child and five are staff spaces. Bay and aisle sizes are compliant. Separate HGV parking is provided in the rear courtyard area with space for the vehicle to turn and exit in forward gear. Whilst this quantum of parking is acceptable, we require that 20% of the car parking bays (17no) are provisioned with cable routes to allow for future EV conversion.

Secure and sheltered cycle storage (for 10 bikes) is provided for customers under the building canopy. Separate staff cycle parking is provided in the warehouse. This arrangement is acceptable from a highway perspective

With regard to waste management, further information is required in relation to storage and collection.

The proposed boundary treatment plan suggests that the existing mesh fence will not be retained and in this regard clarification is sought. The internal walling details (railing type 2) is acceptable from a highway perspective.

Should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval.

An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes.

For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:

- o 5 years of accident history
- o Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- o Audit of key cycling routes (ASLs, cycle lanes etc.)
- o Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)

The submitted travel plan is acceptable to Highways.

Should the planning application be approved it is required that a Demolition and Construction Management Plan be conditioned.

FURTHER HIGHWAYS RESPONSE 02/02/2023: - Following the submission of additional requested information the following comments have been received

- o It has been clarified that a separate direct pedestrian access is also to be provided from Mauldeth Road West.

- o In relation to traffic impact/trip distribution the further information provided has been submitted to TfGM and in this regard we await their further comments.

- o With regard to waste management, the storage and collection proposals have been clarified and are acceptable.

- o A stage 1 road safety audit has been undertaken and raised queries related to vehicle tracking, existing site level differences and visibility issues to pedestrian crossings, which have been addressed as follows:

- In relation to vehicle tracking, the submissions confirm that the necessary vehicle manoeuvres can be made safely.

- It has been confirmed that the existing site level differences are to be adjusted as part of the development.

- The internal raised pedestrian crossing and access crossings have been

repositioned and vegetation removed to satisfy visibility requirements. MCC Highways consider that the matters identified within the safety audit have been addressed by the developer.

Highways section of Transport for Greater Manchester

TfGM Highways Forecasting Analytical Services and Urban Traffic Control are satisfied with the Highway Consultants response to TfGM's previous comments. TfGM UTC are currently checking the LINSIG models (software which allows traffic engineers to model traffic signals and their effect on traffic capacities and queuing) but it is anticipated that the models will be substantially correct.

In terms of the impact of the development at the junction of Mauldeth Road West / Nell Lane, this will be set up to run under MOVA control (microprocessor optimised vehicle actuation) through a TfGM funded project. Therefore, as the impact due to the LIDL traffic is not significant, it is considered that the additional traffic generated is likely to be mitigated by the MOVA operation. There is a pedestrian access to the store from Mauldeth Road West.

FURTHER HIGHWAYS RESPONSE -

In relation to traffic impact, TfGM have reviewed the modelling in detail and have indicated that any additional traffic generated can be accommodated on the highway network. Nell Lane will be widened to accommodate a right turn pocket which will allow passing traffic to progress unhindered towards the district centre. With regard to the signalised junction at Mauldeth Road West/Nell Lane, this will be set up to run under MOVA control which will mitigate the impact of any additional traffic.

Pedestrian access to the development is being provided from Nell Lane and Mauldeth Road West, and, in conjunction with existing pedestrian and cycle infrastructure, they are satisfied that the access arrangements are fit for purpose.

With regard to road safety, an independent stage 1 road safety audit has been undertaken for the development, and they are satisfied that all matters raised have been addressed within the proposed design.

In relation to accident analysis undertaken in the vicinity of the site, whilst a data discrepancy has been raised by the objectors at the junction of Mauldeth Road West/Nell Lane, highways are satisfied that this is not material.

In relation to public transport connectivity, they consider that the site is adequately served by both bus and tram.

Environmental Health - Conditions are advised with respect to fumes, construction management, hours of delivery, external lighting, acoustic insulation, external equipment, waste management, air quality and ground conditions.

Neighbourhood Team Leader (Arboriculture) – There are currently no trees on the site of any value as it would appear that the applicant felled the trees on this site prior to submitting an application. There are no objections to the proposed development as the proposed planting species and numbers are sufficient for this site. If any alterations are proposed for the road heading into the site we would need

to see an arboricultural impact assessment for the Beech tree to the front of Hough End Hall.

MCC Flood Risk Management - Advise that conditions should be included to ensure the submission and approval of a surface water drainage scheme and its subsequent maintenance.

Parks & Events – Any comments received will be reported to committee.

Greater Manchester Police – Any comments received will be reported to committee. The application is accompanied by a Crime Impact Statement in which Greater Manchester Police state their support so long as the recommendations within the Crime Impact Statement are followed, a condition to this effect is recommended.

Transport For Greater Manchester – Metrolink have no objection to this application and whilst the development proposals are unlikely to affect Metrolink operations the site does adjoin the Highway in which Metrolink operates and therefore would like the applicant to be advised that the details of working safely near Metrolink. Additionally, if abnormal loads are required to access the site would draw the Applicant's attention to the electrical overhead lines that run along Mauldeth Road West and would also ask that any condition with regards to mitigating against the spread of detritus onto the highway also includes for the same onto Metrolink tracks.

Greater Manchester Ecology Unit – State that an assessment for bats found negligible value for bats, however, recommend the imposition of an informative so that the applicant is aware that they must seek and implement ecological advice should they find or suspect that the proposals will impact on protected species. Work that will impact on habitats where nesting birds may be present (for example demolition of a building or works to trees and other vegetation including undergrowth like bramble), should not be undertaken in the main bird nesting season (March – August) unless suitable checks for active bird nests have been undertaken. Planning policy (NPPF – July 2021 para 174d), 179b) and 180d)) encourages enhancements and net gains for biodiversity to be delivered through the planning system. Wherever possible measures to enhance the site for biodiversity should be secured as part of this planning application. Table 4 gives suggestions of what may be appropriate. A condition requiring the details of a biodiversity enhancement plan should be applied to any permission if granted.

Historic England – Stated that they could give an opinion if consulted, however, there is not statutory duty to do so.

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'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.

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy EC1 (Employment and Economic Growth in Manchester) looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy C6 (South Manchester District Centres) - states that across the area there is capacity for both further convenience and comparison retailing floorspace. In total, approximately 8,000 square metres of convenience and 4,500 square metres of comparison retail floorspace will be promoted up to 2027.

Policy C9 (Out of Centre Development) - Development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable;
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated; district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,
- The proposal is appropriate in terms of its scale and function to its location.

Development that improves the environment of an existing out-of-centre facility or its relationship with surrounding uses will be supported, providing that it also meets the other criteria in this policy.

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Within the City Centre, development should provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities.

Policy EN1 (Design Principle and Strategic Character Areas) relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes.

Policy 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 EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN6 ('Target framework for CO₂ reductions from low or zero carbon energy supplies) states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

Policy EN8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

Minimisation of flood risk by appropriate siting, drainage, and treatment of

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

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will 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. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues stat that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC19 (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.

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

In addition, the below guidance and documents are also considered to be important material considerations:

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

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.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines 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.

Sections 4, 6, 7, 11, 12 and 16 are considered relevant to the consideration of this application.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

Town centres and retail - Paragraph 91 states that it may not be possible to accommodate all forecast needs for main town centre uses in a town centre: there may be physical or other constraints which make it inappropriate to do so. In those circumstances, planning authorities should plan positively to identify the most appropriate alternative strategy for meeting the identified need for these main town centre uses, having regard to the sequential and impact tests. This should ensure that any proposed main town centre uses which are not in an existing town centre are in the best locations to support the vitality and vibrancy of town centres, and that no likely significant adverse impacts on existing town centres arise.

Paragraph 9 states that the sequential test guides main town centre uses towards town centre locations first, then, if no town centre locations are available, to edge of centre locations, and, if neither town centre locations nor edge of centre locations are available, to out of centre locations (with preference for accessible sites which are well connected to the town centre). It supports the viability and vitality of town centres by placing existing town centres foremost in both plan-making and decision-taking.

Paragraph 15 states impact test only applies to proposals exceeding 2,500 square metres gross of floorspace unless a different locally appropriate threshold is set by the local planning authority. In setting a locally appropriate threshold it will be important to consider the:

- Scale of proposals relative to town centres;
- The existing viability and vitality of town centres;
- Cumulative effects of recent developments;
- whether local town centres are vulnerable;
- Likely effects of development on any town centre strategy; and
- Impact on any other planned investment.

Paragraph 17 (Reference ID:2b-017-20190722) states that the impact test will need to be undertaken in a proportionate and locally appropriate way, drawing on existing information where possible. Ideally, applicants and local planning authorities should seek to agree the scope, key impacts for assessment, and level of detail required in advance of applications being submitted.

Noise - 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.

Air Quality – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

Other legislative requirements

Principle

The principle of the development is considered acceptable and would make efficient use of a previously developed site, to provide increased shopping choice for the local population, whilst contributing to the local economy through the creation of jobs.

The existing site is currently unoccupied. The site is in a highly sustainable location served by bus services and Metrolink. It is considered that the demolition of the existing building and erection of the proposed retail store would uplift the appearance of the site, improve views towards the adjacent Grade II* listed building and regenerate an under-utilised site in a prominent location.

Comments have been made in objection that the site should be utilised to bring forward a mixed use development that will bring forward affordable housing, however, the local planning authority must assess this application on its individual merits.

Whilst the proposed store is out-of-centre in planning policy terms, the applicant has demonstrated that there are no sequentially preferable sites, or allocated sites, within the area that are available, suitable and viable. The proposal would not have any significant unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and the proposal is appropriate in terms of its scale and function to its location. The proposed development is also considered to improve the surrounding environs.

The applicant has provided a Planning and Retail Statement which seeks to address the tests within policy C9 and justify the proposals in terms of sequential and impact tests set out within the National Planning Policy Framework.

The application proposal provides less than 2,500 sqm of retail floorspace so a full Retail Impact Assessment is not required by either policy C9 of the Core Strategy or the NPPF. The submitted Retail Statement is considered to be proportionate to the scale of the proposals and acceptable in scope and underlines that there is sufficient qualitative and quantitative need for the proposed store in this area.

On this basis, the proposed development is considered to accord with relevant Development Plan policy and national planning guidance as set out earlier in this report. There are no material considerations of sufficient weight to indicate otherwise.

An appraisal of the more specific planning issues and the impact of the proposal upon its surroundings is outlined further below.

Demolition of the Existing Building

The principle of the demolition of the existing building on site has been approved by a prior notification for demolition through application reference 134169/DEM/2022.

The present structure is considered to be of minimal architectural merit and the loss of the existing structure would offer significant public benefits by leading to environmental, social and economic improvements to the local area and an improvement for the setting of the Grade II* listed heritage asset that is Hough End Hall. A construction management plan is required by condition which would include the above requirements as well as management during the overall construction programme.

Redevelopment of the Site and Contribution to Regeneration

The existing building is showing signs of decline. The existing building has been subject to transient occupancy and periods of vacancy over recent years. It is considered that the proposed retail store would uplift the appearance of and regenerate an under-utilised site. The proposed store represents an opportunity to introduce a high quality development within a sustainable location.

Employment and Contribution to the Local Economy

The proposed Lidl store would add to the diversity of shopping choice and increased competition in the area and provide a discount food store serving the local population. This will be beneficial to nearby residents.

Aside from creating employment during construction and through supply chains, a typical Lidl foodstore is anticipated to provide around 40 full time equivalent jobs, delivering a significant boost to the local economy. These positions range from managers, administrative roles to store assistants and cashiers.

In order to ensure these benefits are delivered, a condition has been included which requires that the applicant enters into a local labour agreement to target local residents for employment and training opportunities generated by the development. On this basis, it is considered that the proposed development will add positively to the local and wider economy.

Retail Impact

Due to the site's out-of-centre location, the application has been accompanied by an assessment of the retail impact, as a consequence of the proposed store.

Policy and guidance underlines that the scale and scope of retail assessments should be proportionate to the scale of development proposed and this is applied in this instance. Policy is also permissive of retail development outside of designated centres if the sequential and impact tests are satisfactorily addressed. As set out below, it is believed that the relevant policy tests have been met.

Sequential Site Assessment

The NPPF and Policy C9 of the Core Strategy require that the sequential approach to site selection should be applied to all development proposals for main town centre uses that are not in an identified centre and not in accordance with an up-to-date development plan. Applications for main town centre uses should be located within a town centre, then in edge-of-centre locations, and only if suitable sites are not available should out of centre sites be considered. The NPPF further requires that applicants and Local Planning Authorities should demonstrate flexibility on issues such as format and scale.

In this case, the nearest centres are

- Chorlton District Centre;
- Didsbury District Centre;
- Withington District Centre;

- Fallowfield District Centre;
- Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local Centre;
- Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local Centre;
- Merseybank Local Centre;
- West Didsbury/Burton Road Local Centre;
- Stretford Mall; and
- Fallowfield Triangle Local Centre.

Due to the out-of-centre location of the proposed site, a sequential site assessment has been undertaken by the applicant which accords with an agreed catchment area based on a 5 minute drivetime. The drivetime is considered a realistic geographic area from which a foodstore will draw the vast majority of trade.

The assessment takes account of alternative sites that are located within or on the edge of existing centres which serve an equivalent catchment and which could accommodate the scale and form of the proposed development. It is therefore necessary to define any alternative sites that could accommodate the specific trading characteristics of a discount foodstore of the floorspace proposed and with an appropriate level of associated parking within a defined catchment area. The assessment should also make reference to Planning Practice Guidance which indicates that the application of the sequential test should be proportionate and appropriate for the given proposal.

An assessment of site appropriateness has been undertaken in both of these areas and based on the scale, form and characteristics of the proposed store format, there are no other sites that are suitable, viable or available. It therefore stands that following a robust assessment of nearby sites, there are no sequentially preferable sites within or on the edge of the identified centres which could realistically accommodate the proposed store.

Retail Impact Assessment

The NPPF states that retail proposals not located within an existing centre should be assessed according to their impact (if any) on existing centres. Impact assessments should be provided for all proposals over 2,500 sqm when the proposal is not located within an existing centre and not in accordance with an up-to-date development plan.

Core Strategy Policy C9 states that the level of detail within impact assessments for proposals of less than 2,500 sqm gross floorspace should be proportionate to the scale and nature of the development proposed and its likely effects on designated centres. For all proposals of 2,500 square metres gross floorspace and over, a full assessment will be required.

Supporting policy text goes on to states that the impacts of out-of-centre development will vary across the city and will need to be considered on a case-by case basis, although the Council considers that development of less than 650 square metres gross will generally be of local significance only.

In light of the above, as the proposal is less than 2,500 sqm a full, quantitative impact assessment is not required and the proposed store at 1988sqm is significantly

below the relevant threshold.

Nevertheless, based on the supporting justification to Policy C9, account has been taken as to the qualitative impact of the proposed store.

In assessing the trading impacts of the proposed discount foodstore regard has been had to the approach advocated within Planning Practice Guidance when examining the diversion of trade. This uses a 'like affects like' principle with the reasonable assumption that a new discount foodstore would divert the majority of trade from equivalent surrounding food shopping destinations.

The applicant has provided an assessment of trading impact to surrounding mainstream foodstores and centres, taking account of both convenience and comparison retail goods expenditure

The analysis concludes that the proposed store is highly unlikely to result in a significant impact to the long-term trading performance of surrounding mainstream foodstores and with only limited trade diversion from existing centres and smaller shops and services.

The assessment includes a health check analysis of these areas in order to determine vacancy rates, environmental conditions and the current vitality and viability of any of the identified, defined centres and shops will remain largely unaffected. There is no evidence to suggest that the role and function of these centres will abate following the introduction of the proposed foodstore and would therefore comply with the relevant policy and guidance.

On balance, it is not considered that the proposed store will give rise to any significant adverse impacts on these centres.

Conclusion

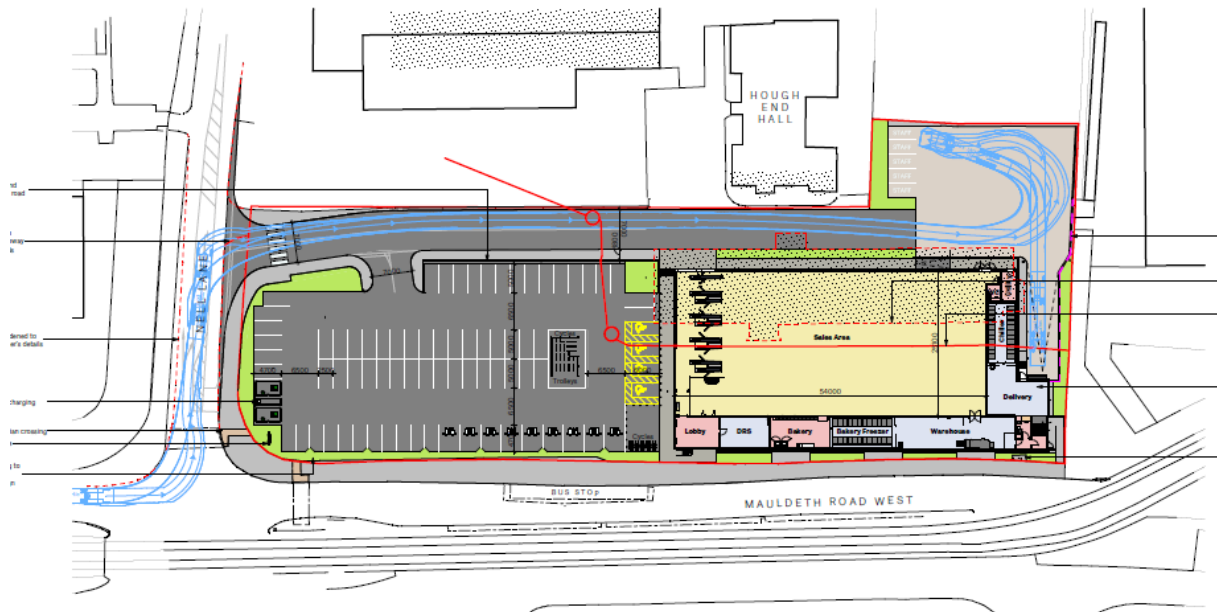
It is considered that the applicant has undertaken a robust and proportionate impact assessment and that there are no sequentially preferable sites, the proposed store can be satisfactorily accommodated without any significant effects upon existing retail operations within the identified catchment area, the store will not have a significant harmful impact upon the health of nearby centres and that there is sufficient capacity within the system so not to affect the viability of other operators. It should also be noted that the existing building on site could already be used legitimately for unrestricted retail use, albeit that the structure would not lend itself easily to conversion.

Moreover, in this case the proposed operator (Lidl) does not provide the full retail offer. It provides a limited range of convenience and an ever-changing range of comparison goods and does not offer the range of services provided by the mainstream food retailers or smaller independent stores. As such, the impact is different than if a mainstream retail operator was to occupy the store.

It is believed on balance the proposed store is located within a sustainable location and that the addition of a discount retailer will add to consumer choice and quality of shopping provision in the area in which the site is located. On this basis, the retail

impact is satisfactory.

Design and Layout



The proposed store would replace Lowry House which is situated to the front of the application site fronting Mauldeth Road West.

The proposed store would be located to the east of the site towards the boundary with Chorlton High School, with the delivery bay, servicing and staff parking to the north separating the building from Hough End Hall. Parking is incorporated adjacent to the west, with cycle parking and trolley parking. Vehicular access being taken from the widened access road off Nell Lane.

The site will accommodate 85 car parking spaces (including 4 disabled, 9 parent & child spaces, 2 electric vehicle charging (Electric Vehicle Charging) spaces (with further infrastructure to be conditioned).

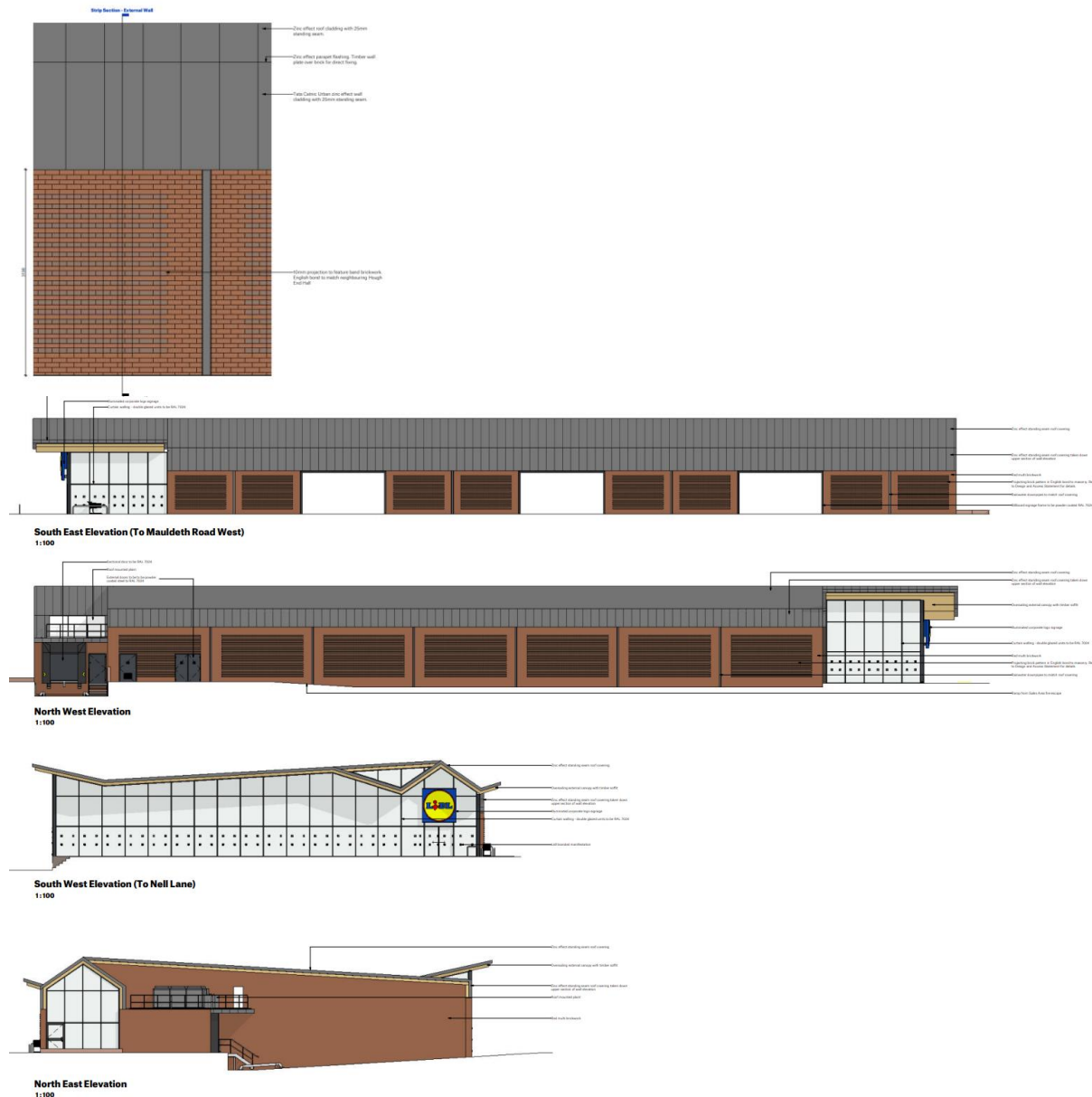
The entrance to the Lidl store would be on the western elevation with a pedestrian access from Mauldeth Road West.

