



Planning and Highways Committee

Date: Thursday, 17 November 2022

Time: 2.00 pm

Venue: Council Chamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

Access to the Council Chamber

Public access to the Council Chamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension.. **There is no public access from the Lloyd Street entrances of the Extension.**

Filming and broadcast of the meeting

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

Membership of the Planning and Highways Committee

Councillors

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

Agenda

1. **Urgent Business**
To consider any items which the Chair has agreed to have submitted as urgent.
- 1a. **Supplementary Information on Applications Being Considered**
The report of the Director of Planning, Building Control and Licencing will follow.
2. **Appeals**
To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.
3. **Interests**
To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.
4. **Minutes**
To approve as a correct record the minutes of the meeting held on 20 October 2022. 5 - 16
5. **133513/FO/2022 - 43 Liverpool Road, Manchester, M3 4NQ - Deansgate Ward**
The report of the Director of Planning, Building Control and Licensing is enclosed. 17 - 34
6. **134052/FO/2022 - Land Bounded by Varley Street, Sandal Street, Bradford Road and Stracey Street, Manchester - Miles Platting and Newton Heath Ward**
The report of the Director of Planning, Building Control and Licensing is enclosed. 35 - 68

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:

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This agenda was issued on **Wednesday, 9 November 2022** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

Planning and Highways Committee

Minutes of the meeting held on Thursday, 20 October 2022

Present: Councillor Curley - In the Chair

Councillors: Shaukat Ali, Andrews, Baker-Smith, Y Dar, Davies, Flanagan, Hewitson, Kamal, Leech, J Lovecy, Lyons, Riasat, Richards and Stogia

Apologies: Councillors Riasat and Stogia

PH/22/55 Supplementary Information on Applications Being Considered

A copy of the late representations received had been circulated in advance of the meeting regarding applications 130387/FO/2021 and 133576/FO/2022.

Decision

To receive and note the late representations.

PH/22/56 Minutes

Decision

To approve the minutes of the meeting held on 22 September 2022 as a correct record.

PH/22/57 133700/FO/2022 - Former Jacksons Brickworks Site, Ten Acres Lane, Manchester - Miles Platting and Newton Heath Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing that described that the application related to a former brickworks site that has been vacant for many years. Due to past use, there was a legacy of contamination across the site which has been challenging in terms of bringing forward its redevelopment.

In 2021, the current applicant was able to demonstrate how the site could be remediated and a strategy was subsequently approved following a robust assessment of how this would be delivered.

The application now under consideration was for development following the implementation of the strategy. It would create 716 homes, with 378 (134 apartments and 244 houses) in a first phase together with a community building, a community and pocket parks. 338 dwellings would follow in a second phase, which also included the provision of a secondary school. Parking, public realm and landscaping would be provided throughout.

The Committee held a site visit prior to the meeting to see the proposed access points to the site.

The applicant's agent addressed the Committee and referred to amendments to the application resulting from the comments raised at the previous meeting. The amendments related to the access to the site from Hallam Road. All vehicular access to the site has been removed from Hallam Road. A dedicated drop off/pick point will be introduced. The proposed pedestrian/cycle route is integral to the masterplan for the proposal site and provides sustainable access for school pupils from the canal tow path and the district centre. The applicant accepts the additional conditions proposed. The development will provide 716 much needed homes to the area, as well as a secondary school and associated playing fields, that will be available for the community to use and green space. The proposal will provide significant invest to the area and provide employment and training opportunities for local people.