The proposed retail store which would be two storey in height would be of a high quality design of an appropriate scale that responds to the context and would be constructed utilising materials that have been selected to compliment the materials of the neighbouring Grade II* Listed Hough End Hall.

This includes the use of glazing to the elevations, allowing views through to the adjoining listed building framed by Zinc coloured roofing material which is variegated to provide articulation that is a contemporary interpretation of the roofspace to the neighbouring building.

The red brick to be utilised would include a protruding brick detail with English bonding to provide visual interest and reference the influence of Hough End Hall. Advertisement panels along the side elevation facing Mauldeth Road West provide

defined areas that are appropriate for the display of advertisements with these advertisement panels being located on the opposite side of the building to the Listed Building. These panels would also visually break up the elevation to Mauldeth Road. The display of advertisements elsewhere on the building would be controlled by the imposition of an appropriate condition. Conservation paving in the form of York stone utilised within the hard landscaping. The inclusion of conservation paving is considered to be an appropriate response to the presence of the neighbouring heritage asset.



The position, scale, height and bulk of the building are considered to be appropriate in the street scene having regard the high quality design of the proposal, the existing building on site to be demolished, the nature of the surrounding property and having regards to the relationship to the neighbouring heritage asset. The structure would not be over dominant or intrusive in the street scene and it is considered that the building can be readily assimilated into the street-scene and local context without any significant, undue impacts to visual amenity

Heritage

The application site sits to the south of the Grade II* Listed Hough End Hall. The property which was built in 1596 was listed in 1952.

A Heritage Impact Statement has been submitted to accompany the planning application which sets out the significance of the heritage asset including any contribution made by its setting.

Currently there are very limited views of the Hall from Mauldeth Road West due to its set back location and development that has occurred historically in close proximity to the Hall. The statement sets out that the setting of the Hall has been severely compromised, in addition to the height and scale of surrounding buildings, the concrete surface treatments for car parking have degraded the setting of the asset. It is considered that the mature tree to the frontage of the Hall whilst partially obscuring views of the Hall, contributes positively to the setting of the site.

The applicant has stated that the development proposals have been informed and guided by the neighbouring Grade II* Listed Building. The scale of the proposed retail store is greatly reduced from the current four storey office block and the architectural devices employed and materiality selected pay heed and take architectural cues from the neighbouring property.

Hough End Hall is one of Greater Manchester's oldest surviving buildings and despite external and internal alterations the building remains a fine example of Elizabethan architecture. The buildings, car parking and infrastructure surrounding have degraded the significance of the asset.

Section 199 of the National Planning Policy Framework sets out that when considering the impacts of the proposed development on the significance of a designated heritage asset great weight should be given to the assets conservation and the more important the asset the greater weight should be, this is irrespective of when it whether any potential harm amounts of substantial harm total loss or less than substantial harm to its significance.

Lowry House is of no significance and is detrimental to the setting of the Hall therefore there would be no harm from the demolition and loss of the building. The proposed replacement structure would be on a similar footprint to the existing Lowry House but would be considerably lower in height and massing. The proposed building is also set slightly further away from Hough End Hall.

The building proposed will remain in the setting of Hough End Hall as an intrusive feature despite having a reduced height and massing. This reduction in height and slight set back would afford slightly better views of the building from the access road and from Mauldeth Road West.

The car parking would take the place on an existing area used for car parking and this element in the wider landscape would result in no impact on the significance of the site. Although the proposal would sit negatively within the setting of a highly listed asset it is considered that the harm caused is at the lower end of the less than

substantial harm test and it is considered that the proposal would offer public benefits in the form of a retail offer serving the local community, employment opportunities together with landscaping and tree planting that will outweigh that less than substantial harm. The development is therefore considered to be in accordance with the National Planning Policy Framework, Policy EN3 of the Manchester Core strategy and saved policy DC19 of the Unitary Development Plan for the City of Manchester.

Impact to the Highway

A Transport Statement accompanies the application which assesses trip generation, parking demand and highway safety, whilst acknowledging the highly sustainable location of the application site and how the site is accessibly located, within close proximity to a range of transport modes.

Parking

85 parking spaces are proposed for the proposed foodstore. Of these 4 will be accessible, with 9 parent and child spaces. 2 of the parking spaces will be for electric vehicle charging (EVC), with below ground infrastructure required for more spaces, to be secured by condition. This is considered to be acceptable.

Based on the survey work, involving a car park accumulation assessment, it is considered that based on the floorspace proposed the amount of parking provision is sufficient to cater for anticipated demand, including seasonal variations without the displacement of parking onto the local highway network. Highway Services are satisfied at the level of provision would accord with policy standards.

Concerns have been raised in relation to the car park being used for drop off and pick up of children attending nearby schools and it is considered that this is a matter that may interfere with the safe operation of the car park and conflict with users of the proposed store. On that basis a condition is recommended requiring the submission of a car park management plan with specific reference to measures to be implemented in order to prevent short stay parking for drop off and pick up of school children and to prevent school children using the car park as a short cut to Mauldeth Road West.

Trip Generation

The proposed development is to replace an existing building. As part of the applicant's trip generation forecast, the trips associated with the uses of the existing building is estimated and deducted. The net increase is then assessed at the junction using LinSig modelling and based upon the forecast trip generation during the peak traffic times for a weekday and weekend.

Fewer than 30 additional vehicles per hour are forecast to be added to the junction of Nell Lane with Mauldeth Road West in the weekday AM peak period. This rises to around 60vph additional forecast turning movements in the weekday PM peak and circa 80 new vehicles per hour on a Saturday during the midday peak.

The transport report submitted shows that the proposed site access arrangement onto Nell Lane would work well within capacity in all scenarios with no queuing occurring. At the junction of Nell Lane and Mauldeth Road West the proposal will have a minimal impact. This has been assessed as acceptable by Highways and Transport for Greater Manchester. There will also be additional controls at the junction through the introduction of the MOVA control.

Servicing

There would be one or two deliveries per day. During deliveries the vehicle engine would be switched off to reduce noise and disturbance. A graded ramp would be utilised in the delivery bay negating the need for noisy scissor or tail lifts.

Lidl routinely schedule deliveries for those periods outside peak-trading hours deliveries arriving over night or during the early hours of the morning.

Highway Safety

Personal injury accident data suggests that there is no particular trend or pattern of road accidents in the vicinity of the site resulting from any deficiencies in the local road network, or the operation of the site. Highways have not expressed any concerns resulting from the development proposed in this regard.

Off-site highway Works

The proposed development would require a number of off-site highway works. These measures include works to widen the service road carriageway to accommodate a right turn pocket and where the northern kerbline is built out to improve vehicle/pedestrian intervisibility. Keep clear markings are also to be provided to this junction. These measures have been provisionally agreed with TfGM and Highway Services.

The installation and commuted costs are to be funded wholly by the applicant. An appropriate condition detailing the required measures is included. It is also considered necessary that this condition also requires any necessary further measures to be introduced at the entrance to Nell Lane in order to ensure that pedestrian safety is protected.

Members raise issues relating to the introduction of further highway works through a Section 106 legal agreement. However, it is considered that all necessary mitigation relating to the impacts of the proposed development are addressed through the recommended conditions and further works would not be commensurate to the scale of the development proposed and the fact that the existing building could be brought back into economic use with no controls available to the Local Planning Authority.

Cycle Parking

The site layout has been designed in a cycle friendly way to allow suitable permeability for pedestrians and cyclists. There is secure and sheltered cycle storage for 10 bikes provided for customers under the building canopy. Separate cycle parking is proposed within the warehouse for any member of staff who would

require this facility. The level and type of provision is considered acceptable by the applicant. However, in order to ensure that there is sufficient space provided a condition is recommended to agree an enhanced provision for customer cycle parking.

Travel Plan

A Framework Travel Plan accompanies the application and includes sustainability measures such as on-site infrastructure, connecting with the existing off-site infrastructure, sustainable travel initiatives and monitoring and targets. A condition has been included to ensure a more detailed Travel Plan to be agreed and ongoing compliance. During the monitoring of the Travel Plan there can be exploration of an extension of the Beryl Bike hire scheme.

Active Routes To School

The application site is in close proximity to nearby schools and concerns have been raised in relation to the potential impact of the proposed use on the surrounding network. The proposal has been assessed in detail by both the Local Highway Authority and by TfGM and necessary mitigation measures are identified and required through appropriate conditions or measures provided as part of the development proposed. It must also be noted that the application property could be brought into use as an office, or indeed, as a retail use without any controls by the Local Planning Authority.

Conclusion

The Transport Assessment demonstrates that the proposal is not anticipated to have an adverse impact upon the safe and efficient operation of the existing local highway network both now and in the future. This is based on operational capacity assessments of various surrounding junctions. A Road Safety Audit was also carried out following comments received by TFGM.

Air Quality

An Air Quality Assessment has been submitted as part of the application to determine baseline conditions and assesses whether changes to air quality due to the construction and operation of the proposed development could significantly alter air quality.

The assessment considers the potential effects during the construction phase, including dust emissions and the impact during the operational phase, taking into account exhaust emissions from road traffic generated by the proposal.

An assessment of dust soiling and human health impacts during the construction phase has also been undertaken. Whilst it is noted that there is a risk of dust generation during construction, it is maintained that with the implementation of mitigation measures outlined within the assessment, the dust impacts from the construction phase are considered to be not significant.

The report sets out that the air quality changes to existing sensitive receptors are predicted to be negligible and not significant. Concentrations of harmful particles are likely to be below their respective long and short-term objectives at existing sensitive receptors and at the proposed development site which is therefore considered to be suitable for commercial use with regards to air quality.

The proposed development is not expected to have a significant impact on local air quality.

The following mitigation would be included at the proposed development:

- Two electric charging points are to be provided, with further infrastructure to be conditioned.
- A Travel Plan would be developed for the development to reduce reliance on the private car.
- A number of measures during demolition, earthworks, construction and trackout.
- Cycle parking
- Tree planting and landscaping

On balance the impact to air quality is not considered to be significant. Conditions have been included to ensure the mitigation measures detailed within the assessment, during and post construction are adhered to and for a separate construction/demolition management plan to be submitted and agreed.

Energy Performance

The submitted Energy and Sustainability Statement shows that the design of the building achieves a 16.94% carbon dioxide reduction and 23.56% energy reduction, when assessed against Part L2A of the 2013 Building Regulations.

Passive design strategies include natural daylighting reducing dependency on electric lighting and enhanced fabric efficiencies and thermal mass to help reduce temperature fluctuations by reducing heat gains and / or losses.

Active design strategies include heat recovery ventilation, sub-metering of energy consumption, low level lighting and a building energy management system.

Zero carbon technology to be included includes air source heat pumps. A condition to secure the performance of the building as set out in the submitted Energy and Sustainability Statement is recommended.

Additional Sustainability measures and Waste Management

The applicant has also set out that during the operation of the use Lidl:

- Charge for carrier bags rather than hiding the cost through higher prices; this provides the customer with a clear financial incentive to re-use their bags;
- Limit deliveries to a maximum of two per day. Delivery vehicles are also used to remove waste from the store on their return journey to the RDC where the waste/recyclable material is sorted and managed centrally. This also helps to reduce vehicle trips and emissions;

- Lidl recycling all paper/cardboard and plastic waste produced by the store. This means that over 80% of all waste produced in store is recycled;
- Lidl stores use a manual dock leveller for deliveries, reducing noise emissions and energy use;
- Water consumption is carefully monitored, and flow control devices and water meters are fitted in all stores; and
- Car park lighting is designed in accordance with Lidl's 'Dark Sky' policy with light fittings carefully specified in order to keep light spill beyond the site boundary to a minimum, with Lux and timer controls fitted.

A waste management condition is appended to retain the waste management operation which is considered to be appropriate.

Trees and Landscaping

There is no conflict shown on the plans or the arboricultural survey submitted in association with the application for the retention of the tree to the front of Hough End Hall. The tree is beyond the site edged red and would be unaffected.

Trees were removed from the Mauldeth Road West frontage prior to the submission of a planning application, however, the applicants were informed that the trees lost would be taken into account with regards to the need for replacement planting.

The scheme submitted shows 14, 4.5-6.25m, high extra heavy standard 16-18 girth trees (8 birches, 3 pear trees and 3 Whitebeam). 302 herbaceous shrubs and 1699 other shrubs. It is considered that this level of planting offsets the loss of previous tree cover to the site frontage, the applicant is requested to enhance the landscaping offer by satisfying the requirements of Greater Manchester Ecology Unit as set out below.

Ecology

The Ecological Impact Assessment submitted has been assessed by Greater Manchester Ecological Unit. The report finds that the site has negligible value for bats, however a precautionary informative is suggested to remind the developer of their obligations with regards to the Wildlife Act. The Greater Manchester Ecology Unit also suggest a condition relating to the protection of Breeding Birds, which has been attached.

There is also a requirement in an appropriately worded landscaping condition recommended for biodiversity enhancement over and above the measures already set out in the ecological impact assessment which require the installation of bird boxes, bat boxes and landscaping to create habitats.

Climate Change

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

The site is situated within a highly sustainable location with excellent access to a range of amenities, transport services and a residential neighbourhood which the proposed use is largely intended to serve and therefore reducing the distance need to travel.

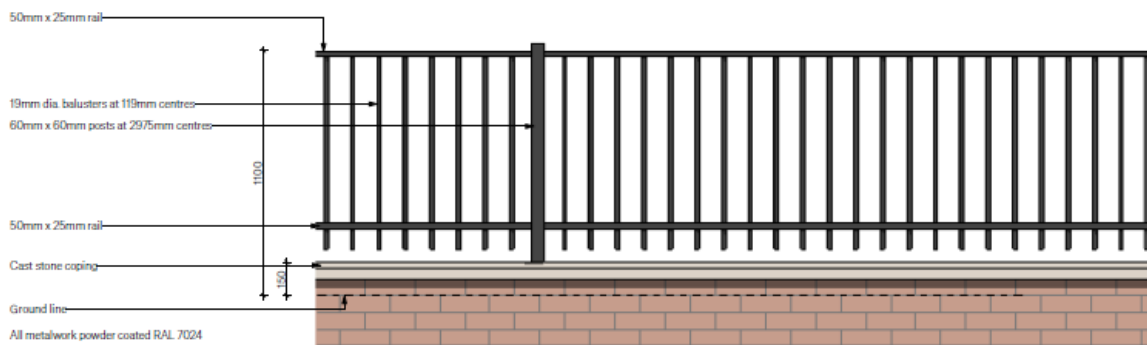
The site is situated within an existing residential neighbourhood, where existing infrastructure and services can be utilised. It is believed that the proposal therefore harnesses the objectives of sustainable development as advocated by the National Planning Policy Framework (NPPF), which seeks to provide development in sustainable locations, which will support strong, vibrant and healthy communities and contribute to building a strong, responsive and competitive economy.

Boundary Treatment

It is proposed to erect a metal rail fence above a brick retaining wall around some of the site frontages, however, the site requires further boundary treatment to this effect to prevent pedestrians from cutting through the site as a short cut and this is also requested by Greater Manchester Police and referenced in comments made. Metal paladin fencing is to be retained to the service area to the rear. A condition requiring further boundary treatment details to be agreed is appended. The appropriate boundary treatment to be expanded upon is shown below.

Boundary Treatment Plan

1: 500



Crime and Security

The proposed development has been designed with crime prevention and safety fully in mind with measures to be incorporated which would reduce opportunities for crime.

The application is accompanied by Crime Impact Statement which has been reviewed by Greater Manchester Policy (Design for Security). It is considered that provided the physical security measures detailed within the statement are implemented, the proposed development is acceptable from a crime and security perspective. In order to ensure the appropriate design measures are introduced an appropriate condition has been included amendment have also been requested to boundary treatment.

Residential Amenity

The plant area and servicing area is located to the north of the site some distance from the Mauldeth Road West and Nell Lane frontages. The noise report submitted requires a 2.5m timber acoustic fence to the eastern boundary of the servicing area to mitigate any noise disturbance to the pupils studying at the neighbouring Chorlton High School.

The proposed use is separated from other sensitive receptors by intervening uses and infrastructure and is not considered to provide any undue detrimental impacts with regards to loss of light, overlooking or loss of privacy or noise disturbance associated with comings and goings associated with the proposed hours of opening or delivery. Regard is also had to the possibilities that exist for the use of the existing Class E building and the associated impact on residential amenity that these uses could have.

To ensure the proposed unit does not result in any undue fumes or odours, an appropriate condition has been included which requires the submission and agreement of a scheme for the extraction of any fumes, vapours and odours from the premises. Provided satisfactory details are agreed, the impact as a consequence of any fumes or odours is anticipated to be negligible.

Subject to the imposition of the required mitigation and conditions, the development would therefore accord with policy DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

Construction Management

To make sure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part the city, a condition is included which requires the submission and approval of a construction management plan.

Ground Conditions

On the basis of the submitted reports, the ground conditions at the site are not considered prohibitive to the development proposed being delivered. A condition has been included to ensure compliance with the submitted mitigation and remediation measures identified and for a verification report to be submitted and agreed by the City Council post completion.

Drainage and Flood Risk

The application site is located in flood zone 1 'low probability of flooding' The submitted Flood Risk Assessment has been considered by the City Council's Flood Risk Management Team who advise that notwithstanding the submitted information, further details are required in terms of surface water drainage and its subsequent maintenance. Suitable conditions have been included which require further agreement of such details. If these measures are successfully implemented, the drainage strategy is considered acceptable. Tree planting and landscaping would break up areas of existing hard standing at the application site.

External Lighting

The application has been accompanied by an external lighting scheme encompassing the specification (including illuminance details / mounting heights etc.) and full light spillage analysis. No concerns have been raised by Environmental Health with regards to having any adverse impact to the nearest sensitive occupiers. As a safeguard, a condition has been included which seeks the elimination of any glare or light spillage if any encountered and assessed by the Local Planning Authority as being a nuisance.

Accessibility

Customers will enter the south west entrance through the glazed automatic doors, which are suitable for disabled access and fire exit. Then leading to the single level main sales floor - looping back to the tills and exit through glazed automatic doors. This entrance/exit are both close proximity to the disabled (4 spaces) and child and parent bays (9 spaces) at the front of the store.

Conclusion

The proposed development would make efficient use of a previously developed site, to provide increased shopping choice for the local population, whilst contributing to the local economy through the creation of jobs.

The applicant has demonstrated that given the out of centre location of the site, there are no sequentially preferable sites, or allocated sites, within the area that are available, suitable and viable.

The proposal would not have any unduly unacceptable impacts, either individually or cumulatively with completed or approved schemes and the proposal is appropriate in terms of its scale and function to its location.

The existing building on the application site could be brought back into use as an office with no controls from a planning point on the intensity of use, hours of operation or any requirement for landscaping, cycle storage or other sustainability issues such as renewable energy sources. Similarly, the existing building could be brought into use as a retail offer without the need for an application for planning permission with no controls available through planning legislation.

It is considered that the proposal would uplift the appearance of the site and is unlikely to lead to any negative impacts to residential amenity and the operation of the local highway. It has been concluded that the proposal would cause less than substantial harm to the neighbouring Grade II* Listed Hough End Hall and the limited harm caused would be outweighed by the public benefits of the scheme. On this basis, the proposal is considered to accord with the aforementioned planning policy and guidance and there are no material considerations to indicate otherwise.

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in 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:

Submitted Application Forms
R/2626/1B LANDSCAPING DETAILS

XX-XX-DR-A-90003 P02 BOUNDARY TREATMENT PLAN
 ZZ-00-DR-A-01001 P04 GF PLAN
 ZZ-01-DR-A-00 P03 1F PLAN
 ZZ-RF-DR-A-00001 P03 ROOF PLAN
 ZZ-XX-DR-A-02001 P05 ELEVATIONS
 ZZ-XX-DR-A-02002 P02 EXTERNAL WALL MASONRY
 XX-XX-DR-A-90001 LOCATION PLAN
 XX-XX-DR-A-90002 P01 EXISTING SITE PLAN
 XX-XX-DR-A-91002 P10 PROPOSED SITE PLAN

Visuals

DESIGN AND ACCESS STATEMENT

Environmental Statement

EIA SCREENING

AIR QUALITY ASSESSMENT

CRIME IMPACT STATEMENT

PLANNING AND RETAIL

STATEMENT OF COMMUNITY INVOLVEMENT

NOISE IMPACT ASSESSMENT

ECOLOGICAL IMPACT ASSESSMENT

FLOOD RISK ASSESSMENT

DR-C-0100 P3 DRAINAGE STRATEGY

PHASE II GEO-ENVIRONMENTAL ASSESSMENT

TRANSPORT ASSESSMENT

TRAVEL PLAN

Received 02 December 2022

PROPOSED LIGHTING LAYOUT

HERITAGE IMPACT ASSESSMENT

Received 14 December 2022

ENERGY & SUSTAINABILITY STATEMENT

TRANSPORT ASSESSMENT

Received 16 January 2023

TECHNICAL NOTES RESPONDING TO HIGHWAYS COMMENTS

Received 31 January 2023

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) With the exception of demolition, no above ground development that is hereby approved shall commence unless and until samples and specifications of all other materials to be used on all external elevations of the development, have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

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, pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

4) 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.

- o Full details of the impact of the demolition of the property upon the neighbouring designated heritage asset.
- o An amended Demolition Method Statement for the building on site that has controls over demolition vehicle access during school drop off and pick up hours, and;
- o A further updated existing asbestos Type 2 survey in relation to that building.

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.

5) The retail unit (Class E) hereby approved shall not be open outside the following hours:-

07:00 to 23.00 hrs Monday to Saturday

10.00 to 18.00 hrs Sundays and Bank Holidays

Reason - To safeguard residential amenity, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

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

07.30 to 20.00 hrs Monday to Saturday

No deliveries/waste collections on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

7) 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.

8) Before the use commences, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

9) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate

that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

10) 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 DM1 and SP1 of the Manchester Core Strategy.

11) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

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

In the event of the Preliminary Risk Assessment identifying risks which in the written

opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy 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 policies DM1 and EN18 of the Core Strategy.

13) The car parking as indicated on the approved plans shall be surfaced, laid out and demarcated prior to the first occupation of the development hereby approved. The car park shall then be available at all times whilst the site is operational.

Prior to the occupation of the development hereby approved a car park management plan shall be submitted which shall include measures to be implemented in order to prevent short stay parking for drop off and pick up of school children and should also include measures to prevent the use of the car park as a pedestrian through route to Mauldeth Road West.

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.

14) Notwithstanding the submitted details for cycle parking provision further plans shall be submitted to increase cycle parking provision. The arrangement shown on plans submitted shall be installed prior to the first occupation of the development and be retained thereafter for use by people residing, visiting and working at the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1, T2 and DM1 of the Core strategy.

15) The accessible parking spaces shown on the drawings submitted shall be implemented prior to the commercial unit hereby approved being occupied and be retained thereafter.

Reason - To ensure sufficient accessible car parking provision, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

16) Notwithstanding the electric vehicle charging points shown on the drawings submitted further details of provision for electrical charging shall be submitted for the approval of the local planning authority. The agreed electric charging provision shall be installed and operational prior to the commercial unit hereby approved being occupied and be retained thereafter.

Reason - In the interest of air quality, pursuant to policies DM1 and EN16 of the Manchester Core Strategy.

17) The development hereby approved shall be carried out in accordance with the Travel Plan (SCP/220102/TP/00) stamped as received by the City Council, as Local Planning Authority, on the 02 December 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).

18) Prior to the commencement of above ground works, full details of all necessary off-site highway works, to be implemented via a S.278 agreement, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

- Works to widen the carriageway to accommodate a right turn pocket and where the northern kerbline is built out to improve vehicle/pedestrian intervisibility.
- Keep clear markings are also to be provided to this junction.
- Any necessary further measures to be introduced at the entrance to Nell Lane in order to ensure that pedestrian safety is protected.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation.

Reason - To encourage walking to the site and in the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

19) a) The development hereby approved shall be implemented in accordance with the measures as set out within the approved Energy Usage and Sustainability Statement prepared by Space Architects.

b) Within 3 months of the completion of the construction of the authorised development a verification statement prepared by a suitably qualified expert shall be submitted to and approved in writing, by the City Council as local planning authority, to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved Statement. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the recommendations and requirements within the approved report.

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.

20) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Miller Goodall dated 7 July 2022 received by the City Council, as Local Planning Authority on 2 December 2022.

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

21) 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.

22) 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.

23) The development hereby approved shall only be implemented in accordance with the physical security specifications outlined the submitted Crime Impact Statement (Ref: 2002/1427/CIS/02 - version A) dated 13 August 2022, received by the City Council as Local Planning Authority on 02 December 2022.

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

24) Notwithstanding the details of landscaping as set out within the approved drawing references: R/2626/1B received 02 December 2022, a further plan indicating biodiversity enhancement to be made shall be submitted within one month of the grant of consent. Landscaping and biodiversity enhancements 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.

25) Notwithstanding the boundary treatment plan submitted, the unit hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of any new boundary treatment/gates to be erected. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

Reason - In the interests of security and 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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

26) 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 August 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.

27) (a) Prior to the commencement of above ground works, details of a local labour agreement in order to demonstrate commitment to recruit local labour for operational element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved document shall be implemented as part of the occupation of the development. Within six months of the first occupation of the development details of the results of the scheme shall be submitted for consideration.

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

28) No signage of any type, including internal window vinyls shall be installed to any areas of glazing or curtain walling. Building advertisements shall be restricted solely to the billboard locations, as shown on the submitted drawings.

Reason - To prevent the proliferation of advertisement and to safeguard visual amenity, pursuant to saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies DM1, EN1 and SP1 of the Manchester Core Strategy.

Informative to be attached to the decision

Whilst the buildings to be demolished have been assessed as negligible risks for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

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: 135647/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester,

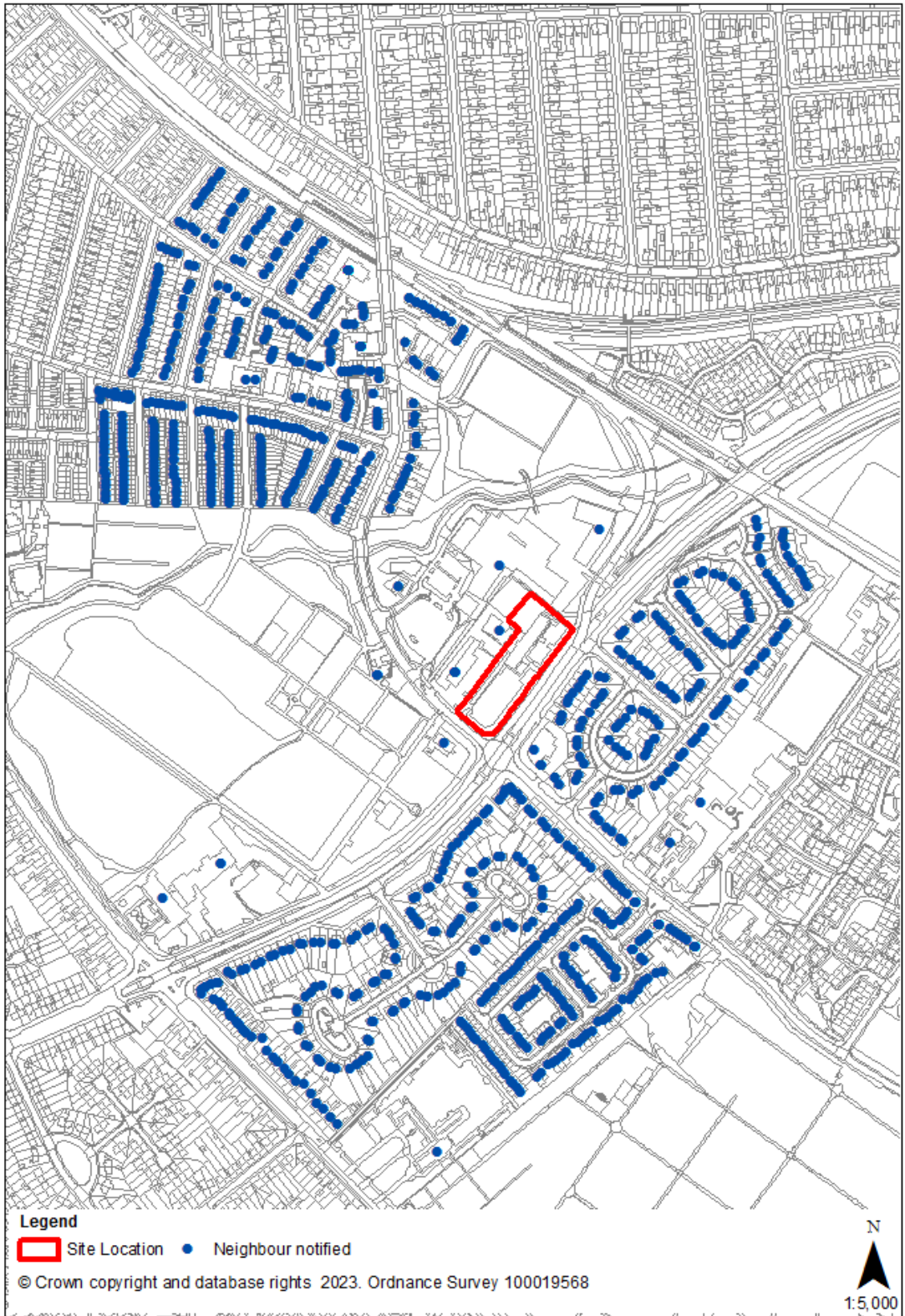
national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Ecology Unit**

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



Application Number	Date of Appln	Committee Date	Ward
135604/FO/2022	28th Nov 2022	16th Feb 2023	Chorlton Park Ward

Proposal Erection of a 65 dwellings (Use Class C3(a)), with associated infrastructure, including landscaping, ecological mitigation, drainage and car parking, access from Wilbraham Road, and demolition of garage to the rear of 354 Wilbraham Road

Location Land To The Rear Of 354 Wilbraham Road, Manchester

Applicant Anwyl Homes & Greater Manchester Youth Federation (GMYF)

Agent Miss Alice Routledge, Asteer Planning LLP

Executive Summary

The proposal relates to the erection of 65 dwellings (Use Class C3(a)), with associated infrastructure, including landscaping, ecological mitigation, drainage and car parking and access from Wilbraham Road. It also includes the demolition of a garage to the rear of 354 Wilbraham Road.

Further, it is proposed to improve the floodlights on an adjacent site occupied by Maine Road FC.

The application site comprises an overgrown former playing field, it is understood this was last in use in 2016. In mitigation for the loss of the field, there is an agreed package of replaced and enhanced sport facilities.

The proposals were subject to the notification by way of 449 letters to nearby addresses, site notice posted at the site and advertisement in the Manchester Evening News.

In response 30 comments were received, 19 of these objecting to the proposals from 18 separate addresses, 11 comments were received in support. Amongst the concerns raised are the impact of the proposals on highway safety, the scale of the proposed housing, that the proposal would result in overlooking / loss of privacy, that the scheme would cause noise during construction and following occupation, that the scheme would cause flooding, that the development would impact on wildlife and that the proposals represent overdevelopment of a site which should be returned to a sports use or be utilised as amenity space / allotments for surrounding residential property.

It is acknowledged there are concerns about the proposal, as noted above. However, as set out in the report it is considered that this development would provide much needed housing, including affordable new homes in a highly sustainable location and there would be no undue impact arising from a proposal of this scale and nature. Where impacts have been identified these are capable of mitigation.

All matters raised by objectors are fully addressed.

Description

The site extends to approximately 2.22 hectares and comprises an irregular shaped parcel of land. The site identified for the new housing is a roughly rectangular shaped parcel of land, which extends to 2 hectares. 354 Wilbraham Road and its associated garage are within the site boundary (the house to be retained, the garage to be demolished). The site also includes an area of land identified for ecological mitigation, which extends to 0.22 hectares. This land is owned by Maine Road Football Club and currently comprises some tree planting and grassland.

The site is secured on all boundaries by fencing and gates. Its last known use was as playing pitches (primarily football), this use ceased in 2016. Access to the site is obtained from Wilbraham Road.

There are trees at the site boundaries, the trees are not protected by a Tree Preservation Order.

It is located within Flood Zone 1 where a low probability of flooding is anticipated (less than 1 in 1,000 annual probability).

Surrounding the site to the north is housing on Brantingham Road; to the east is Maine Road Football Club, beyond which is the St Margaret's Centre and Playing Field. To the south are residential properties on Wilbraham Road and to the west are residential properties on Morville Road.

The area is predominately residential and Wilbraham Road is served by regular frequency bus routes. Chorlton Tram stop is 750m away from the site. The immediate section of A6010 Wilbraham Road includes for on-road advisory cycle lane markings in each direction, with a number of local side road routes representing 20mph quiet street routes. Additional cycling corridors link to A6010 Wilbraham Road including: the B5217 Barlow Moor Road (recently up-graded as part of Chorlton bee-line cycle route works) and Alexander Road South, which both provide cycle friendly infrastructure links towards Manchester city centre; and, signed on-road connections to the south, connecting to the segregated off road 'Fallowfield Loop Line' walking / cycle route (towards Withington and Fallowfield). The site therefore benefits from being in a highly accessible location.



(View of current access from Wilbraham Road and aerial photograph of site)

Proposal

The scheme proposes the development of 65 new dwellings (Use Class C3a) including 20% on site affordable new homes comprising 13no. dwellings (7 socially rented and 6 affordable intermediate dwellings). It includes a mix of house types, including semi-detached and detached homes with a range of 2, 3 and 4 bedrooms served by an adoptable standard highway. The site would be accessed via an improved access from Wilbraham Road.

The scheme also proposes for additional land included in the site edged red to be enhanced to deliver grassland habitat, which in addition to the landscaping within the development would achieve a 11.86% gain in Habitat units.

As noted, floodlights on the adjacent football club would be improved and there is a package of replacement and enhanced sport facilities proposed.



Publicity

The proposal due to the scale of development has been classified as a major development. As such it has been advertised in the local press (Manchester Evening News) as a major development. A site notice was displayed at the application site. In addition, statutory consultees have been consulted and notification letters were sent to an extensive area.

A Statement of Community Involvement is submitted with the application that sets out that the applicant undertook pre-application engagement with the local planning authority, local councillors and local residents (community consultation).

Consultation responses

Following the neighbour notification and advertisement of the proposals, 30 responses were received from residents and businesses 19 of these were objecting to the proposals (from 18 addresses), 11 responses made supportive comments.

Objections received state that:

- There is no proper pedestrian and cycle crossing installed on Wilbraham Road following an increase in the volume of traffic on Wilbraham Road. A pedestrian light should also be installed at the junction of Wilbraham Road and Withington Road. This would assist road safety and encourage walking and cycling. The scheme would impact Highway Safety near schools and one comment refers to serious incidents that have occurred in close proximity to the application site.
- The road leading into the site is opposite someone's house. Concerns relating to privacy, direct light from cars and additional noise pollution from comings and goings and impacts on traffic particularly near the bus stop and negative impacts associated with the construction phase of development.
- Traffic from the development will impact on Air Quality.
- The development of up to 65 dwellings is excessive and the loss of the playing field is regrettable.
- There is underprovision of car parking spaces as households have more than one car.
- Noise concerns relating to, overlooking from, loss of privacy, loss of sunlight, overbearing effect and construction disturbance associated with the 65 dwellings proposed with regards to surrounding housing.
- Pressure on infrastructure where schools and doctors are already oversubscribed.
- Disruption to the community and to wildlife, biodiversity and ecology in the area.
- Is this development near Nico Ditch?
- Are the houses necessary as the site is not listed on the Strategic Housing Land Availability Assessment. Development should be prioritised previously developed brownfield sites not greenfield sites.
- The site stopped being used and stopped being maintained 6 years ago, the site should be used for playing fields, specifically for cricket as local cricket clubs are over-subscribed, the proposed replacement facilities in Alexandra Park are distant and the current facilities there are underutilised. The site is identified as an outdoor playing facility and should remain so.
- The properties should perform better with regards to energy standards and ground source heat pumps and boreholes should be considered.
- The development will lead to flooding of off-site properties to the north of the site where the land level is to be raised by 1m, pooling of water already occurs, this leads to damage to neighbouring property. The discharge of surface water into the sewers is not environmentally friendly. The raising of the land level would intensify overlooking to neighbouring property.
- Comment was made on the accuracy of the Heritage Report.
- Reference is made to the owners not abiding by covenants placed on the land and with regards to their conduct.
- No changes were made to the plan following pre-application consultation with residents. The statutory consultation process should be three months to enable appropriate representation to be taken on to make comment on planning applications.
- There are no play spaces and there are no bungalows for the elderly or disabled.
- The design of the housing is not in keeping with the character of the area.
- The health of residents surrounding the site will be effected by the disturbance of contaminants within the ground.
- The development would be contrary to the National Planning Policy Framework, the Core Strategy and the Places for Everyone Joint Development Plan for the 9 areas

of Greater Manchester and a range of other policies. Green infrastructure should be protected as it makes a huge contribution to quality of life, promote good mental and physical health, create liveable places and support economic growth. The Places for Everyone Plan states at 8.8 that there is 'a particular need to increase the quantity of green infrastructure in the denser urban areas'.

In the Core Strategy Plan Policy EN12 it states South Area – enhance the quality of existing provision and using opportunities to address deficiencies. Within Manchester City Councils development plans it is clear that Chorlton has been selected as an area where the spaces outside of its centre are intended to become far more densely developed.

- A comment was made about the inclusion of larger family homes that are 2.5 storeys when surrounding houses are predominately 2 storey and querying the layout of the development in comparison the historic pattern of development in the area.
- It was suggested that residents should be allowed to buy the land to extend their gardens or to access the land as allotments of green space.
- More social rented housing.
- Is the road layout acceptable with regards to street crime?
- This impacts on the view from my garden.
- Affordable houses would depreciate the value of neighbouring houses.

Those in support state:

- Whilst this application suggests the construction of dwellings, it offers so much more than housing and life opportunity. This particular project is part of a broader strategy for improving the life chances of people within Greater Manchester, particularly those young people for whom services have faced significant challenge and where budgets are tight. The ability to build 65 homes, some of which will be prioritised for the most vulnerable in society, is a precursor to accessing funding to allow a charity (GM Youth Federation) to develop effective youth provision across Greater Manchester for hundreds of young people.
- Chorlton's communities and residents benefit from new residents.
- Much-needed family homes to Chorlton. The development will deliver policy-compliant affordable family homes, which will enable local people to secure their housing needs, and avoid them having to move away from friends and family. The proposals have been amended to reflect feedback from the community. The site has not been used for playing fields for over 5 years and the developer will contribute to off-site facilities in the area, so that local people can still benefit from leisure and recreational facilities.

Ward Councillors - support the proposal to build a 65 home development on the former Harry Dalton Playing Field. The development fits in with the recently adopted 10 year housing strategy to build 35 000 homes, of which at least 10 000 will be affordable. These homes will bring much needed family accommodation to Chorlton. A shortage of all types of housing in the area is a common issue raised by our residents.

From the beginning, the developer agreed to a 20% contribution to affordable housing on site, 13 in number and members are pleased to see that following discussions the developer has agreed to increase the share of affordable homes for social rent to 7. The remaining 6 will most likely be for shared ownership.

A mixed tenure development of this kind with private home ownership and affordable housing is to be welcomed.

The Greater Manchester Youth Federation will be able to use the funds raised from the sale of the field to invest in their projects across Manchester, which it is noted will benefit local organisations.

However, members would like to see the following considered.

The net biodiversity increase does still not reach the target of 10%. Whilst improvements have been made to the scheme, would still like to see more effort to get to 10%.

The traffic assessment says that no mitigation is required on the highway, however residents lived experience is that speeding is an issue. See this as an opportunity to address that issue on Morville Rd, one of the boundary roads and would therefore like the developer to contribute, in consultation with those residents to traffic calming measures, as well as serious consideration given to calming measures on Wilbraham Road itself where the access road joins.

Overlooking on to existing properties is a worry for residents and whilst distances between properties will be over 20 meters, we would like to see more and more appropriate planting along the boundaries to improve screening. This would also help with the biodiversity target and enhance the retention of rainfall on site which is increasingly a serious matter in the North West of England. Wherever possible would like to see additional planting on site to achieve this and we would like to point to the example of Gorton sponge park, which independent analysis has evaluation has reduced rainfall going into local drains by 97%

To prevent overdevelopment in the future would like to see a restriction placed on the ability to extend these new homes, use garages as living quarters or increase the amount of land paved over.

Note that each home will have dedicated cycle parking and would want to ensure that this is sufficient to ensure that every family member can safely store their bike.

Highway Services –

The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of local bus and tram services.

In relation to the traffic impact on the adjacent highway network, are satisfied that the development will not have an adverse effect.

An upgraded vehicle entrance is provided with 5.5m wide carriageway and 2m footways on each side (extending into the site) with a 3m left turn entry radius and a 4.5m left turn exit radius. This provides the required junction visibility and space for turning vehicles whilst allowing the retention of the mature trees on Wilbraham Road. Whilst the vehicle access proposals are supported, require that tactile paving is installed to each side of the existing footway on Wilbraham Road.

The internal access road is proposed for adoption and provides 5.5m wide carriageway with 2m wide footways on each side. Whilst tracking for a large refuse vehicle has been provided, require that parking restrictions (double yellow lines) are provided on the bends and at the vehicle access with Wilbraham Road via S278 works (see later). Also require that standard materials are provided and the transitional spaces (at traffic calming locations) should be in bituminous materials

rather than block paved. Landscaped areas and shared space areas would not be adopted.