Councillor Flanagan addressed the Committee as a ward councillor before leaving the meeting. The Committee was thanked for attending the site visit and receiving photographs from Councillor Grimshaw and were reminded of the objection made. The proposed site included an area of contaminated ground and the proposal to develop the area for new housing and a new high school is welcomed. The objection from the ward councillors relates to an agreement with the developer that Hallam Road would not be opened to pedestrian and vehicular access. The ward councillors have stated that they have seen a plan since speaking to the developer, that will open another entrance to the proposed school which would increase traffic usage. The plan is not included in the application being considered and includes a pedestrian and cycle route. The Committee visited the proposed site and noted the entrance to the nursery school at Briscoe Lane PS is on Hallam Road. Hallam Road is a narrow and congested road. A new crossing was installed to improve safety for accessing the school, however, the proposal will reduce safety for nursery children and parents. The Committee was requested to approve the proposal as submitted and to include an additional condition, to keep Hallam Road unchanged to ensure no pedestrian access or vehicular traffic is allowed through or as an access to a future school site. The local ward councillors believe that if access was allowed on Hallam Road, it would become a main drop-off/pick point for the proposed school and that would make the road a dangerous area for the young children attending the nursery.

The planning officer noted the concern expressed relating to Hallam Road as a future high school drop off/pick point. The committee was informed that allowing access through Hallam Road would provide the benefit of opening the existing community to the proposed community and the new facilities included in the proposed development. Not allowing access will result in a longer journey for those pupils accessing Briscoe Lane PS from the proposed development area and will include using main roads. The access through Hallam Road is supported. The new high school will have a travel plan with a designated drop off and pick up point to improve safety of school children. The application includes a condition to monitor the impact on Hallam Road, with possible additional mitigation if required once the high school was opened.

Members of the committee commented on the application. Reference was made to the size/ quality of the drawings of the road layout within the committee report. The proposed width of the roads on the development is limited and this will result in

vehicles parking on the pavement. There are no details of cycling being encouraged in the new development, such as storage or accessing cycle lanes around the area. Officers were asked for information regarding the depth levels of contamination to the land in the development area, what will happen to it and what investigations have taken place. Also, is there is a significant issue regarding the removal of the contaminated ground, would any additional cost impact on the number of affordable homes within the development.

The Director of Planning reported that a programme of remediation had taken place over eighteen months ago on identification and removal of the contamination from the ground on the development site. Following the earlier application for the remediation work on the site to understand what contaminants are present, a number of conditions had been included and the developer is still required to discharge the remainder of the conditions. A condition is included within the application report being considered to ensure that all of the requirements are carried out. The developer had already stated that brownfield funding has been received to deal with the removal of the contaminated ground.

The Committee was advised that all plans relating the application and all other plans for planning applications are available to view on the Council website and can be provided to members. The width of the proposed roads met the council standards and there is 100% provision for secure cycle parking and off road car parking for the site. Due to the residential nature of the estate and it being located away from the main roads, it was not necessary to include cycle lanes, but there will be access to the Rochdale Canal tow path, to join up with the cycle network. The development has included cycling infrastructure rather than retrofitting them later on. Also, the application includes the intention is to install a pedestrian cycle route on Hallam Road.

Councillor Andrews moved the Officer's recommendation of Minded to Approve, subject to a legal agreement in respect of a reconciliation clause and proposed the inclusion of an additional condition for the closure of Hallam Road as an access to the development site by pedestrians, cycles and vehicles to ensure the safety of school children.

Councillor Saukat Ali seconded the proposal.

Decision

The Committee resolved to Minded to Approve the application (subject to a legal agreement in respect of a reconciliation clause), for the reasons and subject to the conditions set out in the report submitted. The Committee also approved the inclusion of an additional condition that requires Hallam Road is closed to pedestrian, cycle and vehicular access to the proposed development site.

(Councillor Richards declared a personal interest in the application and left the meeting room, taking no part in the consideration and decision making.)

(Councillor Flanagan spoke on the application as Ward Councillor for Miles Platting and Newton Heath and then left the meeting, taking no part in the consideration and decision making).

PH/22/58 130387/FO/2021 - The Former Gamecock Public House, Boundary Lane, Manchester M15 6GE - Hulme Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing for a part 7, part 11 storey purpose built student accommodation (PBSA) building providing 197 bed spaces. The Committee was 'minded to refuse' a proposal for a part 9 part 13 storey (PBSA) building providing 261 bed spaces on 31 May 2022 as the scale was over dominant and the lack of parking in close proximity to the entrance for those with disabilities.