In relation to waste management, subject to the above comments on vehicle tracking, the storage and collection proposals are acceptable to Highways.

148 car parking spaces are being provided for the 65 dwellings. Whilst this quantum of parking is acceptable each driveway must be a minimum of 3m wide (including any path) and a minimum of 6m long and we require verification in each instance that this is the case.

Each dwelling should be provisioned with electric vehicle (EV) charging with 7kW minimum charge units provided.

Secure cycle parking is provided for each dwelling which is supported by Highways. If the internal road is to be adopted, then the associated street lighting design will need to be checked and approved as part of any S278 process. In relation to the football pitch lighting, highways have no issues.

With regard to boundary treatments, Highways have no issues.

Should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval.

Should the planning application be approved it is required that a Construction Management Plan be conditioned.

SUGGESTED PLANNING CONDITION(S): -

1. Off-Site Highways;
2. Construction Management Plan.

Following the submission of a stage 1 road safety audit it is considered that: With regard to junction visibility, the proposed mitigation is to minimise the effective trunk width of each of the existing trees by lifting their crowns. This measure is supported since it then provides adequate junction visibility whilst allowing the retention of the existing mature trees.

The applicants' response in relation to the junction geometry and kerb radii is that the proposed layout is safe and suitable and is verified through further vehicle swept path submission. This position is accepted by Highway Services.

The driveway to plot 1 has been amended so that reversing vehicles do not excessively overrun the adjacent footway and this amendment is supported. The tactile paving proposed across the estate entrance has been amended to provide three rather than two rows of tactile pavements which is supported.

Environmental Health - Conditions are advised with respect to construction management, floodlighting and external lighting, acoustic insulation, external equipment, waste management, air quality and ground conditions.

Neighbourhood Team Leader (Arboriculture) - Any comments received will be reported to committee.

MCC Flood Risk Management -

Require work to be done by the applicant to identify the presence of a culvert.

Manchester Active –

Strategic Fit: Manchester Playing Pitch and Outdoor Sport Strategy (2022)

The Playing Pitch and Outdoor Sport Strategy (POSS) clearly defines all playing field sites that are not in use as unused/disused. Page 15 of the PPOSS Assessment Report provides the following explanation and justification:

“Disused sites provide the opportunity to help address deficiencies in pitch sport if brought back into use or replaced in a more sustainable location to meet need. The sites below [Table 1.1] will be assessed to establish whether they need to be retained

and protected for future use or need to be replaced in accordance with paragraph 99 of the NPPF.

The lawful use of a disused playing field is still that of a playing field until such time as it is developed for a non-pitch sport use, or its use is formally changed through the

planning system. There is no positive obligation, under planning law, for a playing field to be actively used as such.”

The application site is included in Table 1.1 of the PPOSS as a disused site: St Margaret’s Centre Playing Field (Harry Dalton Playing Fields) M21 OTT Football Cricket 2019 Disused playing field, now overgrown, adjacent to Maine Road FC. Approximately 1.75ha in area, previously marked with football pitches of various sizes and configurations, last as two youth 11v11 size pitches c2013. The playing field also has a disused non-turf cricket pitch within it. Aerial imagery suggests the site ceased to be maintained c2019.

The applicants Planning Statement at para 9.22 notes “the former playing field is of poor quality and has been unused for over 5 years” and that “There is no public access to the site and there are no parking or toilet and changing facilities on site.”

Whilst that statement is true it should be noted that the PPOSS includes all sites irrespective of ownership, quality and accessibility as advised in Sport England’s Playing Pitch Strategy Guidance: An approach to developing and delivering a playing pitch strategy (2013) paragraphs B1 and B16:

“B1 It is recommended that the information presented in Figure 3 should be gathered for all playing pitch sites, irrespective of ownership, in order to develop an accurate audit of provision. Sites where pitches were once, but are no longer, marked out and remain undeveloped should also be included in the audit, as should any land allocated as a playing field within a relevant development plan document.”

“B16 It is recommended that the quality of all pitches and their ancillary facilities should be recorded regardless of their ownership, management or availability to the community.”

Overall PPOSS findings and recommendations:

There is a need to protect all existing outdoor sport provision until all demand is met, or there is a requirement to replace provision in accordance with Sport England’s Playing Fields Policy.

The PPOSS Strategy and Action Plan Report Recommendation (a) 'Ensure, through the use of the Playing Pitch & Outdoor Sport Strategy, that outdoor sports facilities are protected through the implementation of local planning policy' at page 56, states: "all currently used outdoor sport sites require protection and therefore cannot be deemed surplus to requirements because shortfalls would occur both now and, in the future, if they were lost. Consideration should also be given to the protection of underused and poor-quality sites from development or replacement as they may offer potential to meet shortfalls.

Relevance of the PPOSS Findings and Recommendations to the Application Site
It is clear the application site is not surplus to requirement as there are shortfalls in pitch provision in the Analysis Area (South) which the playing field, if retained, could help address. The PPOSS action plan recommendation for this site is to either:
a) Protect from development; or
b) Replace in accordance with planning policy requirements.

Loss of Playing Field

St Margaret's Centre Playing Field (Harry Dalton Playing Fields) site is recommended as protect due to existing and future projected playing pitch shortfalls and therefore cannot be deemed surplus to requirement. Should a development be considered there is a need to replace in accordance with planning policy requirements.

The application site is located in the South Analysis Area and Alexandra Park, the mitigation site, is also in the South Analysis Area. Therefore, the mitigation will be provided within the same locality as the loss of playing field.

Mitigation Proposal

The mitigation proposal presented as part of this planning application has been agreed with MCRactive. This will provide the following:

- Replace 1.21ha of playing field land and construction of a new youth 11v11 football pitch
- Improvements to the existing youth 11v11 football pitch
- Improvements to the existing cricket square at Alexandra Park
- New non-turf pitch provision at South West Manchester Cricket Club

In terms of sports development, Moss Side Football Club have confirmed interest in Alexandra Park, and aspire to become a partner club on site to meet their current unmet demand requirements.

- The mitigation package will increase the supply of operational grass pitches by one and will bring qualitative improvements to the existing adult pitch at Alexandra Park, enabling more play. The mitigation package will deliver practical benefit to Moss Side FC U14, the club presently using the existing adult pitch onsite adjacent.
- Replacement of the floodlighting at Maine Road and conversion to an LED lighting system is welcomed.

The loss of playing field will be mitigated within the locality and in a way that is sustainable and will result in an increase in participation

MCRActive is supportive of the proposal subject to the capital costs for the mitigation proposal and 10-year maintenance costs being secured via a s106 agreement.

Greater Manchester Police – Recommend a condition requiring that the development hereby approved shall, where feasible, be designed and constructed in accordance with the recommendations and specification set out in sections 3 and 4 of Crime Impact Statement.

Work & Skills Team – Recommend a condition relating to the construction phase.

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

Bats

A valid bat assessment has been provided. This assessed the building to be demolished as having negligible bat roosting potential and a number of mature trees some of which are proposed for removal as having low bat roosting potential. In line with best practice it is recommended that all trees with low bat roosting potential be felled using reasonable avoidance measures (soft felling) techniques. This should be conditioned.

Nesting Birds

Trees and shrubs will be removed 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 recommending their protection is recommended.

Hedgehog

It is noted that hedgehog may cross the development site. This risk is relatively low and the Unit are satisfied subject to the use of an informative.

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.

Mitigation and enhancement is proposed for the loss of a relatively large area of abandoned sports pitch. They are aware that a defra metric has been provided as part of pre-app discussion, a summary of which has been provided in the Ecological Impact Assessment. This demonstrates a net gain. Adequate mitigation and enhancement is also proposed for bats, birds and hedgehog.

Given the developer was willing to provide off -site compensation and the mitigation and enhancement proposals on-site theoretically achievable, though difficult on such a confined site, GMEU have no reason to object to the landscape, ecological mitigation proposals and LEMP, which can be conditioned as part of any permission.

Sport England – Can be summarised as follows:

They objected to the scheme as a Statutory Consultee on the following grounds:

The planning application would lead to the loss of the site's playing field (1.75Ha).

Playing field policy is a protective policy. It is based on a presumption against any development which results in the loss of playing field (in whole or part) or prejudices its use. For proposals to be acceptable against playing field policy's presumption against development, they must be against playing field policy exceptions 1 and 4. The mitigation strategy proposes a series of improvements and new pitches at Alexandra Park. Sport England accepts that these proposals would be of benefit to both cricket and football and as such they identified as low (football) to medium (cricket) priorities in the medium to long term in the draft Playing Pitch and Outdoor Sports Strategy. They however express concerns in relation to mitigation at Alexandra Park in terms of playing field policy as the site is already playing field.

There is a further aspect to the residential development of the site which should be considered. Maine Road FC's ground lies immediately to the east. The pitch is floodlit and the ground contains facilities (such as stands) appropriate to the level in the National League system at which the club plays. Sport England are concerned that the introduction of residential dwellings in close proximity to the ground has the potential to limit club's natural growth. Promotion up the national (non-league) system is dependent on clubs being able to meet ground grading requirements. The club are likely to be stymied in such improvements by new neighbouring housing. Similarly, clubs at Maine Road's level sometimes seek to 'sweat the asset' that their grounds represent by converting their grass pitches into artificial surfaces. Such an option would most likely be denied the club by new housing to the west. As such Sport England considers that the proposed development is also likely to prejudice the operation and development of the football club to the east.

The comments of Sport England are addressed in the body of the report.

Greater Manchester Archaeological Advisory Service

Further to GMAAS' initial response that recommended further archaeological investigation was warranted in advance of any development works, the applicant commissioned their archaeological consultant to prepare a Written Scheme of Investigation (WSI) that allowed for the excavation of three evaluation trenches across the projected line of the ancient Nico Ditch, in line with GMAAS' recommendation. GMAAS approved the WSI and the three trenches were excavated by Salford Archaeology between 15th and 22nd December 2022. This work demonstrated that there was no indication for the presence of the Nico Ditch within the application area, and no other archaeological remains of interest were encountered.

A draft report presenting the negative results obtained from the evaluation trenching was shared with GMAAS. This report reads fine, and they are content to accept this as a final version and upload it onto the Historic Environment Record. As such, they advise that the scheme of archaeological investigation that was recommended in their initial response has been fulfilled completely, and no further consideration of archaeological matters is warranted.

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

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 SP 1 Spatial Principles – The proposals seek to provide additional diversity in terms of type of housing within the area and towards the creation of neighbourhoods of choice.

Policy H1 Overall Housing Provision – Identifies the requirements for provision of new residential development across the City and indicates that new housing will be predominantly in the North, East, City Centre and Central Manchester. High density development (over 75 units per hectare) is identified as being appropriate in the City Centre and parts of the Regional Centre.

Within the Inner Areas in North, East and Central Manchester densities are identified as being lower but generally around 40 units per hectare. Outside the Inner Areas (where the application site is located) the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate.

The policy clarifies that the proportionate distribution of new housing, and the mix within each area, will depend on amongst other things:

- The number of available sites identified as potential housing sites in the SHLAA;
- Land values and financial viability;
- The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester.

Policy H6 South Manchester – South Manchester is identified as providing 5% of new residential development over the plan period. It identifies that high density development will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. "Outside of 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". The proposals are outside of the district centre, it is considered that as the scheme would deliver affordable housing it is considered to comply with the requirements of H6 and that the proposals would assist in meeting identified shortfalls of housing types within South Manchester. This matter is considered in more detail within the issues section of this report.

Policy H8 – Affordable Housing - New development will contribute to the City-wide target for 20% of new housing provision to be affordable. The applicant has indicated that 13 of the proposed 65 residential units (20%) would be for affordable housing with a mix of socially rented (7 units) and affordable intermediate dwellings (6). This provision and delivery of affordable housing in this scheme would be subject to Section 106 agreement.

Policy T1 Sustainable Transport – The development would provide in excess of one car parking space per residential unit, would provide covered and secure cycle parking facilities and is located in close proximity to a range of public transport modes.

Policy T2 Accessible Areas of Opportunity and Need – The application site is highly accessible by foot, cycle and public transport networks.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies.

Policy EN 8 Adaptation to Climate Change

The Proposed Development takes an includes high levels of insulation, internal, heat sources, airtightness, thermal insulation with 100% low energy lighting throughout, 100% efficient non-fossil fuel Electric Heating, Air source Heat Pumps provided to all properties removing reliance upon Gas, All properties would have an electric vehicle charging point and cycle parking across the site will be delivered at 100% via a combination of either garage storage or dedicated lockable cycle store features within rear garden areas.

Policy EN9 Green Infrastructure – The development incorporates landscaping throughout the site. Trees are retained to site boundaries.

Policy EN10 Safeguarding Open Space, Sport and Recreation Facilities – Assessment against this policy has been undertaken and appropriate mitigation offered.

Policy EN14 Flood Risk – The site falls within Flood Zone 1 and is at low risk of flooding. A drainage strategy has been prepared and submitted with the proposals.

EN15 Biodiversity and Geological Conservation – An Ecological Impact assessment and Ecological Enhancement Strategy were prepared to accompany the application.

Policy EN 16 Air Quality – The proposals are accompanied by an Air Quality Assessment that reviewed both the construction and operational phase of the development. The proposals would incorporate electric vehicle charging; cycle parking for residents; whilst the construction phase would incorporate dust control measures.

Policy EN 17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability – The site has been subject to desk study and site investigations. If the proposals are granted approval further site investigations would be required, and this would be secured via an appropriately worded condition.

Policy EN19 Waste – The proposals incorporate appropriate levels of bin storage with areas for collection of waste by refuse vehicles.

Policy DM 1 Development Management – This policy sets out the requirements for developments 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.

The application is considered in detail in relation to policy DM1 within the issues section below.

Saved Unitary Development Plan Policies

DC26 Development and Noise – A condition to ensure internal noise criteria are met on completion of the development is required.

Relevant National Policy

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 65 residential units, 13 of which would be affordable.

Section 6 – (Building a strong and competitive economy) - The proposal would create jobs during construction that would support commercial premises within the local area.

Section 8 (Promoting healthy and safe communities) – The proposals are accompanied by a Crime Impact Statement which indicates measures to be included into the development to reduce the opportunities for crime and the fear of crime.

Section 9 (Promoting Sustainable Transport) – The proposal is in a location accessible to a variety of public transport modes.

Section 12 (Achieving Well-Designed Places) – The proposals are supported by a Design and Access statement that sets out the context of the site and the design process undertaken.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposal has been designed to reduce energy demands and incorporate renewable energy solutions. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions and the impact on ecology and demonstrate that the proposal would not have a significant adverse impact in respect of the natural environment and would result in a Biodiversity Net Gain.

Other Material Considerations

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The design, scale and siting of the proposed development is considered in more detail within the issues section of this report.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

Manchester Residential Quality Guidance (July 2016) (MRQG) – This document provides specific guidance on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population.

Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place as confirmed within other policies of the Core Strategy.

Manchester Housing Strategy 2022 to 2032

A report prepared for the Executive Committee meeting on the 22nd July 2022 indicates that the Manchester Housing Strategy (2022-2032) sets out a long-term vision which considers how best to deliver the city's housing priorities and objectives, building on progress already made, whilst tackling head on the scale and complexity of the challenges ahead. The priorities for the new Housing Strategy are:

1. Increase affordable housing supply & build more new homes for all residents
2. Work to end homelessness and ensure housing is affordable & accessible to all
3. Address inequalities and create neighbourhoods & homes where people want to live
4. Address the sustainability & zero carbon challenges in new and existing housing stock

The South Manchester Strategic Regeneration Framework (2007)

The South Manchester SRF was adopted prior to the preparation of the Core Strategy policies, however, it formed an important document in the formulation of the priorities for South Manchester that were subsequently contained in a number of the subsequently adopted policies particularly in relation to housing priorities.

The SRF set out that the key characteristics of South Manchester that shaped the vision and objectives for the SRF are based on a number of key facts one of which relates to the pressure for development and densification which threatens the inherent urban character of the area that makes it attractive in the first place.

The SRF also commented that there had been a trend for large villa/family housing conversions for flats and offices placing a further restriction on the supply of larger accommodation.

One of the key issues identified in the SRF was to provide a wider choice of housing for attracting and retaining residents and that future housing developments need to focus on providing high-quality family accommodation.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester. Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Other Legislative requirements

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions, the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle

The principle of providing 65 new family homes in South Manchester is supported by policy H6 of the Core Strategy, which states that outside of district centres the priorities for housing will be to meet identified shortfalls “including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing. The principle of 20% of the proposed homes being affordable houses that are to be provided on site is welcomed and contributes to the provision set out in policy H8 of the Core Strategy.

The affordable units would be constructed by Anwyl and subsequently managed by a registered provider (not yet identified).

The property fronting Wilbraham Road next to the access to the former fields is to be retained, which is welcomed.

Notwithstanding the principle of new homes in this part of the city, there are issues, however, that have been raised about the development and this includes other policy considerations which must be addressed.

Loss of playing field

The site has previously been in use as an outdoor sporting facility, the last occasion in 2016. This past use was recognised in the supporting evidence to the Core Strategy which was adopted in 2012.

There has been no activity on this privately owned site since 2016.

The current owners, who have held the site since the 1960s have advised that it is no longer feasible to use the site as:

- There is no car parking or toilets and changing facilities;
- There is no floodlighting limiting use in Autumn and Winter months;
- The site does not have a dedicated area for supporters to gather and watch sports;
- Japanese Knotweed is present to the rear of 196/197 Brantingham Road, which is currently being treated (5-year treatment programme);
- It is of poor quality from a levels and drainage perspective which means that the fields cannot be used all year round because of waterlogged pitches;
- The annual cost of insuring the site and maintaining is more than the income that the site generated and is therefore not a sustainable operation for the Charity.

Paragraph 99 of the National Planning Policy Framework (NPPF) is the most up to date policy for assessing the loss of open space and outdoor recreation stating that:

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) An assessment has been undertaken which has clearly shown the open space, building or land to be surplus to requirements; or
- b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

- c) The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Policy EN 10 of Manchester's Core Strategy states:

The Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that:

- improve the quality and quantity of accessible open space, sport and recreation in the local area
- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity
- improve access to open space for disabled people

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;
Or
- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and:
 - it could not fulfil other unsatisfied open space, sport or recreation needs, and
 - a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;
Or
- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

The site is not allocated within the Development Plan as local open space. By virtue of its last known use, it does, however, fall under the above policy and one of the above exception criteria must be met if development is to be acceptable in policy terms.

Criteria (c) of paragraph 99 is not relevant because the proposals are not for alternative sports or recreation provision and the third bullet point of Policy EN 10 is not relevant because the proposed residential development will not be ancillary to the fields. Therefore, the relevant criteria are Paragraph 99 (a) or (b) and the first and second bullets of Policy EN 10.

The proposals for residential development at the application site cannot be justified against criteria (a) of Paragraph 99 or the second bullet of Policy EN 10 because the findings of the updated PPOSS, does not demonstrate a *surplus* of playing pitches in Manchester. (Manchester City Council Playing Pitch and Outdoor Sport Assessment and Strategy Report – June 2022)

Criteria (b) of Paragraph 99 and the first bullet of Policy EN 10 therefore require the loss resulting from the proposals to be replaced with equivalent or better provision to be provided in terms of quantity and quality in a suitable location. Sport England policy exception E4 is also relevant.

The applicant liaised with Manchester Active with regards to the needs set out in the Playing Pitch strategy. The scheme submitted includes mitigation that replaces with equivalent / better provision which accords with the exceptions set out in the NPPF and the Development Plan.

It is important to acknowledge Sport England's response to the application; however, they state this is due to being a statutory consultee. The Town and Country Planning Development Management Procedure Order 2015 ("DMPO") Schedule 4 identifies statutory consultees on planning applications, including where this is applicable to Sport England. Because the site is not currently in use as a playing field, has not been in such use for more than 5 years before this application, is not allocated in the Development Plan as a playing field, and the proposal does not involve the replacement of a grass pitch with an artificial surface, then Sport England are not statutory consultees.

As Sport England are not a statutory consultee for this application, their objection does not trigger a requirement to refer the application to the Secretary of State in the event that Committee resolve to approve the application.

It is further acknowledged that mitigation for the loss of a disused playing field is set out in Sport England's own Playing Fields Policy, and in accordance with the Playing Pitch and Outdoor Sport Strategy, Manchester Active has advised that there is a sufficient package of replacement/enhanced facilities that the applicant has agreed to meet these requirements. This includes:

- Replace 1.21ha of playing field land and construction of a new youth 11v11 football pitch
- Improvements to the existing youth 11v11 football pitch
- Improvements to the existing cricket square at Alexandra Park
- New non-turf pitch provision at South-West Manchester Cricket Club
- Replacement of the floodlighting at Maine Road and conversion to an LED lighting system.

This is considered acceptable, being in accordance with the planning policy framework. The mechanism for securing the mitigation would be through a 106 agreement.

Highways

Highways Services have fully considered the proposal and raise no objections subject to the imposition of a condition requiring a Section 278 agreement for highways works to provide tactile pavement at the junction. A road safety audit has been carried out and there has been no identified need for the imposition of traffic calming measures off site or pedestrian crossings to mitigate harm that would be caused.

All properties have long driveways and in many cases a garage with secure cycle storage. This could accommodate two vehicles or more and is a consequence of design and layout; this has not compromised landscaping across the site.

Design and Layout

The new homes would be constructed at a scale appropriate in the residential context, utilising materials that are in the locality.

The properties would constitute a mix of 2 and 2.5 storeys in scale constructed utilising a red brick with brick detailing and brick courses to add interest to the elevations, there would be a limited amount of 'tudor' boarding and the roofscapes would have a variation of slate and red roof tiles again to reflect the materials used in local properties.



All the houses meet the Residential Space Standards.

Boundary Treatments

A range of different boundary treatments have been used across the development including:

- 1.8m High timber close boarded fence
- 1.8m High enhanced timber close boarded fence
- 1.8m High brick walls
- 1.8m timber close boarded fence with 300mm trellis
- 2.1m High close boarded timber fence with acoustic barrier
- Existing boundary to be fenced with 1.8m timber close boarded fence

To the front of the properties there would be a low level railing with planting in all this would help develop character and the street scene.

Sustainability

Sustainability has been incorporated into the design of the new homes from the outset; energy efficient measures include:

- High levels of insulation throughout with minimal thermal bridges
- Internal heat sources
- Airtightness
- Thermal insulation
- 100% low energy lighting throughout

- 100% efficient non-fossil fuel Electric Heating
- Air source Heat Pumps provided to all properties removing reliance upon gas
- All properties would have a 7kw electric vehicle charging point.
- Cycle parking across the site will be delivered at 100% via a combination of either garage storage or dedicated lockable cycle store features within rear garden areas

This approach is welcomed and supports the Councils ambitions to address climate change.

Air Quality

An Air Quality Assessment has been submitted to determine baseline conditions and assesses whether changes to air quality due to the construction and operation of the proposed development could significantly alter air quality.

The assessment considers the potential effects during the construction phase, including dust emissions and the impact during the operational phase, taking into account exhaust emissions from road traffic generated by the proposal. During construction it is noted that there is a risk of dust generation, mitigation measures are outlined in the assessment and notwithstanding this, the impacts are not likely to be significant.

Review of the dispersion modelling results indicate that impacts on the annual mean nitrogen dioxide and other particulate concentrations as a result of traffic generated by the development are predicted to be negligible. Following consideration of the relevant issues, air quality impacts as a result of the operation of the development would be in accordance with the Institute of Air Quality Management (IAQM) guidance.

In conclusion air quality impacts would not be significant. Conditions are recommended to ensure the mitigation measures detailed within the assessment, during and post construction are adhered to and for a separate construction/demolition management plan to be submitted and agreed.

Construction Management

To make sure construction and demolition is effectively controlled and to minimise disruption to existing occupiers in the area, or along key routes throughout this part of the city, a condition is included which requires the submission and approval of a construction management plan.

Ground Conditions

On the basis of the submitted reports, the ground conditions at the site are not considered prohibitive to the development proposed being delivered. A condition has been included to ensure compliance with the submitted mitigation and remediation measures identified and for a verification report to be submitted and agreed by the City Council post completion.

Drainage and Flood Risk

The application site is within flood zone 1 'low probability of flooding'. The submitted Flood Risk Assessment has been considered by the City Council's Flood Risk Management Team who advise that notwithstanding the submitted information, further details are required in terms of surface water drainage and its subsequent maintenance. Suitable conditions have been included which require further agreement of such details. If these measures are successfully implemented, the drainage strategy is considered acceptable.

Crime and Security

The proposed development has been designed with crime prevention and safety fully in mind with measures to be incorporated which will reduce opportunities for crime. The application is accompanied by Crime Impact Statement which has been reviewed by Greater Manchester Policy (Design for Security). It is considered that provided the physical security measures detailed within the statement are implemented, the proposed development is acceptable from a crime and security perspective. A condition is appended to secure the details set out in the report.

Amenity Space

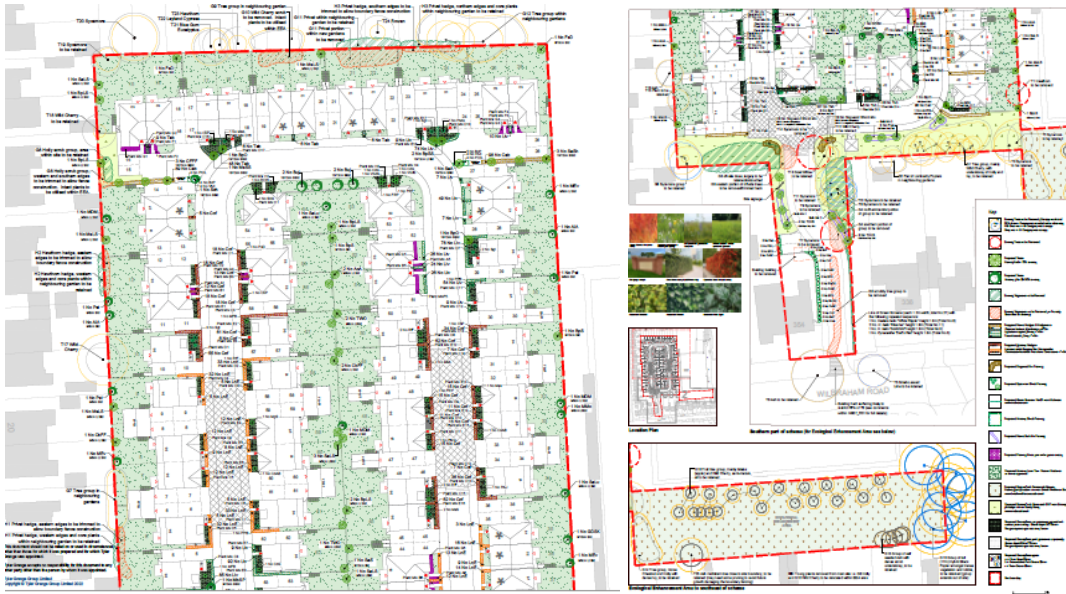
All dwellings proposed on the site will have their own private gardens.

Ecology, Trees and Biodiversity Net Gain

The Ecological Impact Assessment submitted has been assessed by Greater Manchester Ecological Unit. The report finds that the garage to be demolished has negligible roosting potential for bats has negligible value and those mature trees to be removed have low bat roost potential. A condition is recommended for soft felling techniques in relation to these trees. The Greater Manchester Ecology Unit also suggest a condition relating to the protection of Breeding Birds, which has been attached. A precautionary informative is suggested to remind the developer of their obligations with regards to the Wildlife Act, particularly with regard to hedgehogs.

The proposals necessitate the removal of 3no. individual trees (2no. Cat B, 1no. Cat C), 2no. groups (1no. Cat B, 1no. Cat C) and a total of c.92m² from a 2no. groups of trees (2no. Cat C). The remaining trees which form the majority of the sites tree cover will be retained as part of the development and protected during construction.

The Applicant has revised the landscaping scheme to achieve an 11.86% Biodiversity Net Gain on the site. The increase in BNG has been achieved by uplifting the targeted condition of tree planting on the site from 'Moderate' to 'Good' through the planting of 87 trees. This exceeds the BNG targets which are not statutory until the end of this year and is welcomed.



Waste Management

The proposed waste strategy provides individual refuse storage for each house. For all houses secure bin stores will be provided to incorporate the following bins:

- blue bin, brown bin, green bin, grey bin - 240 litre and a 23-litre food caddy.

Bin collection areas would be for use on allocated waste collection days. These arrangements are acceptable.

Accessibility

The proposals have been designed to be accessible to all.

Residential Amenity

The separation distances provided are sufficient to protect amenity both within the new development and between the new homes and existing residents.



21.4m is achieved between the proposed homes in the southwest corner of the site, which adjoin existing properties on Morville Road. All other properties exceed a privacy distance of 25m or above.

Natural surveillance has been achieved through the layout of streets and placement of dual aspect homes.

Comments received refer to an increase in the above ordinance datum of 1m to the north of the site to address issues relating to flooding; the concern is the impact of the height of the properties proposed and the separation distance on privacy.

It is not considered this localised height increase would impact on overlooking / loss of privacy, especially having regard to the screening provided by boundary treatment and retained and proposed landscaping. The back gardens will be graded from the patio area of the houses back to the existing boundary to tie in with the existing ground levels.

The proposal includes improvements to floodlights to the adjacent site - Maine Road FC. The improvements to floodlights would be secured by a Grampian condition requiring a method statement and programme of works to ensure impacts are acceptable. A further condition is recommended to control any incidence of glare.

Conclusion

The application would provide 65 new homes and includes 13 no. affordable homes, a tenure of housing that has been identified as being required due to a shortfall in the city generally and South Manchester specifically. The provision of affordable housing in this location would assist in broadening the mix of house tenures within this sustainable urban location. There is no doubt therefore that as a principle, a development of this type and nature is acceptable and accords with the planning framework and wider strategies for the city in this regard.

This has been carefully assessed all other policy requirements and clearly this must include the loss of the playing field. In this regard this has been assessed against the national planning policy framework and the development plan. The mitigation offered as part of this scheme satisfies the requirements of the Manchester Playing Field strategy and meets the exceptions set out in planning policy. This ultimately has the potential to lead to greater participation in sports in the local area.

Concerns about details relating to the scheme are acknowledged. In particular, the key objection to an increase in the number of cars and the potential impact on the local area. This has been considered in the context of the proposals which in itself, offers a generous amount of off-street car parking. Measures to encourage the use of more active travel modes, in addition to the sites links to public transport and the applicant's intention to be actively involved in the ongoing co-ordination of the travel planning measures for the development have also been taken into account.

In a wider context, it is not considered a development of this scale and nature would lead to unacceptable impacts on the highway network.

Where concerns have been raised these have been balanced against the nature of the application and the recognised need to meet housing need in this part of the city, particularly with regards to affordable homes.

As set out in this report the form and design of the development is considered acceptable for the site given its specific context and character. Careful consideration has been given to the siting, scale and appearance of the development to ensure it is high quality, sustainable and minimises any impacts on existing residents.

With above in mind, the proposal accords with all national and local planning policies and guidance.

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO APPROVE subject to the signing of a Section 106 agreement securing affordable housing and playing field mitigation.**

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in 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:

Application form, relevant land ownership certificate (duly signed) and relevant planning application fee;
 Covering letter prepared by Asteer Planning;
 Supporting Planning Statement (including Affordable Housing Statement) prepared by Asteer Planning;
 Agronomy Report prepared by STRI;
 Air Quality Assessment prepared by Redmore Environmental;
 Arboricultural Impact Assessment and Arboricultural Method Statement prepared by Tyler Grange;

Broadband Connectivity Assessment prepared by GTech Surveys;
 Construction Environmental Management Plan prepared by Anwyl Homes;
 Crime Impact Statement prepared by Greater Manchester Police;
 Design and Access Statement (including Residential Standards Statement, Waste Management Strategy, Blue and Green Infrastructure Statement) prepared by APD;
 Ecological Impact Assessment prepared by Tyler Grange;
 Ecological Enhancement Strategy prepared by Tyler Grange;
 Environmental Standards Statement prepared by Watt Energy;
 EV Charging Specification;
 Flood Risk Assessment and Drainage Strategy prepared by RSK;
 Heritage Statement prepared by RPS;
 Landscape Ecological Management Plan prepared by Tyler Grange;
 Landscaping scheme prepared by Tyler Grange;
 Lighting Impact Assessment prepared by BWB;
 Local Labour Proposal prepared by Anwyl Homes;
 Noise Impact Assessment prepared by E3P;
 Playing Pitch Mitigation Strategy prepared by Sports Planning Consultants;
 Phase I Geoenvironmental Site Assessment prepared by E3P;
 Phase II Geoenvironmental Site Assessment prepared by E3P;
 Statement of Community Involvement prepared by UK Networks;
 Transport Assessment prepared by Focus; and,
 Television and Radio Reception Impact Assessment prepared by GTech Surveys.
 Waste Proforma prepared by APD
 Demolition Plan DP01 Rev A APD
 Existing Site Layout ES01 Rev A APD
 Housetype Pack HT01 APD
 Location Plan LP01 Rev C APD
 Illustrative Sections SE01 Rev B APD
 Illustrative Street Scenes SS01 APD
 Key Plan – Illustrative Streetscenes KP01 APD

Received 28 November 2022

Affordable Housing Layout AF01 Rev D
 Boundary Treatment Plan BT01 Rev E
 EV Charging Point Layout EV01 Rev D
 Hard Surfacing Layout HS01 Rev D
 Land Use Plan LU01 Rev C
 Materials Layout ML01 Rev D
 Colour Planning Layout PL01 Rev G
 Waste Management Plan WM01 Rev D
 Planning Layout PL01 Rev G
 Driveway Dimension Layout DD01 Rev C
 Drainage Appraisal 10-01 Rev P7
 Soft Landscape Drawing (1 of 3) 14807_P05(1) Rev A
 Soft Landscape Drawing (2 of 3) 14807_P05(2) Rev C
 Soft Landscape Drawing (3 of 3) 14807_P05(3) Rev A
 Completed Construction Local Labour KPI Proposal and Reporting Template
 Updated Waste Proforma
 Updated Phase I Desk Study 15-811-R1-6 Dated: January 2023

Updated Phase II Geoenvironmental Site Assessment 15-811-R2-6 Dated: January 2023

Remediation and Enabling Works Strategy 15-811-R3-2 Dated January 2023

Archaeological Evaluation SA/2023/1

Updated BNG Metric

Received 26 January 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) With the exception of demolition, no above ground development that is hereby approved shall commence unless and until samples and specifications of all other materials to be used on all external elevations of the development, have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

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, pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

4) 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.

5) The car parking as indicated on the approved plans shall be surfaced, laid out and demarcated prior to the first occupation of the development hereby approved. The car park shall then be available at all times for people residing at the development whilst the site is occupied.

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

6) The approved details for cycle parking provision as set out on the approved drawings and documents shall be installed prior to the first occupation of the development and be retained thereafter for use by people residing, visiting and working at the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1, T2 and DM1 of the Core strategy.

7) 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:

Provision of tactile pavement to be installed to each side of the existing footway on Wilbraham Road.

Provision of parking restrictions (double yellow lines) on the bends and at the vehicle access with Wilbraham Road.

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)

8) 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

9) 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.

10) 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.

11) 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

12) Prior to occupation of the development the provision of electric vehicle charging points shall have been implemented in line with the information submitted on plan EV Charging Point Layout EV01 Rev D APD dated 26 January 2023. These charging facilities shall thereafter be retained for the use of the dwellings.

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

13) 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 28 November 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.

14) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Redmore Environmental dated 24 November 2022 received by the City Council, as Local Planning Authority on 28 November 2022.

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

15) The removal of trees with low bat roosting potential may have the potential to cause harm to bats as identified in the Ecological Impact Assessment Tyler Grange and shall not in any circumstances occur unless soft felling techniques have been provided to and agreed in writing by the local planning authority

Reason: In order to prevent any habitat disturbance to bats in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

16) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by 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.

17) 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.

18) The details of the hard and soft landscaping treatment scheme as set out within the approved drawing references:

Soft Landscape Drawing (1 of 3) 14807_P05(1) Rev A

Soft Landscape Drawing (2 of 3) 14807_P05(2) Rev C

Soft Landscape Drawing (3 of 3) 14807_P05(3) Rev A; 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.

19) The development hereby approved shall incorporate the Biodiversity Enhancement Measures as set out within the approved drawings and documents and shall be retained at the site thereafter.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

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

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

i) the measures proposed to recruit local people including apprenticeships

ii) mechanisms for the implementation and delivery of the Local Benefit Proposal

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

b) Within one month prior to construction work 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).

21) 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.

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

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

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.

23) 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.

24) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

25) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.
b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

26) Prior to installation of the approved floodlight upgrades (Lighting Impact Assessment prepared by BWB) at Maine Road FC Football Club, a method statement and programme of works shall be submitted to and approved in writing by the Local Planning Authority. The approved floodlight upgrades shall be carried out prior to occupation of plots 30-40 as shown on the approved Colour Planning Layout (PL01 Rev G).

Reason - To protect residential amenity and ensure that the playing field is prepared to an adequate standard and is fit for purpose, pursuant to policy EN10 of the Manchester Core Strategy and National Planning Policy Framework (NPPF).

27) 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.

Informative

The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Planning consent does not provide a defence against prosecution under this act.

Local Government (Access to Information) Act 1985

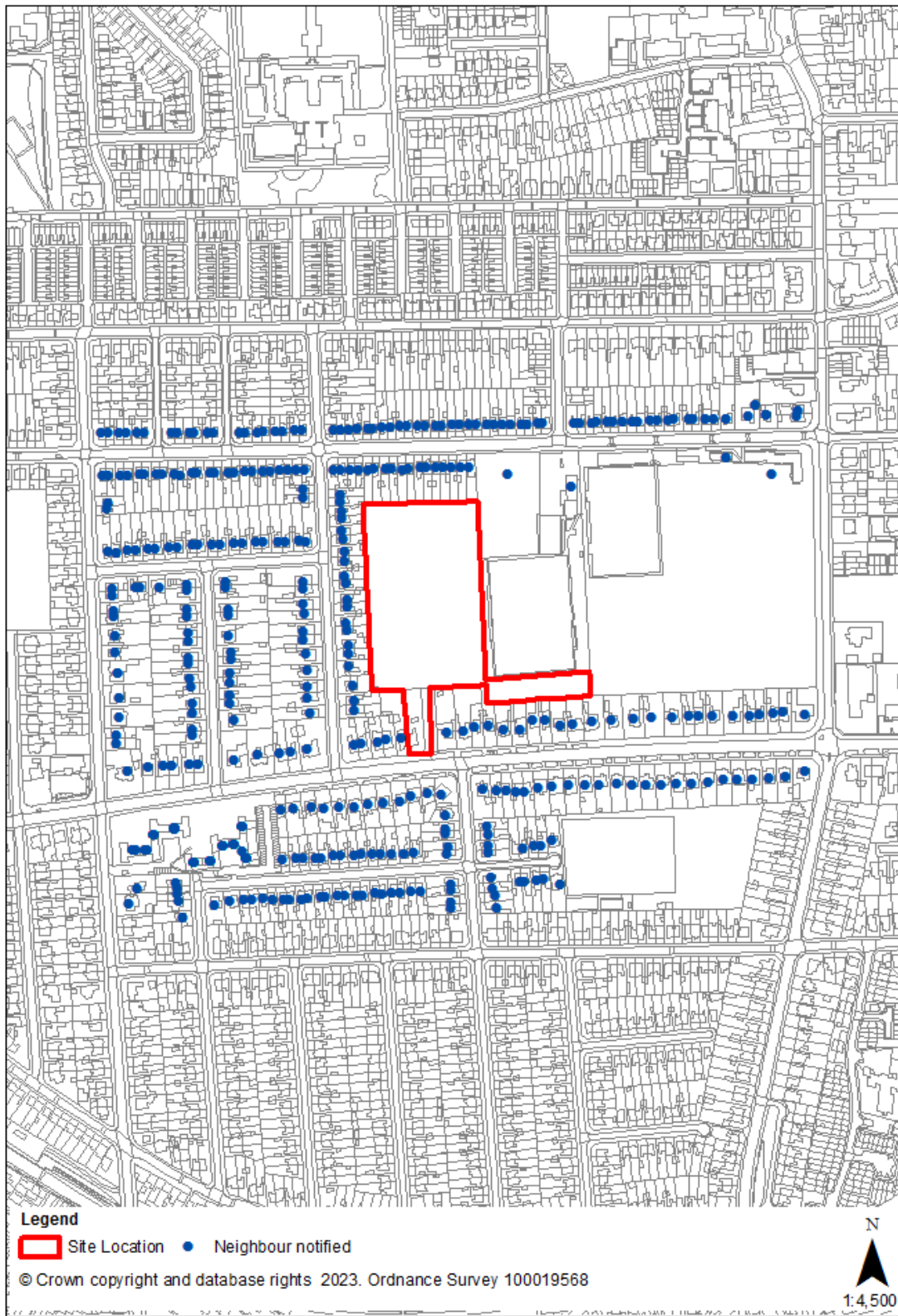
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 135604/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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
Greater Manchester Police
Work & Skills Team
Greater Manchester Ecology Unit
Sport England
Greater Manchester Archaeological Advisory Service

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



Application Number	Date of Appln	Committee Date	Ward
135396/FO/2022	21 Nov 2022	16 Feb 2023	Whalley Range Ward

Proposal Erection of extension with a height of 9.3 metres to form Activity Hall, Therapy Room and Health and Fitness Centre together with a single-storey extensions and re-roofing of existing building (revision to previous planning approval reference 134732/FO/2022)

Location Manley Park Play Centre, York Avenue, Manchester, M16 0AS

Applicant Community on Solid Ground

Agent Mr Saghir Hussain, Create It Studio Architects

Executive Summary

Planning permission was granted in March 2021 for extensions to an existing single storey community centre building located within Manley Park, this followed a previous approval in 2020 for extensions to the existing play centre. The extensions approved were to provide indoor covered activity spaces at the Community Centre to the north and south of the existing building. The approved extension to the south was to form a 9.2-metre-high activity hall, whilst the extension to the north was of a lower height (approximately 5 metres in height). Works have commenced on site to deliver these approved extensions. Following these approvals a further application was submitted in September 2022 (application reference 134732/FO/2022) which sought to provide a further enlargement to the rear of the existing building, a new front entrance, together with roof amendments to provide a more unifying design across the proposed development. These revised proposals indicated an increase in height of the activity hall to 9.3 metres. This application was approved by the Council's Planning and Highways Committee meeting held on the 20th October 2022.

The current proposals seek to provide a further enlargement to the rear of the previously approved extension to the north of the existing building to form a 42m² therapy room.

110 addresses were notified of the proposals, 2 responses were received raising concerns with the proposals and particularly implications in terms of pedestrian and highway safety in the vicinity of the park.

Whilst a majority of the proposed works have previously been considered acceptable consideration of the additional extension is required in particular implications in terms of impacts on the visual amenity and character of the area together with consideration on residential amenity and any highway implications.

The matters raised above are set out and considered in full within the main body of this report. As the applicant is identified as an elected ward Councillor and objections have been received this application is being reported to Committee.