There were 72 objections to the original submission from neighbours, an objection from 'Block the Block', Aquarius Tenants and Residents Association, Hulme Community Forum, On Top of the World Hulme, Hopton Hopefuls, a letter from 2 employees of Manchester University, the GP practice on Booth Street West, the Guinness Partnership and One Manchester and 3 representations from members of the public supporting the proposal. Councillors Annette Wright and Lucy Powell MP objected to the scheme considered in May. There were 25 objections from neighbours and an objection from 'Block the Block' to the revised proposal.

Councillors Wright and Igbon objected for the reasons the Committee were Minded to Refuse the earlier application and a resident objected on the grounds of overdevelopment, the council should plan for local people in Hulme and the site should accommodate 3 or 4 storey extra care homes. The council should utilise its CPO powers.

The application had been amended to reduce the height to that agreed on appeal. Ten parking spaces, were proposed for disabled people in close proximity to the site. As such a refusal could not be substantiated.

Sally Casey (Chair - Aquarius Tenants and Residents Association) addressed the Committee to object to the application. The issue of the growing number of students attending the Universities and the problems, in finding accommodation is not the fault of the people of Hulme and student accommodation should be better balanced across Manchester rather than being concentrated in Hulme and Moss Side. Hulme has already accommodated the new university developments, and this could not continue. The amended application is inappropriate, is over development and is bigger than the residential blocks adjacent to it. The proposal would have a negative impact on the community, particularly young people. The limited size of the rooms in the building may have a negative impact on students. The Committee was requested to refuse the application.

The applicant's agent explained how the application has been amended to address the points raised by Committee, including a reduction in the height by three storeys, ie 20% to that similar to a scheme agreed on appeal in 2008. The number of bedrooms had reduced from 261 to 197. Ten on street parking spaces will be converted to spaces for disabled people. Students need a safe and secure, centrally

located home and a place to study and Hulme is close to places of study. Purpose built student stock is one of the Council's only tools in managing the increase in the use of properties in residential areas. There is not enough student accommodation, and the growth of the universities will impact further with overseas students significantly increasing (2022-2026). Students are commuting because of a lack of appropriate locations in Manchester. A community space will be available to the local community. The development will provide £20m of investment and jobs and will provide benefits to the area.

Councillor Wright (Hulme ward) stated that the proposal has not changed much. The building does not benefit the area or community. The reasons for refusal still apply. The scale and massing remained a concern and will be taller than both Cooper House and Hopton Court. The parking converts existing parking spaces into those for disabled people. People who drive and work in the city centre and study locally all park on the streets in the area and this does not provide a solution to the reason to refuse. The building restricts/reduces natural light into adjacent homes and may impact on the health of residents through reduced vitamin D levels. The number of people being attracted to the area is too high. The developers have not properly demonstrated that there is need for this type of student accommodation in Hulme. Students are sharing residential houses in Hulme because it is cheaper and better than that proposed. International students are buying accommodation because they will not live in this type of student accommodation which then reduces the availability of homes. The Committee is requested to be minded to refuse the application for the reasons stated. If the Committee is unsure, then a site visit would help members to see the small size of the site and the impact the development will have on nearby homes.

Councillor Igbon (Hulme ward) explained that the Aquarius area of Hulme is surrounded by university buildings and that gives an idea of the number of people attending the ward on a daily basis and the impact this has on the lives of the people who live there. Students were located outside of Manchester as MMU, was not their first choice, and had been allocated via the clearing process. MMU have not considered the accommodation needs of the students or prepared appropriately for the numbers coming to the city. The proposal provides no amenity space and will not add to or improve the area. Students will need access local services and amenities and no reference has been made to the provision of green space. The site is located on a busy road junction and the application does not include any additional crossing facilities or provide a positive environmental change to support the community. The inclusion of a community space includes a number of conditions for the community for its use. The application assumes that students will not need parking spaces which is unrealistic. The inclusion of disabled parking is not sufficient, and it should be on site. The application does not provide any benefit for local residents or the area and shows a lack of consideration for those who may live in the proposed building with limited living space and amenity.