Description

The application site relates to Manley Park located on York Avenue within the Whalley Range Ward and in particular the existing building located in the south western corner of the park. There are trees bounding the park, which contains grassed areas and areas of hard standing in the form of basketball court and children's play area. The streets to the east and west are predominantly residential in nature with more mixed commercial/residential three storey terraced properties to the south along Clarendon Road. Manley Park Primary School borders the park to the immediate north.



Site location in respect of the wider park

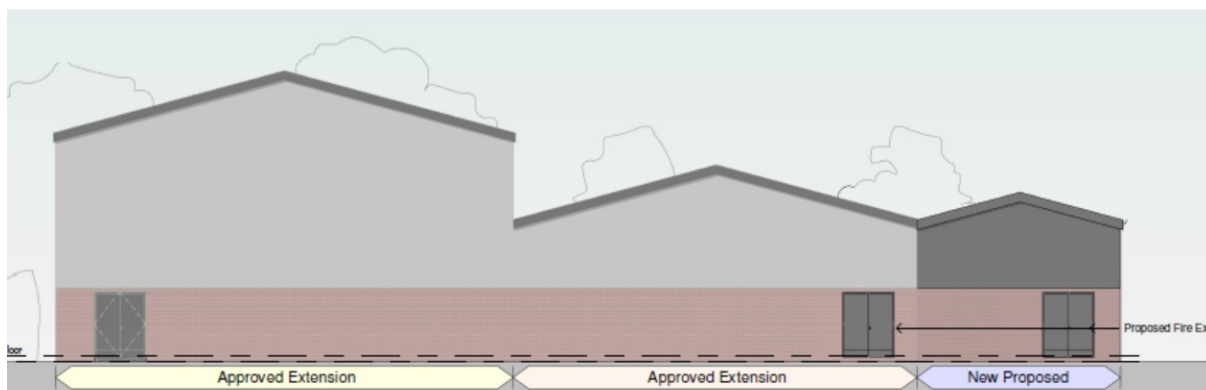
The existing single storey red brick building on the site within the park is used for community use purposes with fenced external play areas to the north and south of the building.



Front elevation of the Centre (new recently constructed extension is to the left)

Application proposals

The application proposals relate to a revised scheme following the granting of planning permission for the erection of extensions to the existing building with an Activity Hall and Health and Fitness Centre to a maximum height of 9.3 metres to the south of the existing building with a lower height extension to the north. The current application proposals include the original approved extensions to the north and south together with a further extension to the rear of the previously approved extension to the northern side of the site. The extensions and alterations to the existing building would provide a uniformed elevational treatment to the building and extensions.



Proposed rear elevation with relationship of now proposed extension on the right in relation to those previously approved.

Consultations

Local residents were notified of the proposals 2 comments were received as a result, raising concerns with the proposals a summary of the points raised is set out below:

- Concerned that they were not directly notified of the application given they live one street away
- The vast majority of the children in the locality do not have gardens and easy access to green spaces. To continue to build on Manley Park, the only place where a lot of children can safely play outdoors, is disappointing and detrimental to their well-being.
- Parking on York Avenue is often extremely difficult. There are no garages or driveways and so residents have to park on the roadside. The area is VERY congested, and people have to park on pavements and ignore any double yellow lines.
- A height of 9 meters is too high when compared to the local buildings. The terraced houses in York Avenue are 2 storeys and will be dominated by this building. This used to be an open space and once it is built on the amount of open spaces in this very densely populated area will be reduced even further.

MCC Highway Services - Raise no pedestrian or highway safety concerns with the proposals.

In alignment with the previous approval, Highways request that a Travel Plan is conditioned as part of any approval.

It is unclear whether the site currently provides sheltered cycle parking provision. In order to further encourage access by bike, it is recommended that sheltered cycle parking provision is made available for both visitors and staff and this be secured by way of planning condition.

An outline Construction Management Plan has been submitted as part of the application. A full construction management plan would be required to be submitted and can be conditioned as part of any approval.

MCC Environmental Health – Recommend conditions be attached to any approval relating to: opening hours as per the previous approval and as applied for (0900 – 2000hrs 7 days a week); delivery and servicing hours; acoustic insulation of the building; external plant and equipment acoustic insulation; and waste management. It is also recommended that an advisory note be attached to any approval relating to the need for a watching brief during construction works for any ground and/or ground water contamination and/or ground gas that is encountered.

MCC Neighbourhood Services (Arborists) – No objections to the proposals in relation to impacts on trees within the vicinity of the site. They would expect British Standard 5837 (Trees in relation to construction) to be followed during construction works and that no machinery or materials should be stored within the root protection area together with protective fencing installed during works.

MCC Flood Risk Management – Recommend a condition for the submission of a surface water drainage scheme be attached to any approval.

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

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 - sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- o creating well designed places,
- o making a positive contribution to health, safety and well-being,
- o considering the needs of all members of the community, and
- o protecting and enhancing the built and natural environment.

This is an overarching policy which sets the context for this application.

Policy EN12 - Area priorities for Open Space, Sport and Recreation - The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following:-

South area: enhance the quality of existing provision and using opportunities to address deficiencies.

Policy EN14 relates to Flood Risk and states all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. The site falls within Flood Zone 1 and is at low risk of flooding.

Policy EN 15 relates to Biodiversity and Geological Conservation. The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City.

Policy T1 seeks to support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

Policy T2 relates to Accessible areas of opportunity and need and that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

Policy DM1 of the Core Strategy states:

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 as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-
- (b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards.

As set out within the issues section of this report below, the application proposals are considered to accord with policy DM1 of the Core Strategy.

Relevant National Policy

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 elements of the NPPF are considered to be particularly relevant to the proposed development:

Section 8 (Promoting healthy and safe communities) – The proposals would provide improved and enlarged facilities for the local community and are considered to contribute towards this section of the NPPF.

Section 9 (Promoting Sustainable Transport) – The proposal is in an accessible location, measures to provide increase cycle parking together with a travel plan condition are proposed to promote more sustainable access to the site by users of the facilities.

Section 12 (Achieving Well-Designed Places) – The proposals are considered to provide community facilities within a park used by the local community that would enhance its use.

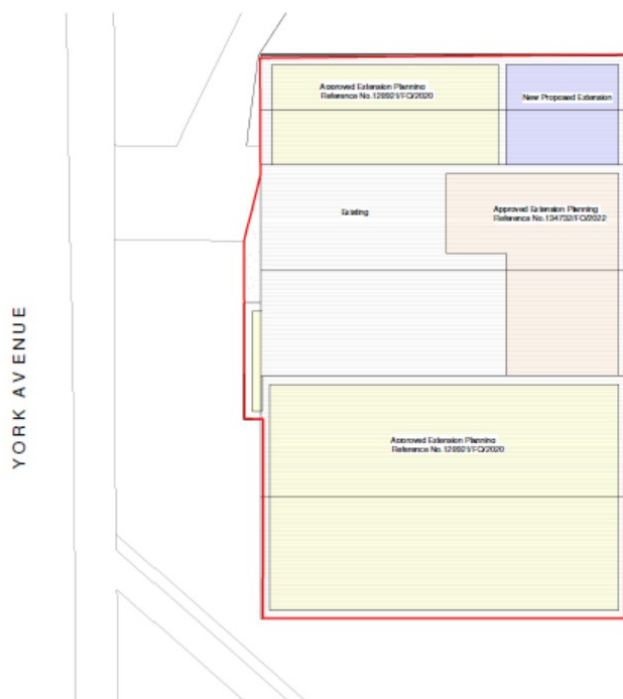
Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding, conditions are proposed for the development to incorporate a sustainable surface water drainage scheme.

Issues

Principle of use - The proposed extensions to the existing community centre to provide a sports facility and health and fitness centre are suitable for the application site. Most of the proposed works have previously been considered acceptable under planning approval references 128921/FO/2020, 127622/FO/2020, and 134732/FO/2022. The current proposals seek to extend towards the rear of the previously approved extension to the north of the site to provide a single storey element covering 42 sqm of floorspace.

The applicant had confirmed through the original planning approvals that they are an active and effective local charity based in Whalley Range. They uses sports, education, training, youth work, mentoring, and social activities, to empower the community and young people to increase their confidence, motivation, skills, employability and quality of life. They are working and providing services for over 400 people on a weekly basis. They indicate that the current Manley Park Play Centre is past its designed life expectancy and is not conducive to a modern active learning and development environment. The main hall is not fit for purpose, woefully inadequate and is in need for updated facilities to cater for all of our expanding communities. The intention is to develop and extend the building into a Community Activity hall, dedicated for community use, easy to access, and boosting our community activities.

The land that would be the subject of the application has formed outdoor space associated with the community centre, separated from the wider park by fencing. The wider park would continue to be open to public use providing green space and play facilities for the community. The application proposals have been identified as meeting unmet demand for such facilities in this location. On this basis the principle of the use in this location have and are considered to be acceptable subject to the further consideration of the matters set out below.



The area outlined in lilac is the additional extension above those previously approved (in yellow and orange) to the north and south of the existing buildings on site.

Traffic, Car parking and Sustainable Transport – Concerns have been raised by residents regarding existing parking issues in the area as a result of the park, nearby shops and schools.

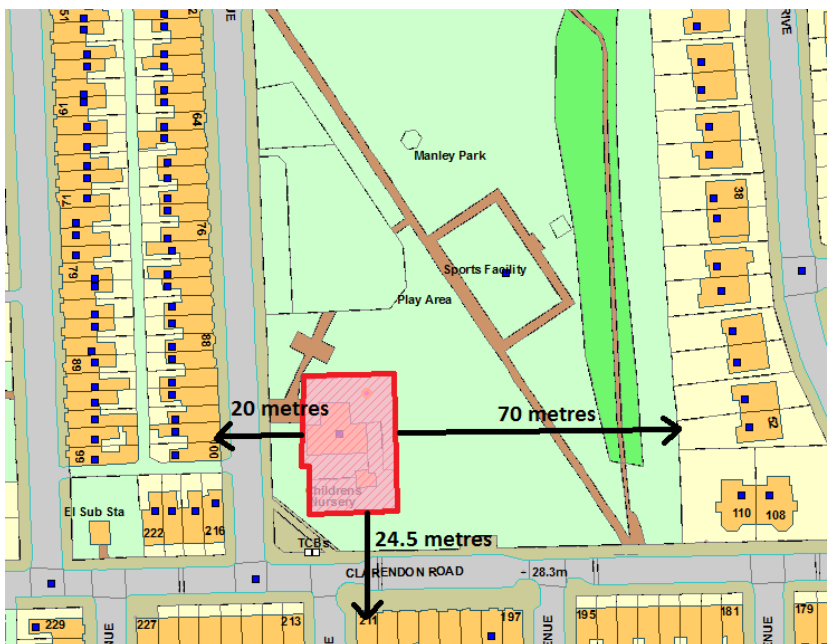
The original proposals together with the scheme now proposed have been fully assessed by the Council's Highway Services. They raise no objections to the proposals on highway or pedestrian safety grounds. The site is considered to be suitably accessible by sustainable modes of transport. The applicant during consideration of the previous planning approvals had agreed to provide cycle parking on site and to provide travel planning information in the form of a Travel Noticeboard and potentially travel links on its website and the preparation of a travel plan. Given the relatively small scale addition now proposed it is considered that these measures are still required to mitigate potential impacts arising from users of the facility accessing the site.

It is acknowledged that the proposed development does not provide any dedicated off street parking and that there may result in some on street parking from users of the facility on nearby residential roads. This is the case at the present time for visitors using the existing centre and the park. The majority of users are likely to be from the immediate neighbourhood and subject to the travel plan and provision of cycle parking it is considered that the rather minor proposed increase in floorspace would not have an unacceptable impact on highway and pedestrian safety or levels of on street parking.

Residential Amenity - The proposed activity hall extension is two storeys in height with a maximum height rising to 9.3 metres (eaves of c.7.3m). This element of the proposals has previously been considered acceptable and no further changes are

proposed to this element through this application. The extension would continue to be setback approximately 2.1m from the edge of pavement to the south west of the site boundary, with the southern elevation of the larger activity hall approximately 9 metres from the pavement edge of Clarendon Road and 8.4m from the back of pavement to York Avenue. The site is separated from commercial property and residential property to the south by the width of Clarendon Road and to the west by width of York Avenue.

The enlarged extension proposed through this application would be separated from the rear boundaries of the nearest residential properties to the east by the park which has a width at this point of approximately 70 metres.



Relationship of site within park and to properties on York Avenue, Clarendon Road and Park Drive to the east

Given the relationships to the parks boundaries and the nearest residential properties set out above it is not considered that the proposals would give rise to any unacceptable impacts on residential amenity in terms of loss of light, overshadowing or overlooking.

The sports facility and Health and Fitness Centre would be open between the hours of 9am to 10pm Monday to Sunday. Environmental Health are satisfied that the impacts of the scheme would be acceptable, subject to conditions restricting the hours of use and following the implementation of measures as set out in the previously approved acoustic noise survey.

Any approval would be subject to the imposition of appropriate conditions controlling hours of opening and servicing and deliveries. An application to discharge the construction management plan condition attached to the previous approval has been discharged by the applicant and this is to be reflected in any approval granted to these proposals.

The proposal by its nature would give rise to an increase in comings and goings from the site, however, the site is considered to be sustainable in terms of its location. It is anticipated that journeys to the site would be predominately by local people and measures are proposed to encourage access to the site by sustainable modes of transport. It is not considered that the increase in comings would be so significant to warrant refusal of the application.

Visual Amenity – The proposed development in this location on this site would result in a visual change in the locality given the open nature of the site adjacent to the current low level community centre. The overall level of change has been previously considered to be acceptable through previous planning approvals and the principle of the changes to visual amenity and character of the area have been accepted. However, the proposed extension has been designed to respond to the general character of the area and would be of a modern design utilising facings to match the previously approved extensions, together with a metal cladding to the upper half of the building. The applicant had submitted details of materials to be used on the external envelope of the building to discharge the relevant condition on the previous approvals. These materials were considered to be acceptable and this is to be reflected in any approval granted to these proposals.



Front York Avenue elevation (top) and rear elevation (bottom)

The site is well screened from nearby properties on York Avenue and Clarendon Road by trees to be retained and to be planted. The boundary railings to the park would be retained.

Sustainability – A condition of the previous approvals was for the submission of measures to be incorporated into the extension to contribute to efficiencies with

regards to sustainability. Details were subsequently submitted and approved which sort amongst other things: to ensure the building envelope was highly insulated to reduce heat loss; energy efficient boiler system; energy efficient system to control and monitor ventilation to the sports hall and of the activity hall and other elements of the building. The fabric of the building, mechanical and electrical services are to be compliant with Approved Document L2A of the building regulations (2013).

Trees - The overall development plans would involve the loss of three trees, one of which needed to be felled due to its condition), one category C and one category B Maple, all the trees are located to the south of the existing building. All other trees surrounding are to be retained. The loss of trees was previously agreed subject to the agreement of a tree mitigation scheme for trees to be planted within the Park, the applicant had previously agreed to these measures being placed as a condition of approval. As a result, the Council's arboricultural team had previously recommended the planting of three to five heavy standard trees in Manley Park. Whilst the loss of any trees is regretted it is considered that securing mitigation in the manner recommended through an appropriately worded condition would accord with policy EN9 which refers to replacement tree planting and was previously considered to be an acceptable way forward. A condition requiring the replacement tree planting to be undertaken is recommended.

Crime – It is considered that the proposed development has been designed to reduce the risk of crime and therefore accords with policy DM1 of the Core Strategy. The building is predominantly of solid construction and the proposed revised front access incorporates security shutters for when the buildings is not in use.

Inclusive Access - Level access is to be provided into and throughout the building.

Ecology – Due to the loss of trees, a condition is recommended to ensure removal of these takes place outside of the bird nesting season.

Waste – Details for waste management were previously considered to be acceptable through previous planning approvals, this was in the form of one eurobin to be provided on site, and to be collected by the city council. Whilst these details were previously considered acceptable given this is a stand alone application full details for waste management for the site are required, it is therefore considered necessary to attach an appropriately worded condition to any approval in this instance.

Other matters – Criticism has been made regarding the notification of the application proposals. In this instance and with the previous approval 110 residential properties within the vicinity of the site were notified of the proposals. This is considered to be an appropriate level of notification for the application proposals.

Conclusion - The application proposals relate to the provision a new sports facility and health and fitness centre in Whalley Range which are essential facilities to serve the local community. It is considered, as set out within this report, that the proposals would not result in any unacceptable harmful effects, and it accords with development plan and national policies.

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

The application has been determined in a positive and proactive manner. In this instance appropriately worded conditions have been recommended.

Conditions

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:

A1452(04)AP001 P1 Proposed site plan; A1452(04)AP002 P1 Proposed floor plan and elevations;

All as received by the City Council as local planning authority on the 7th November 2022

Acoustic Survey prepared by AB acoustics dated July 2020
 Arboricultural Implications Assessment prepared by Mulberry dated 14 July 2020
 Arboricultural Method Statement prepared by Mulberry dated 14 July 2020
 Transport Statement prepared by SK
 All as received by the City Council as local planning authority on the 21st November 2022

Documents submitted and approved as part of Condition Discharge application reference CDN/21/0945 in relation to: materials for the external appearance of the building; construction management; and, sustainability of the building

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

3) The development hereby approved shall be carried out in accordance with the materials to be used on the external elevations approved under condition discharge application reference CDN/21/0945 those being Ibstock brick Aldridge Multi Rustic; Kingspan Quad Core AWP Wall Panel colour Anthracite (silver/ grey); and, Kingspan Quad Core KS1000RW Roof Panel colour Anthracite (silver/ grey).

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 premises as extended shall not be open outside the following hours:

09.00 to 22.00 hours Monday to Sunday (including public holidays)

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies SP1 and DM1 of the Core Strategy and saved Policy DC26 of the City of Manchester Unitary Development Plan.

5) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies SP1 and DM1 of the Core Strategy and saved Policy DC26 of the City of Manchester Unitary Development Plan.

6) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with the submitted noise study (AB acoustics Environmental Noise Study dated July 2020). The scheme shall be implemented in full before the use commences.

Upon completion of development a verification report will be required to validate that work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met.

Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

7) Prior to the first occupation of the development hereby approved, 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. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

8) Prior to the first occupation of the development hereby approved a scheme for the provision of cycle parking shall be submitted to and approved in writing by the City Council as local planning authority, the agreed details shall be subsequently installed prior to first use of the development and be retained at all times thereafter.

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.

9) The development shall be carried out in accordance with the agreed Construction Management Plan submitted and approved by the City Council as local planning authority under condition discharge reference CDN/21/0945.

Reason - In the interest of pedestrian and highway safety, and to ensure that the proposed development is not prejudicial or a nuisance to adjacent dwellings pursuant to policy DM1 of the Core Strategy. Details are required prior to works commencing on site as the impacts of construction works to deliver the development require mitigation.

10) No surface water drainage or foul water drainage shall be installed until the full details of a surface and foul water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority. The agreed drainage schemes shall be installed in accordance with the approved details prior to the first use of the development.

The submitted scheme shall include:

- i) Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.

- ii) Surface water drainage layout including discharge points, proposed attenuation and proposed overland flow routes for extreme events (up to a 1 in 100 year including 40% climate change allowance).
- iii) Hydraulic calculations to support the drainage proposal.
- iv) Details of how the scheme shall be maintained and managed after completion.
- v) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- vi) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- vii) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- viii) Foul and surface water shall drain on separate systems.

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.

11) 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 City Council as 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.

12) All tree work should be carried out by a competent contractor in accordance with British Standard BS 5837 "(Trees in relation to construction).

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.

13) Before first occupation of the development hereby approved a strategy for the planting of trees within Manley Park including details of overall numbers, size and species, planting specification and maintenance, shall be submitted to and approved in writing by the City Council as local planning authority.

Any approved tree planting shall be implemented not later than 12 months from the date the proposed building is first occupied.

Reason - Pursuant to Core Strategy policies EN9, EN15 and DM1.

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

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

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

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

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

15) Prior to the first use of the development hereby approved confirmation in the form of a verification report of the sustainability measures installed within the development in accordance with the sustainability measures as agreed under condition discharge reference CDN/21/0945 shall be submitted to and approved in writing by the City Council as local planning authority. Any instances of non-conformity with the agreed measures shall be detailed along with any measures to ensure compliance with the agreed sustainability measures.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

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

- i) the measures proposed to be taken to reduce dependency on the private car by those attending and employed in 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 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 to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

17) If , when any installed lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as Local Planning Authority confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

Informative

- 1) The applicant will be required to enter into a Section 184 agreement for the alterations to the existing highway and for construction of the proposed temporary construction vehicle access and will require a crossing licence/ agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Email - highwaylicences@manchester.gov.uk.
- 2) In the event that ground and/or groundwater contamination and/or ground gas are encountered on the site before the development is occupied, the developer is advised to cease works and call Contact Manchester on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed.

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: 135396/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.

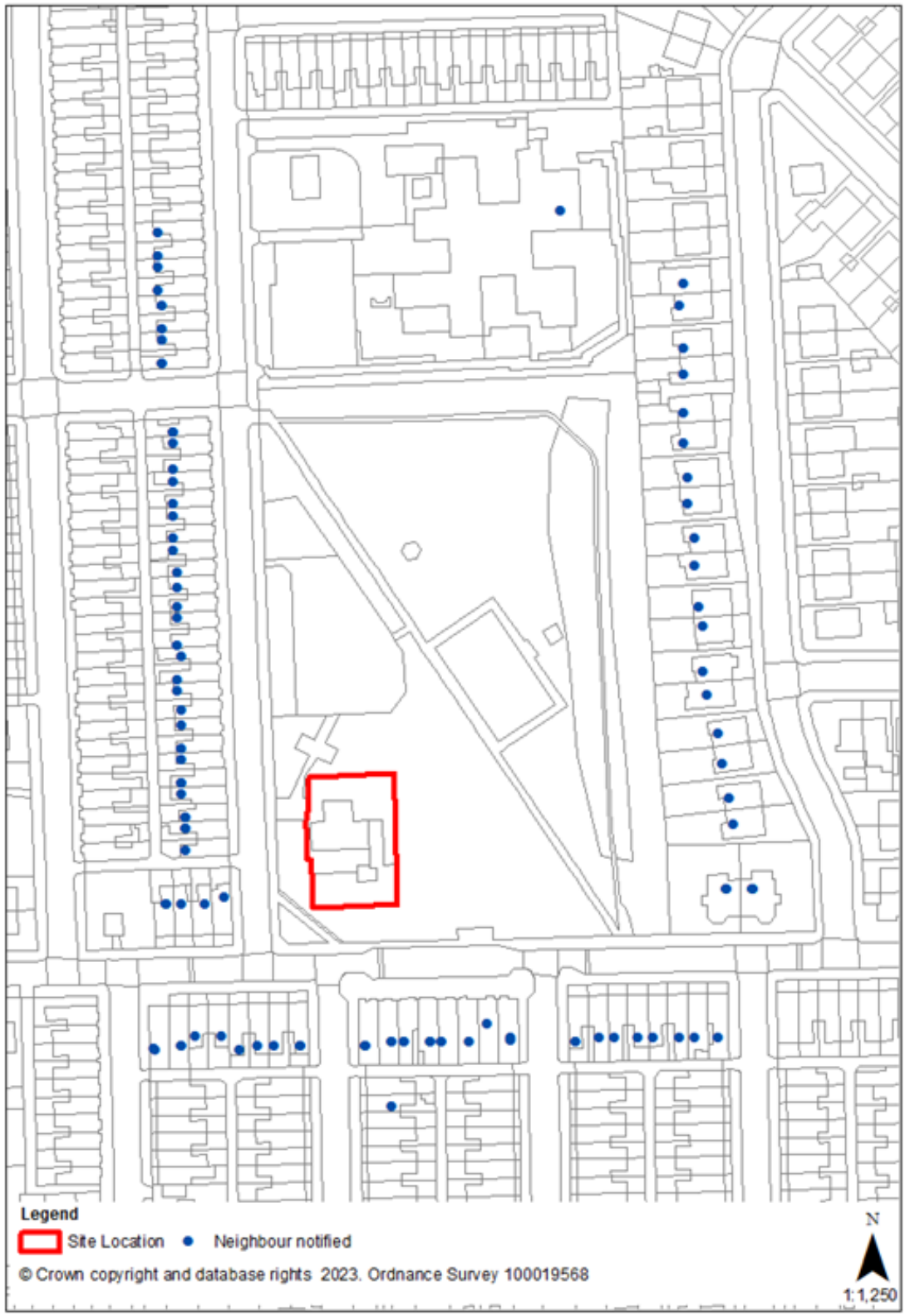
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
United Utilities Water PLC
Parks & Events
Environmental Health
MCC Flood Risk Management
Parks & Events
Neighbourhood Team Leader (Arboriculture)
United Utilities Water PLC

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

Representations were received from the following third parties:

Relevant Contact Officer :	Robert Griffin
Telephone number :	0161 234 4527
Email :	robert.griffin@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
135731/FH/2022	13 Dec 2022	16 Feb 2023	Moss Side Ward

Proposal Erection of a single storey rear extension and enlargement of front porch

Location 24 Victory Street, Manchester, M14 5AE

Applicant Ms Amuun Mohamed

Agent Mr Mohamed Muse, Muse Architects

Executive Summary

The applicant is seeking permission for the erection of a single storey rear extension together with a front porch enlargement, to provide additional living accommodation for a family dwellinghouse. The property is not listed, nor is it located within a conservation area.

Thirteen neighbouring dwellings were notified of the proposed development and four letters of objection were received as well as one enquiry. The main issues that were raised were concerns relating to the proposal's impact upon visual and residential amenity, traffic, noise, waste management, wildlife, and health. These are fully considered within the main body of the report.

Description

The application site is located along a residential street consisting of a mixture of terraced and detached dwellinghouses as well as a residential apartment complex. Victory Street is located off Claremont Road within the Moss Side ward of Manchester and benefits from its proximity to Platt Fields Park and Wilmslow Road, which features an abundance of bars, restaurants and shopping facilities as well as being well-connected to the City Centre, Fallowfield, Withington and Didsbury via its established bus routes.



Figure 1. Submitted location plan with site edged in red.



Figure 2. Submitted plan of the proposed site of development, edged in red.



Figure 3. Photograph of the principal elevation of No.24 Victory Street.



Figure 4. Photograph of the rear elevation of No.24 Victory Street.



Figure 5. Photograph of the rear garden of No.24 Victory Street.

The application relates to a two-storey terraced dwellinghouse, constructed of redbrick with a dual pitch roof of grey concrete roof tiles. The property features white uPVC windows, an original front porch, a small front garden where bins are stored and a modest rear garden with an outbuilding.

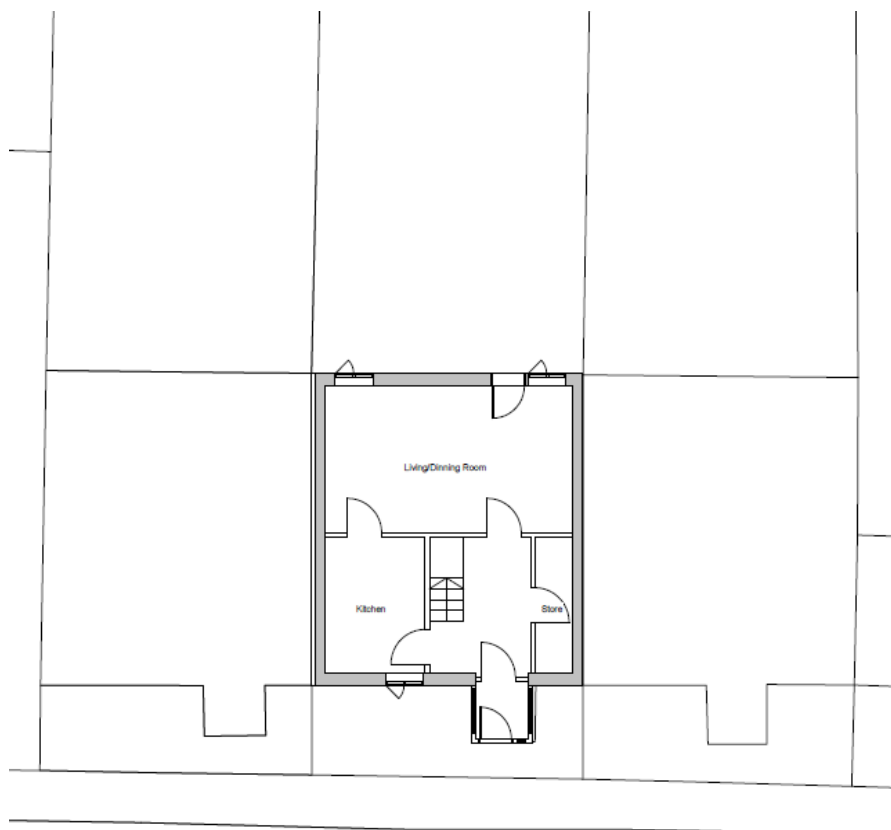


Figure 6. Submitted existing ground floor plan.

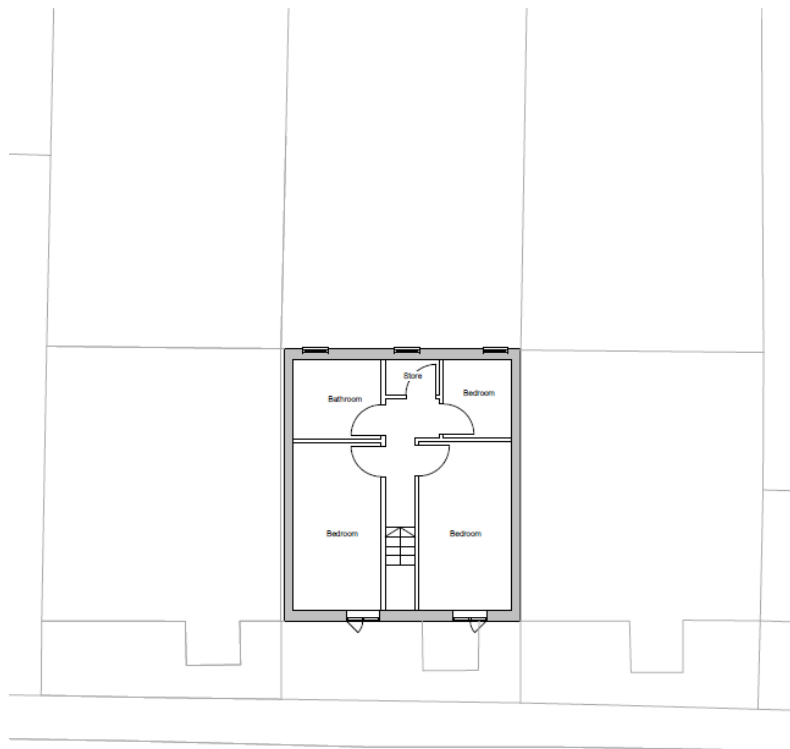


Figure 7. Submitted existing first floor plan.



Figure 8. Submitted existing elevations

The plot measures approximately 21.361m in length and 6.396m in width. The front garden is 2.085m in depth and the rear garden is 11.944m. Both the front and rear garden feature boundary treatment with the front garden being bordered by a low-level iron railing and the rear garden being bordered by high-rise timber fencing. The neighbouring plots on Victory Street are of a similar size and shape as the property in question, though No.22 does feature a larger rear garden.

The applicant is seeking permission to build an additional single storey rear extension together with a front porch enlargement. The works would provide additional living accommodation in the form of a larger kitchen, dining room and living area as well as the introduction of a study room within the footprint of the original dwellinghouse.

The single storey extension would be sited at the rear of the property, facing southwest. It would project 3.5m from the current rear elevation and would span the entire width of the property (6.318m) with a maximum mono pitch roof height of 3.4m and an eaves height of 2.625m. The proposed development would be sited along the boundaries shared with No.22 and No.26.

Alterations to the front porch would slightly enlarge the porch as it currently stands. The length / frontward projection and height of the porch would remain the same at 1.25m and 2.95m respectively. The width, however, would be enlarged from 1.445m to 2.225m (an increase of 0.78m). The proposed development would slightly reduce the current gaps to the shared boundaries, however a distance of approximately 0.84m would be maintained between the porch and No.22 and a gap of approximately 3.126m would be maintained between the porch and No.26.

Planning History

129866/FH/2021 - Erection of a part single, part two-storey rear extension to provide additional living accommodation – **Application Withdrawn**

130909/PDE/2021 – Prior notification of proposed larger home extension projecting 4.8m to the rear with a maximum height of 3.4m and a height at eaves of 2.7m – **Refused Extension**

132304/PDE/2021 – Prior notification of proposed larger home extension projecting 4.8m to the rear with a maximum height of 2.7m and a height at eaves of 2.7m – **Refused Extension**

132809/LP/2022 – Certificate of lawful proposed development for the erection of a single storey rear extension – **Application Withdrawn**

Consultations

Ward Members

Councillor Emily Rowles - This application encroaches too far onto the neighbouring property and would be detrimental to their quality of life. The property would be overlooked, and the neighbours' privacy would be affected.

Four letters have been received from or on behalf of a neighbouring resident. The concerns raised can be summarised as follows -

- Neighbouring garden will be overlooked, and neighbours will be disturbed for the duration of the works.
- the road is already extremely narrow and prone to congestion.
- traffic related to construction activities associated with the proposal would have an adverse effect on the accessibility and navigability of Victory Street and this would cause a nuisance to local residents who currently rely on a limited amount of on-street parking, would restrict accessibility for emergency service vehicles and have the potential to contribute to highway incidents.
- the overall appearance of Victory Street would be negatively affected by the proposal as, at present, the properties are relatively uniform.
- the installation of the proposal would 'destroy' the visual amenity of the area as it would not be in-keeping with the neighbouring properties which do not feature additional residential extensions or alterations.
- the proposed developments would be very obvious additions to the property, which would detrimentally affect the amenity of the area.
- the enlargement of the front porch would cause an obstruction to neighbouring residents and members of the public who utilise the pavement to the front of the property.
- the property is terraced and is nestled between two other dwellinghouses and the proposal would negatively affect both of the adjoining properties, creating an 'overbearing feeling and presence' as well as compromising their privacy.
- implications of the potential noise associated with the proposed developments, stating that it would have an adverse effect on neighbouring occupiers.
- concerns relating to management and storage of construction materials and waste.
- concerned about how the proposed developments and their associated works may have a negative effect upon the existing health conditions of neighbouring occupants, namely how noise disturbance and invasions of privacy would affect their mental wellbeing.
- undue loss of daylight as a result of the siting, scale, and massing of the proposed developments.
- proposals would cause darkness, result in a dull appearance and would create an 'enclosed' feeling for neighbouring residents.
- the front porch enlargement would cause issues relating to the management of waste as bins are currently stored in this area.
- concerns regarding the proposal's potential to disturb wildlife inhabiting the area of private land located immediately behind Victory Street.

Platt Claremont Residents Association – Raised questions relating to the Party Wall Act

Policies

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 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

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

The Unitary Development Plan for the City of Manchester was adopted in 1995 and

has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant and are relevant to consideration to the proposed extension to a residential dwellinghouse.

Policy DC1 of the Unitary Development Plan seeks to accommodate the demand for more living space, while at the same time ensuring that the amenities of neighbours are protected, and that the overall character of the surrounding area is not harmed. It relates specifically to residential extensions and the relevant criteria from this policy include:

DC1.1 The Council will have regard to:

- a. The general character of the property
- b. The effect upon the amenity of neighbouring occupiers
- c. The overall appearance of the proposal in the street scene;
- d. The effect of the loss of any on-site car-parking

DC1.2 states extensions will be allowed subject to:

- a. They are not excessively large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings)
- b. They do not create a loss of sunlight/daylight or privacy
- c. They are not out of character with the style of development in the area
- d. They would not result in the loss of off-street parking Policy

DC1.3 states that Notwithstanding the generality of the above policies, the Council will not normally approve:

- a. rearward extensions greater than 3.65m (12 ft) in length;
- b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;
- c. 2-storey extensions to terraced properties which occupy the full width of the house;
- d. flat roofed extensions to bungalows;
- e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

DC1.4 In considering proposals for 2-storey side extensions, the Council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the Council will seek to ensure that:

- a. the development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned;
- b. the actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole;
- c. the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved.

As a guide, and without prejudice to the generality of this policy, the Council will normally permit 2-storey house extensions which, when built, would leave a minimum of 1.52m (5 ft) between the side wall and the common boundary, and which meet the other requirements of this policy. Proposals which cannot meet these

requirements will be judged on their merits, but with weight being given to (a) and (c) above.

DC1.5 The Council will consider on their merits exemptions to the above policies in the case of applications from disabled people who may require adaptations to their homes.

Guide to Development In Manchester:

The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development appropriate to Manchester. It seeks to retain the essential distinctiveness of its character areas, whilst not precluding new development.

National Planning Policy Framework (2021):

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The NPPF was updated in July 2021 and provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

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

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Other Legislative requirements:

Section 149 (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.

Issues

Principle - The principle of building a single storey rear extension together with the enlargement of a front porch in order to provide additional space for a family dwellinghouse is acceptable, however consideration must be given to the proposal's siting, scale and massing, appearance, impact upon existing levels of residential and visual amenity and its impact upon waste management, parking / traffic, noise, wildlife, and health.

Siting, scale, and massing – The single storey extension would be sited at the rear of the property and would face southwest. It would project 3.5m from the current rear wall and would span the entire width of the house (6.318m) with a maximum mono pitch roof height of 3.4m and an eaves height of 2.625m. The proposal would be sited along the boundaries shared with No.22 and No.26. The 3.5m rearward projection accords with the limit stipulated within policy DC1 of the UDP (of 3.65m) and is therefore considered acceptable in principle. At this stage it is also important to note that the current proposed rear extension is a reduction in scale from a number of previously refused or withdrawn schemes (see: 129866/FH/2021, 130909/PDE/2021, 132304/PDE/2021 and 132809/LP/2022). The previous schemes were much larger in terms of their scale and massing, some with rearward projections of 4.8m, and were ultimately refused on the basis that they would have created an overbearing presence and an oppressive sense of enclosure for neighbouring occupants. The current scheme however presents revised dimensions which are considerably reduced, therefore mitigating the potential 'overbearing feel' of the rear extension and ensuring its subservience to the host dwellinghouse. The proposed development therefore accords with policies DM1 of the Core Strategy and DC1 of the UDP, with its siting, scale and massing being considered acceptable.

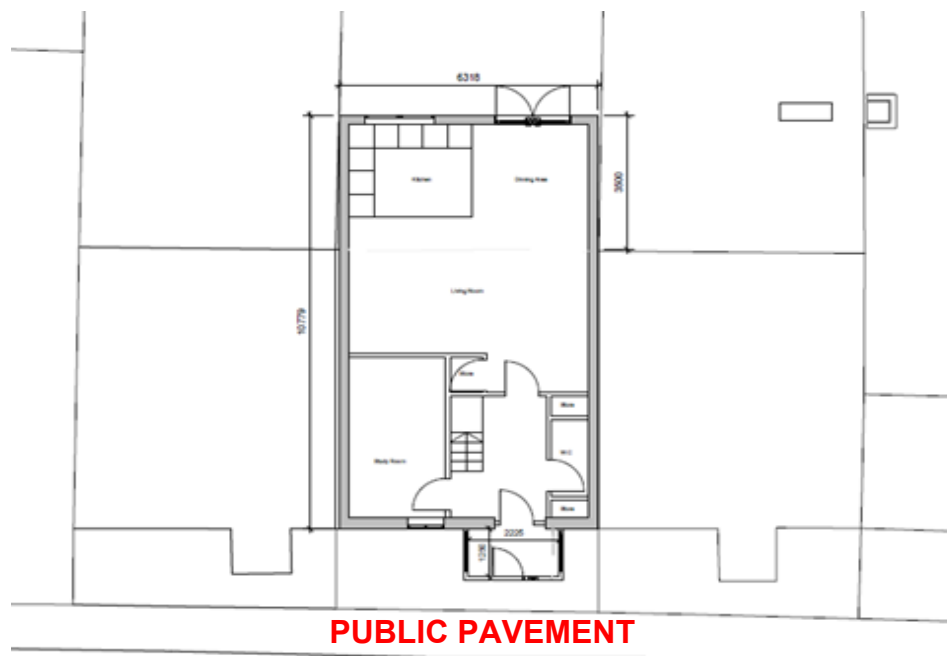


Figure 9. Submitted proposed ground floor plan.

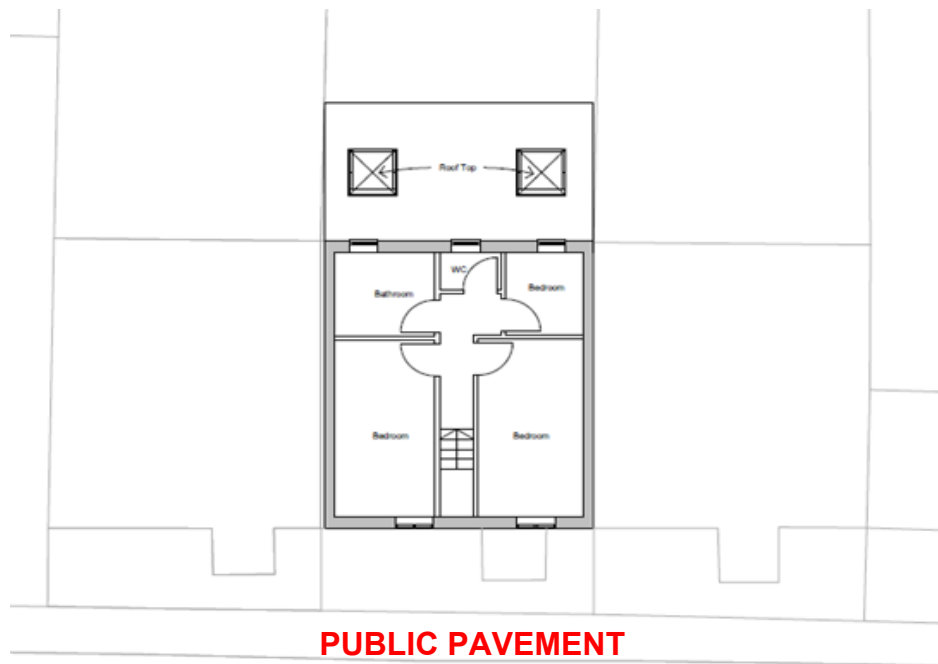


Figure 10. Submitted proposed first-floor plan.

Alterations to the front porch would slightly enlarge the porch as it currently stands. The length / frontward projection and height of the porch would remain the same measuring to 1.25m and 2.95m respectively. The width, however, would be enlarged from 1.445m to 2.225m (an increase of 0.78m). The proposal would slightly reduce the current gaps to the shared boundaries, however a distance of approximately 0.84m would be maintained between the porch and No.22 and a gap of approximately 3.126m would be maintained between the porch and No.26. This, combined with the fact that the porch would be single storey with a north-easterly orientation should ensure that the proposal does not result in significant overshadowing or create an overbearing feel for neighbouring residents. The proposed porch would not encroach onto the footway and would not affect or impede the accessibility of the public pavement. Overall, it is considered that the dimensions detailed above would not result in an 'excessively large or bulky' addition to the property. The proposed development is therefore considered acceptable as it accords with policies DC1 of the UDP and DM1 of the Core Strategy.