The planning officer stated that the applicant could only respond to the reasons for Minded to Refuse given by the Committee, relating to height and massing and a lack of parking for disabled people. The height is within parameters that have been acceptable on appeal. The parking issue was addressed with ten spaces proposed near the site.

The Chair referred to the terminology in the application that referred to student bed spaces and the similarity this has with the dispersal programme undertaken by the Home Office to provide accommodation for asylum seekers. He believed that the language provided a negative image of Manchester and students who expect a good standard of accommodation. He referenced the recent pandemic and the challenges students faced when they were unable to leave their accommodation and the impact this had on mental health and wellbeing. The officer stated that the accommodation is similar to other student accommodation schemes across City and the country. It is 6/8 bed cluster accommodation with separate study areas and on-suite facilities and shared-communal areas. Manchester has a shortage of student accommodation, and the proposal will help to address this need and free up the rented and social housing that is often used by students.

Members spoke on the application and the committee was reminded that the 'Minded to Refuse' decision was for the reason of the scale of the proposal and the dominant visual impact this would have on the area and the lack of parking in close proximity to the entrance for those with disabilities.

Councillor Flanagan stated that the height of the amended design is still too high. Provision of disabled parking in the proximity of the entrance, is a Council policy and has not been properly addressed. Students have the same requirements as all members of our society, including disabled parking spaces and developers should be held to account. The application does not improve safety for pedestrian at a busy junction. For those reasons, Councillor Flanagan stated that he was 'Minded to Refuse' the application.

The officer stated that four spaces are proposed on Booth Street West. The proposal is of a similar height to that approved through the appeal process. The distance to Hopton Court is 44 metres and 21 metres to Cooper House. The issue of safety at the junction was not previously raised by members.

Councillor Lyons commented that the development was unlikely to reduce the numbers of students living in multiple occupancy/ shared accommodation and city centre accommodation due to the cost of the new accommodation and the requirements of students who could afford more expensive, centrally located accommodation. The height and massing appeared to be excessive and for those reasons he was 'Minded to Refuse' the application.

The officer stated that students live in different types of accommodation and this proposal would help to address an overall shortage. The Council is advised by the universities and accommodation providers that the city lacks this kind of cluster accommodation. The application provides a form of development that has been allowed on appeal and the committee should consider this carefully.

Councillor Leech referred to the disabled parking being off site and suggested that the spaces could be used by non-residents. On that basis the application should be 'Minded to Refuse'.

Councillor Richards noted the points and concerns raised but considered that the planning policy for student accommodation in residential areas did not strike the right balance and needed to be reconsidered.

The planning officer stated that policy H12 in the Core Strategy is key to determining if the application is appropriate.

Councillor Lovecy referred to policy H12 and questioned whether the location is compatible with existing development. The location is close to the Oxford Road corridor but is close to a residential neighbourhood with other similar high-rise buildings and Councillor Lovecy considered it to be over development and for those reasons she would be Minded to Refuse.

The officer stated that the concerns raised are addressed in the committee report.

Councillor Davies referred to student movements and their use of taxis and free buses which indicates that movement is not limited to walking. Students occupying other types of accommodation has impacted on the availability of family homes and had increased accommodation cost and land values. Officers were asked how policy H12 impacts on housing provision.

The planning officer stated that the committee is not considering land value in considering the application.

The Director of Planning informed the committee that consideration of the application should only be based on planning policies. Issues raised on the adequacy of the policies can be noted and can be discussed when policies are reviewed.

Councillor Andrews asked the City Solicitor's to advise on the number of the times the Committee can be Minded to Refuse an application. The Committee was advised that there is no restriction, but the committee must provide planning related grounds and reasons for its decision.

Councillor Andrews acknowledged the previous allowed decision referred to but stated that this proposal had to be considered on its own merit. He proposed the Committee to refuse the application, for the reason that local residents will be caused dis-amenity.

Councillor Lyons seconded the proposal.

The Director of Planning confirmed that because the Committee is considering an amended application, it could only be Minded to Refuse.

Councillor Flanagan proposed a Minded to Refuse for reasons relating to:

- The scale of the proposal and the dominant visual impact this would have on the area.
- The lack of parking in close proximity to the entrance for those with disabilities
- The use of on-street spaces for disabled parking spaces.
- Policy PH12 (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
- Policy PH12 (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 streetscene either from the proposed development itself or when combined with existing accommodation.

Councillor Andrews withdrew the proposal to refuse the application.

Councillor Lyons seconded the proposal made by Councillor Flanagan.

Decision

The Committee resolved to be Minded to Refuse the application for the following reasons:

- The scale of the proposal and the dominant visual impact this would have on the area.
- The lack of parking in close proximity to the entrance for those with disabilities
- The use of on-street spaces for disabled parking spaces.
- Core Strategy - Policy PH12 (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
- Core Strategy - Policy PH12 (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 streetscene either from the proposed development itself or when combined with existing accommodation.

PH/22/59 134732/FO/2022 - Manley Park Play Centre, York Avenue, Manchester, M16 0AS - Whalley Range Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing that described 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.

The current proposals 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. The revised proposals indicate an increase in height of the activity hall to 9.3 metres.

110 addresses were notified of the proposals, 4 responses were received, 3 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 extensions and amendments to the existing building is required in particular implications in terms of impacts on the visual amenity and character of the area together with consideration on residential amenity.

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.

Councillor Flanagan moved the Officer's recommendation of Approve for the application.

Councillor Lyons seconded the proposal.

Decision

The Committee resolved to Approve the application for the reasons stated and subject to the conditions set out in the report submitted.

(Councillor Dar declared a personal and prejudicial interest in the application and left the meeting room, taking no part in the consideration and decision making.)

PH/22/60 134245/FO/2022 - West Didsbury & Chorlton Football Club, Brookburn Road, Manchester M21 8FF - Chorlton Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing that described the application proposals related to the retention of a temporary 50 seater stand for supporters at West Didsbury And Chorlton Football Club. The stand was originally approved for a temporary 3 ½ year period in 2013 by the Council's Planning Committee with a subsequent further temporary consent granted in 2016 which expired in April 2020. The football club submitted a further extension of time application in July 2019 with a new location of the stand, this application was not determined, with the applicant withdrawing it from consideration earlier this year after the submission of the current application.

The stand was required to enable the football club to meet the standards set out by the Football Association, the temporary stand was intended to be replaced by a more permanent structure and this is still the intention of the football club when funding and the requisite permissions are in place. In the intervening period the football club still require the temporary stand and have submitted a further application for its retention at the site.

As part of the notification of this application 68 addresses were written to and site notices were posted and advertisement placed in the Manchester Evening News given the sites location within the Chorltonville Conservation Area. 18 responses

were received, 17 of these set out objections to the proposals including, amongst other matters; impacts of noise from supporters; a further temporary permission would be contrary to planning legislation; parking issues associated with the football club on residential streets; and, residents are not being listened to and the football club continues to expand.

The Applicant's agent addressed the Committee and referred to key points in particular to objections received regarding the temporary stand. It was reported that the previous applications could not be taken forward for the replacement with a permanent structure due to the availability of funding raising to carry out the work this was made more difficult as a result of the covid pandemic. The temporary stand will enable the club to continue to fulfil the seating arrangements in accordance with the FA standards. The additional five year period will allow the club time to work towards achieving the funding required to cover the costs of a permanent structure. There will be no impact on the green belt and the club works hard to be a good neighbour to the community.

The planning officers advised the Committee that there are a set of circumstances that would warrant an additional temporary period being granted.

Councillor Flanagan noted the objections raised and that the application did not seek to increase what is already in place and moved the Officer's recommendation of Approve for the temporary approval for a temporary 50 seater stand expiring 20th October 2027.

Councillor Leech seconded the proposal and asked officer if any solution had been found to address the issue of banging on the side of the stand.

The planning officer reported that matter has been discussed with the application and not solution had not been found for the type of stand used, however Environmental Health Officers had concluded that due to the position of the stand and the distance from local resident's properties the noise would not considered excessive and was acceptable under the current arrangement.