Figure 11. Submitted proposed elevations.

Appearance and visual amenity – The property is not located within a conservation area, nor is it a listed building. The street on which it sits is comprised of a number of terraced properties which are relatively uniform in appearance, a block of flats, some new-build detached properties to the north and Trinity House Community Resource Centre and Shahjalal Mosque and Islamic Centre to the south. Though none of the terraced properties along this road feature residential extensions, a precedent for development does exist in this area, as indicated by the new-build properties present at the northern end of the street, the conversion and extension of the Gardener's Arms into two apartments and a four-bedroom dwellinghouse, the construction of the three-storey block of flats located opposite No.24 Victory Street and the conversion of Osborne House Inn into two houses, with a two-storey rear and first-floor side extension (091566/FO/2009/S1, 123513/FO/2019 and 124870/FO/2019).

It must also be noted that a single storey rear extension could be erected under permitted development rights, without the need for an application for planning permission, at the application property with a rearward projection of 3m.

Both extensions would be constructed from materials to match the existing house. The rear extension would be built of brickwork, concrete roof tiles and white uPVC windows, to help it assimilate with the original building. Its side elevations would form

blank walls, whilst its rear elevations would feature one window, a set of doors and two rooflights. The front porch would maintain a rectangular footprint and would be built of uPVC, concrete roof tiles and white uPVC windows to match the existing. Much like the current porch, its side elevations would each feature one window whilst its principal elevation would feature a door and a narrow, vertical window. The design of the proposed porch would therefore be very similar in appearance to that of the current porch. The proposed rear and front porch extensions are relatively standard in terms of design for developments of their type and would be in-keeping with the materials already present at the property. The front porch would have a minimal impact upon the street scene as it would maintain a similar appearance to the current porch of the property with slightly larger dimensions. Moreover, due to the rear extension's siting at the back of the property, it would not be visible within the street scene. The proposal would therefore not be out of character with the street scene or the character of the area in general.

With reference to the impact of the rear extension it is considered to be well-designed, utilising matching materials and would be subservient to the original dwellinghouse. The proposal would therefore avoid causing significant visual harm to the overall character of the property and local area. As stated above an extension with a rearward projection could be erected under permitted development without the need for an application for planning permission.

The design and appearance of the proposed developments therefore accords with Core Strategy policies DM1 and SP1 as their impact upon visual amenity is considered to be minor.

Residential amenity – Concerns were raised by local residents regarding the proposal's potential to cause an undue loss of sunlight, daylight, and privacy for neighbouring occupants. However, given the maximum roof height of 3.4m, in addition to the south-westerly orientation, and the 3.5m rearward projection of the rear extension as well as the existing high-level timber fencing present along the shared boundaries, it is considered that the impacts would not be unduly harmful. The occupants of No.26 are unlikely to experience any significant impact upon their residential amenity as they are located to the south of the proposal and, as such there would be no loss of direct sunlight. There would be an impact on number 22 with some loss of direct sunlight. However, the proposal is in accordance with relevant Council Policy and is not significantly larger than an extension that could be erected under permitted development rights. The proposed porch would not have any significant impacts on the neighbouring houses with regard to loss of light or privacy. With reference to privacy the rear extension only incorporates windows which directly face into the application property rear garden.

The proposed developments are therefore acceptable in regard to their minimal effect upon residential amenity as they accord with Core Strategy policies DM1 and SP1 and saved policy DC1 of the UDP.



Figure 12. Photograph of the rear elevations of No.24 and No.26 Victory Street.



Figure 13. Photograph of the rear elevations of No.24 and No.22 Victory Street.

Waste management – The bins are currently stored in the small garden located at the front of the property. The proposed enlargement of the porch would therefore slightly reduce the space available for the storage of bins, as highlighted by a local resident in their objection letter. However, an adequate bin storage area would be retained as a space measuring to at least 3.126m by 2.089m would be available for use. The proposal therefore accords with policies EN19 and DM1 of the Core Strategy.



Figure 14. StreetView image of No.24 Victory Street.

Parking / traffic – Concerns were raised by residents regarding the proposal’s potential impact upon parking and traffic along Victory Street. Residents highlighted that Victory Street is already extremely narrow and prone to congestion. They suggested that the proposal and its associated works would cause an influx of traffic that would cause a nuisance to local residents, reducing the availability of on-street parking, impeding access needs of emergency service vehicles, and potentially contributing to an increase in highway incidents.

The proposed development and their associated works may result in a slight increase in traffic in the form of construction vehicles, this increase is understood to be very minor and for a short period of time.

The application property would remain as a single dwelling and the proposal is therefore considered acceptable in terms of its minimal effect upon the traffic along Victory Street.

Wildlife – A resident raised concerns regarding the proposal’s potential to disturb wildlife inhabiting the area of private land located immediately behind Victory Street. The proposed development would not encroach onto that area of land and does not raise any issues in relation to ecology.

Construction Impacts - Any impacts associated with construction would be short lived and would not be material considerations which could be used to refuse planning permission. If there are any issues relating to noise or pollution associated with the construction phase, then these would be controlled through separate legislation such as the Environmental Pollution Act. It is understood that any materials or waste associated with the proposal would be stored within the confines

of the plot boundary. The proposal is therefore considered to be acceptable in this regard.

Conclusion –The proposal complies with policies DM1 and SP1 of the Core Strategy, policy DC1 of the Unitary Development Plan and aligns with the advice given within the National Planning Policy Framework allowing improvements to a family dwelling.

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

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. No significant problems have arisen during the consideration of this application and the application has been determined in a timely manner, in accordance with the policies with the Development Plan.

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 permission.

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

2) The materials to be used on the external surfaces of the extension hereby submitted shall match those of the existing dwellinghouse in type, size, colour, and texture.

Reason- To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to saved policies DC1.1, DC1.2, and DC1.4 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Manchester Core Strategy.

3) The development hereby approved shall be carried out in accordance with the drawings numbered 'VIC-MA-100', 'VIC-MA-101', and 'VIC-MA-200', stamped as received by the City Council as Local Planning Authority on the 13th December 2022.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 135731/FH/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.

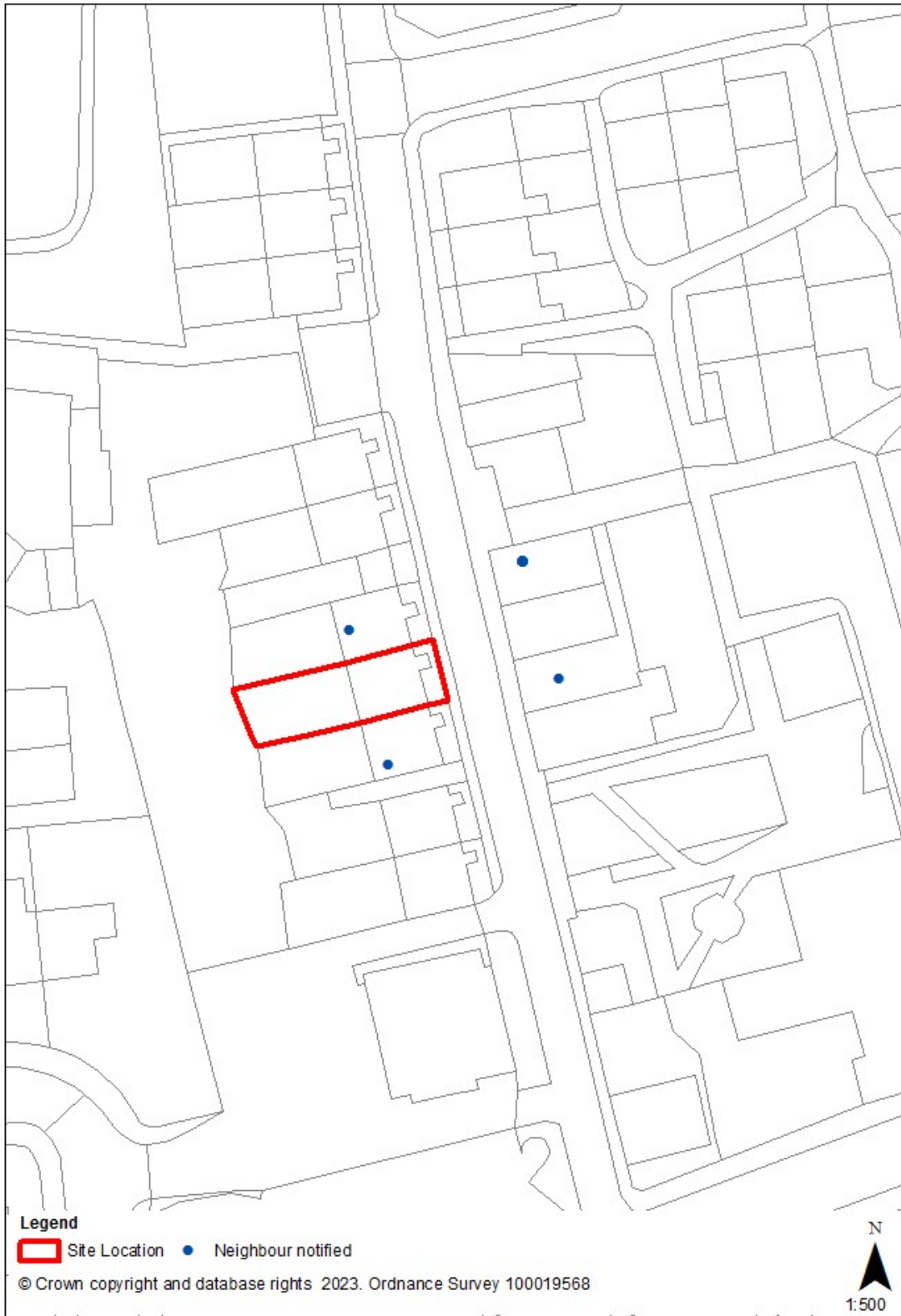
The following residents, businesses and other third parties in the area were consulted/notified on the application:

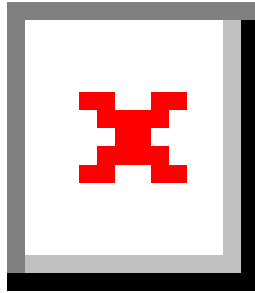
Flat 2, 25 Victory Street, Manchester, M14 5AE
 Flat 9, 25 Victory Street, Manchester, M14 5AE
 Flat 8, 25 Victory Street, Manchester, M14 5AE
 Flat 7, 25 Victory Street, Manchester, M14 5AE
 Flat 6, 25 Victory Street, Manchester, M14 5AE
 Flat 5, 25 Victory Street, Manchester, M14 5AE
 Flat 4, 25 Victory Street, Manchester, M14 5AE
 Flat 3, 25 Victory Street, Manchester, M14 5AE
 Flat 11, 25 Victory Street, Manchester, M14 5AE
 Flat 10, 25 Victory Street, Manchester, M14 5AE
 Flat 1, 25 Victory Street, Manchester, M14 5AE
 22 Victory Street, Manchester, M14 5AE
 26 Victory Street, Manchester, M14 5AE

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 : Holly Wright
Telephone number : 0161 219 6381
Email : holly.wright@manchester.gov.uk





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**Manchester City Council
Report for Resolution**

Report to: Planning and Highways Committee – 16 February 2023

Subject: OBJECTION TO TREE PRESERVATION ORDER JK6/09/22
TPO 52 Didsbury Park, Didsbury, Manchester, M20 5LJ

Report of: Director of Planning, Building Control and Licensing

Purpose of report

To inform the committee about the background and issues involved in the making of a Tree Preservation Order (TPO) on 6 September 2022 and to recommend the confirmation of this Tree Preservation Order.

Recommendation

The Director of Planning recommends that the Planning and Highways Committee instruct the City Solicitor to confirm the Tree Preservation at 52 Didsbury Park, Didsbury, Manchester, M20 5LJ, under Section 199 of the Town and Country Planning Act 1990, and that the Order should cover the tree as plotted T1 on the plan attached to this report.

Wards Affected: Didsbury East

Financial Consequences for the Revenue Budget /Capital Budget: None

Implications for:

Anti-poverty	Equal Opportunities	Environment	Employment
No	No	Yes	No

Contact Officer: John Kelsey

Background Documents: None

1.0 Executive Summary

The committee is asked to consider 1 objection made to this order. This relates to a Tree Preservation Order (TPO) served at the above address on a copper beech tree within the front garden of 52 Didsbury Park, Didsbury, Manchester, M20 5LJ.

2.0 Key Issues

Is the tree worthy of a TPO - This mature copper beech tree is a long lived species in good condition, positioned within a front garden, adjacent to the front boundary wall. The tree has a large crown which is clearly visible from adjacent public highways and surrounding residential properties. As such, this mature copper beech tree is considered to have high visual amenity value and meets the criteria to be protected by a Tree Preservation Order.

Is making a TPO valid in the circumstances - The property is not within a conservation area and before this provisional TPO was made, this copper beech was not protected. The homeowners have submitted details of proposed pruning works which are considered to be harmful to this tree of high visual amenity. The making of a TPO allows for applications for tree works to be made to the City Council and these can be submitted by the homeowner or any other interested party. The City Arborist will carry out a site visit and assess the proposed tree works making recommendations in the best interests of the tree taking account of the impact of the tree on the homeowner/occupier and include tree works to be carried out to British Standards.

Tree size/Impact of trees on loss of light and quality of life – This copper beech tree canopy will cast some shade across the property later in the afternoon and evening. Some future pruning works to incorporate a crown reduction would alleviate the shading and quality of life issues being experienced by the homeowner.

A full report is attached below for Members consideration

3.0 Background

On the 29 July 2022 a concerned local resident reported to the City Arborist that they understood a mature copper beech was proposed to be felled within the front garden of 52 Didsbury Park and asked for a TPO to be made on the tree. On the advice of the City Arborist, following a site visit and receipt of their TPO assessment report, a provisional TPO was made on the 6th September 2022. The Helliwell System (2008) of visual amenity valuation has been carried out and this assessment found the tree to be of high visual amenity value.



Mature Beech in front garden of 52 Didsbury Park, Manchester - tree form, canopy, and visibility from Didsbury Park

This property is situated on the east side of Didsbury Park, within a predominately residential area. The copper beech tree is positioned within the front garden, immediately adjacent to the front boundary wall and is prominently visible from both Didsbury Park and Ruabon Road.



Copper beech tree viewed from Didsbury Park and Ruabon Rd, February 2023

This report requests that the Committee instruct the City Solicitor to confirm the TPO at 52 Didsbury Park, Didsbury, Manchester, M20 5LJ.

4.0 Consultations

Part 2, paragraph 5 of the Town and Country Planning (Tree Preservation) (England) Regulations 2012 states that before a provisional TPO is confirmed, any persons interested in land affected by the order should be served with a copy of the order. Local residents in the vicinity were consulted and objections and representations made with respect to the Order have been considered.

The following owner/residents were served with a copy of the order or notified about the TPO, on 6 September

The Owner(s) and/or any Occupier(s) of 52 Didsbury Park, Didsbury, Manchester, M20 5LJ
 50, 56, 58 Didsbury Park, Manchester, M20 5LJ
 13-19 (odds only) Didsbury Park, Manchester M20 5LH

5.0 Summary of objections

An objection has been received

In summary it states:

- There is no intention to cut down the tree and agree it complements the road and surrounding greenery.
- House bought in March 2022 and concerned this TPO will impact the ability to sell the property in the future.
- Tree has become dangerous with branches falling onto the drive and nearby parked cars which puts people and personal property at risk of being damaged.
- The tree has also begun to encroach onto windows and the house is plagued by insects and flies when the windows are open, this is not a safe living environment.
- The tree roots continue to raise parts of the drive which is a future concern with regards to the surrounding foundations.
- The tree hangs so low that it creates a dark shadow on due to its size, which puts a number of rooms in darkness throughout the day. Whilst our neighbouring houses enjoy the stream of light coming through the front of their homes.
- The tree has also started to rest on nearby telephone wires and had complaints from the neighbouring property regarding the tree and the impact on their lives.
- Proposed tree works is for a crown lift by 10m and a sympathetic 3m crown reduction so that the house is not shaded and the branches of the trees no longer encroach on the windows of the property, neighbouring houses and also down to the road/ nearby parked cars. Homeowner has been advised that doing such works will mean the tree does not need additional maintenance for a further 5-10 years.

A response was sent to the owner which sought to address their stated concerns. In summary the email stated that the making of a TPO should not affect the ability to sell a house in the future. The purpose of the TPO is to allow any proposed works to a tree to be considered by the City Councils arborist and agreed with the City Council. Advice given that there is no fee for an application to carry out works to a tree protected by a TPO, that a site visit and free assessment of the tree will be carried out by the City Arborist and in most circumstances, there would be no additional costs to the homeowner. Further advice was given that while it was unlikely the proposed pruning works would be supported, as it would result in a remaining total canopy height of approximately only 4m, some more moderate pruning works if submitted would be acceptable. No further response has been received from the homeowner.

6.0 Summary of support

1 letter of support to confirm the TPO has been received stating the trees large canopy and aesthetic natural appearance makes a significant contribution to the local environment. Its removal would diminish the visual appeal of Didsbury Park for both local residents and visitors.

7.0 Arboricultural officer comments

The City Arborist carried out tree survey and the TPO assessment report found that while tree bifurcates at 2m with evidence of fused union, this is not considered a major structural defect as it has fused successfully and the overall condition is considered to be good. The tree is considered to have very high visual amenity and is in keeping with similar trees on the road of the same species and age. The City Arborist considered this mature copper beech worthy of a TPO.

8.0 Issues

Impact on future sale of the property – there should be no significant impact on the sale of the property which has a TPO on a tree(s) within its curtilage. In many cases the presence of mature trees of high amenity value within the frontage can increase a property's value and the application process to carry out works to trees with a TPO is relatively straightforward, does not attract a fee, and in most cases reasonable pruning works can be agreed.

Tree is dangerous, dropping limbs onto the drive and adjacent parked cars - this mature copper beech tree is good condition but an agreed application for reasonable pruning works and removal of deadwood should alleviate problems being experienced from limb/branch fall.

Tree is encroaching on property front windows with insect infestation creating an unsafe living environment – the tree is situated within the front garden and while its trunk is approximately 10m from the front elevation, the tree has a large prominent tree canopy and the branch tips on the property side are approximately 2m from nearest window in the front elevation. Reasonable pruning works would help alleviate this current problem being experienced by the homeowner.

Tree roots lifting parts of the drive/potential risk to foundations – while there is limited evidence of root lifting, if necessary, root lifting can be easily rectified through some minimal root pruning works. No evidence has been presented of damage to foundations to the property but this can be considered at any future date with the submission of structural survey report.

Tree is blocking light into the windows within front elevation – the tree is located to the west of the property and will be experiencing some loss of sunlight later in the afternoon and evening. Agreed pruning works would increase the amount of the daylight and sunlight coming into the property.

Tree limbs/branches are resting on overhead telephone lines – some branches are growing in close proximity to telephone lines. The making of a TPO will not prevent an application being approved for reasonable pruning works, including reduction away from telephone lines.

Other issues - The beech tree is native to the British Isles and is considered to make a valuable contribution to the City's urban environment. This mature copper beech tree is considered to be in good health, well positioned adjacent to the front boundary, a prominent feature within the Didsbury Park and Ruabon Road street scene. Its large canopy is clearly visible from both short and long range views, from both occupiers of surrounding residential properties as well as public areas, principally from the public highway of Didsbury Park and Ruabon Road. Its position within the front garden, together with several mature trees in neighbouring front gardens, provides a highly valued part of the local urban landscape character and its biodiversity.

The making of a TPO would place a requirement on the landowner to make applications for proposed works to the tree. However there is no fee attached to this type of application and the making of a TPO provides the City Council with an opportunity to ensure that any proposed future tree works are considered by the City Councils arborist and conditions attached that the works carried out meet British standards for tree works.

9.0 Conclusion

It is considered that the copper beech (T1) as shown on the attached plan, should be protected by a Tree Preservation Order. The City Arborist considers the tree to be in good condition, healthy with no known major defects. This copper beech tree is of high amenity value, located in a prominent position within the front garden, highly visible to and enjoyed by a significant number of occupiers of neighbouring residential properties and from vehicular traffic and pedestrians on Didsbury Park and Ruabon Road, in particular. This tree is an important element of the local landscape character and its biodiversity.

The Order has been properly made in the interests of securing the contribution this tree makes to the public amenity value in the area. The concerns of the homeowner have been fully considered and balanced against the contribution this copper beech tree makes to the local environment. Whilst it is acknowledged that the reason for objecting to the TPO, in particular concerns that the tree is dropping limbs,

encroaching and blocking light into the property, affecting overhead telephone lines and causing damage are a concern for the homeowner, it is not felt that they outweigh the significant contribution this tree of high amenity value makes to the area, and these concerns can be alleviated through agreed appropriate pruning works.

10 Human Rights Act 1998 considerations

This Tree Preservation Order needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the 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. Article 8 and Protocol 1 Article 1 confer(s) a right of respect for a person's home and a right to peaceful enjoyment of one's possessions, which could include a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the residents/objectors and other occupiers and owners of nearby land that might be affected may be interfered with but that interference is in accordance with the law and justified by being in the public interest and on the basis of the restriction on these rights posed by confirmation of the Tree Preservation Order 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.

11 Recommendation.

The Head of Planning recommends that the Planning and Highways Committee instruct the City Solicitor to confirm the Tree Preservation Order at 52 Didsbury Park, Didsbury, Manchester, M20 5LJ, under Section 199 of the Town and Country Planning Act 1990, and that the Order should cover the trees as plotted on the plan attached to this report.



Land at 52 Didsbury Park, Didsbury Tree Preservation Order 2022

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