Decision

The Committee resolved to Approve a temporary 50 seater stand, to expire on 20 October 2027, for the reasons stated and subject to the conditions set out in the report submitted.

PH/22/61 133576/FO/2022 - Oakwood Resource Centre, 177 Longley Lane, Manchester, M22 4HY - Northenden Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing that described the applicant was proposing to erect 20 no. two storey residential dwellings on the site of the now vacant oakwood Resource Centre. The proposed accommodation would be affordable, split equally between shared ownership and social rent. Correspondence has been received from eleven local residents, as well as the adjoining children's nursery. The main concerns raised

include impact on residential amenity, pedestrian/highway safety, existing ecology and insufficient parking.

The planning officer advised the Committee of an additional recommendation would be included, in the event that the Committee approved the application, regarding secure cycle parking proposed for each plot. The condition would ensure that this is provided and retained for the future.

The applicant addressed the Committee on the application.

Councillor Andrews moved the Officer's recommendation of Approve for the application with the inclusion of the additional condition.

Councillor Leech seconded the proposal.

Decision

The Committee resolved to Approve the application, with the additional condition concerning secure cycle parking, for the reasons stated and subject to the conditions set out in the report submitted.

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Application Number	Date of Appln	Committee Date	Ward
133513/FO/2022	13th Apr 2022	17th Nov 2022	Deansgate Ward

Proposal Erection of a timber structure, with associated awning and planters, associated with an outside seating area

Location 43 Liverpool Road, Manchester, M3 4NQ

Applicant Craft Union Pub Co, Planning Potential Ltd, Suite 19, 1 Cardale Park, Beckwith Head Road, Harrogate, HG3 1RY,

Agent Mr. Joseph Warren-McCoy, Planning Potential Ltd, Suite 19, 1 Cardale Park, Beckwith Head Road, Harrogate, HG3 1RY

EXECUTIVE SUMMARY

The proposal would create a timber structure, with associated awning and planters, associated with an outside seating area at land adjacent to the White Lion Public House.

27 objections have been received together with objections from Councillor Jeavons, Councillor Johns and Castlefield Forum.

Key Issues

Principle of the proposal The proposal would not be in accordance with national and local planning policies and would not bring economic, social and environmental benefits. The structure would affect the setting of the pub, the conservation area and nearby listed buildings through the introduction of an overly large and obtrusive structure that would be unacceptable in terms of its siting, scale, design, appearance and materiality.

Economic The proposal would support the public house but this is not considered to be sufficient to outweigh the harm to the conservation area and nearby listed buildings. The benefit to the public house can be achieved in a less harmful to the surrounding heritage environment.

Social The proposal would have an unduly harmful impact on the significance of the conservation area and nearby listed buildings particularly from key views.

Environmental The siting, scale, appearance and materiality of the structure would fail to contribute positively to area and immediate street scene.

Impact on local residents The impact on local residents has been considered. Had the proposal been acceptable, a management plan, restrictions to the opening hours and preventing amplified sound and events in the outside seating area could have been dealt with through conditions.

Impact on the historic environment The harm to heritage assets would be less than substantial and would not be outweighed by public benefits. The proposal fails to be in accordance with the provisions of paragraphs 199, 200 and 202 of the NPPF and sections 66 and 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

A full report is attached below for Members consideration.

Description

The site is an area of hard landscaping immediately to the west of the White Lion Hotel, a three storey end of a terrace pub on Liverpool Road. The site also sits in the Castlefield conservation area and consists largely of stone flags.

Planning permission was granted in 1998 for tables and chairs outside of the public house (053705/FU/CITY3/98) on the basis that they were removable.

Public realm improvements and associated works to the Roman Gardens were granted in 2016 (113460/FO/2016) including the provision of outside seating for the White Lion. These works were never implemented.

To the south is the site of the Roman Fort. The line of the main Roman Road extends north-eastwards from the reconstructed North Gate to Liverpool Road, passing beneath the application site. The line of this road is followed on the ground by a modern path.

A second, minor, Roman Road is also believed to branch off the main road in the centre of the gardens and continues north westwards to the Oxnoble Public House. A third Roman road was identified during excavations heading west north west from the main road close to the application site.

Liverpool Road is dominated by buildings associated with the Museum of Science and Industry including the Grade II listed Former Market Hall, the Grade II listed Former Lower Campfield Market. The White Lion Public House is also considered to be a non-designated heritage asset.

Residential buildings are to the south on Barton and Bridgewater Street.



Application site – View from Liverpool Road (left image) and view from with the Manchester Roman Fort (right image)

The proposal

The proposal would create an external seating area including a timber canopy with a retractable roof cover. The structure would be fixed to the ground floor slabs and would be 3 metres in height. The size of the outdoor area would measure 11.8 metres by 11.4 metres.

The area would be able to accommodate 11 tables for up to 58 people. Planters would be placed along the boundary with the nearest residential properties along with timber barriers and railings.

The Planning Submission

The planning application is accompanied by the following documents:

- Plans and elevations;
- Planning and Heritage Statement;
- Noise Impact Assessment
- Objection response letter.

Consultations

The proposal has been advertised as being of public interest and affecting the setting of a conservation area and listed buildings. Notification letters have been sent to an extensive area of local residents and businesses and 24 objections have been received as follows:

- It is not clear from the drawings how much of the Roman Gardens would be used. This is not acceptable given there are plans to redevelop the area by extending the Roman Road that used to run across the area;
- The work to implement the masterplan for the gardens has started with the north/south path being re laid together with ongoing work to the east/west pathway, Lighting of the Roman Gates etc. This is not a plan that has elapsed and community volunteers would be astounded to be told otherwise considering the hours put in to this project monthly over the last 8 years.
- The original beer garden in images used in this application were actually removed many months ago and only reinstated when this application was lodged;
- The proposal is not sympathetic to this masterplan and would negatively impact it's implementation in future years.
- The design is not in keeping with the area, given it is within/bordering a site of historic significance and obscures views;
- A reduced size and use of a material other than brick would be more in keeping with the area;
- More and proper engagement with the local community would also be beneficial. Granting this application, in its current form, would diminish the local area;

- The proposed design is oversized, bulky, and contains mock design elements not matching the history of the pub or area. This detracts from the multiple heritage assets in both the Roman Gardens, as well as the pub itself and Lower Campfield Market;
- The Roman gardens should be protected and new design should be considered. A less obstructive design would be much better to allow the Roman gardens to continue to be enjoyed for everyone;
- The proposal contains high walls, fences and planting and blocks views of the original Roman Road which runs through the Roman Gardens. The views of its from Liverpool Road should be opened up for all to discover and enjoy not hidden from view;
- Rough sleepers and substance abusers are already a frequent feature of the gardens. Obstructing sight lines to the main road and decreasing the visibility of the gardens will embolden their residence and antisocial behaviours. The nearby St Johns Gardens is an example of a public space that, due to the enclosed nature of the plot, attracts considerable antisocial behaviour and leads to residents feeling unsafe/avoiding using the area;

Castlefield Forum object to the planning application and advise that they have begun to deliver several elements of the masterplan including the resurfacing of the Roman Road as far as the previous beer garden.

Councillor Jeavons and Councillor Johns (Ward Member – Deansgate) the design is totally inappropriate for the site and the age of the public house. The proposal is dominant to the property and the Roman garden. There is no evidence of agreement of the landowner (City Council) that this proposal is acceptable. The high walls, fences and planters would block the view of the Roman Road and views across the heritage site to the fort. The fabrication and earthworks for fixing would damage archaeology. The design is oversized, bulky with mock design elements that do not complement the pub or the area. The need for businesses in the area to be successful is supported but this cannot be at the cost of the impact on the community and heritage of this important site. A better solution needs to be found and this application rejected.

Highway Services do not support any further increase to the depth of the tables and chairs area since this would adversely impact on the remaining adjacent public realm area. The area is designated highway and an oversailing licence would be required.

Environmental Health advise that a management plan would be required to confirm how noise from patrons would be controlled and management along with conformation of how tables and chairs/external seating would be unusable outside of the hours of use. There shall be no events, live or recorded music of any kind in the external area and the opening hours should be: Sunday to Thursday 09:00 to 22:00 and Friday and Saturday 09:00 to 22:30

Great Manchester Archaeology Advisory Service (GMAAS) there would be below ground impacts and details are not provided of any below ground intrusions. There could be Roman remains and material culture below ground level at fairly shallow depths that could be directly associated with the Roman Fort and/or its associated

exterior settlement. In the absence of details regarding below ground impact, a condition should be imposed to secure monitoring, recording and mitigation.

Design for Security at Greater Manchester Police have provided guidance on security measures to minimise the risk of crime to the development and management measures.

Policy

The Development Plan

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

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

The relevant policies within the Core Strategy are as follows:

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles –The proposal would fail to deliver a high quality scheme which would have an unduly harmful impact on the conservation area and nearby listed buildings.

SO2. Economy – Whilst it is recognised that the proposal would support the ongoing business needs of the public house, this would not be outweighed by the adverse impact on the visual amenity of the local area and historic environment.

SO6. Environment – The development would fail to contribute positively to the setting of the conservation area and nearby listed buildings. The structure is not considered to be of sufficient quality and would form an incongruous feature within this sensitive historical environment.

Policy SP1 'Spatial Principles – The proposal would fail to have positive impact on visual amenity and the character of the area.

Policy EC3 'The Regional Centre', Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– The provision of the

outside seating area and associated structure would undermine the historical environment in this part of the city centre

Policy CC9 Design and Heritage – The proposal would not provide a high quality addition to the local area. In particular, it would be unduly harmful to the setting of the Castlefield conservation area and nearby listed buildings.

Policy CC10 A Place for Everyone – Whilst the addition of the outdoor area would bring benefits to the viability of the public house, this would be insufficient to outweigh the harm to the historical environment.

Policy EN1 ‘Design principles and strategic character areas’ – The proposal is not considered to be of a high quality design, in terms of its siting, scale, appearance and materiality, and would have a negative impact on the local area and visual amenity.

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

Policy DM1 ‘Development Management’ – The siting, scale, appearance and materiality would fail to be of sufficient quality and would harm the surrounding historic environment.

For the reasons given above, and within the main body of this report, it is considered that the proposal is not 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 DC18 ‘Conservation Areas’ – The impact on the Castlefield conservation area is considered to be unacceptable and is considered in detail in this report.

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

Saved policy DC20 Archaeology – There is potential for below ground archaeology to be affected by this development associated with the Roman Fort and Roman Road. This is considered in detail in this report.

Saved policy DC26, Development and Noise - The development would generate noise and disturbance associated with its use. This is considered in detail within the report.

For the reasons given below, it is considered that the proposal is not consistent with the policies contained within the UDP.

National Planning Policy Framework (2021)

The revised NPPF re-issued in February 2021. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

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

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 wellbeing, 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).

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 not be considered to be highly quality and would not complement the character and appearance of the local area.

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

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

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

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

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

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

The proposal would result in a 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:

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);

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit

to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

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

Other legislative requirements

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

S72 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.

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.

Issues

Principle of development

Planning permission was granted in 1998 for the siting of tables and chairs outside of the pub on the basis that the structures were low level (i.e. tables and chairs) and removable. Plans were approved in 2016 for public realm improvements to the Roman Gardens including enhanced outside seating associated with the White Lion. These works have never been implemented.

The environment around the Pub is sensitive due to its location within the Castlefield conservation area, proximity to nearby listed buildings and the archaeological significance of the Roman Gardens. Beneath the gardens, including the area associated with the application site, is the former Roman Road which runs in the location of Collier Street. The White Lion Public House is also considered to be a non designated heritage asset.

The proposal would introduce a timber structure with retractable awning with timber planters and railings. The structure would be in use Sunday to Thursday until 22:00 and Fridays and Saturdays 22:30.

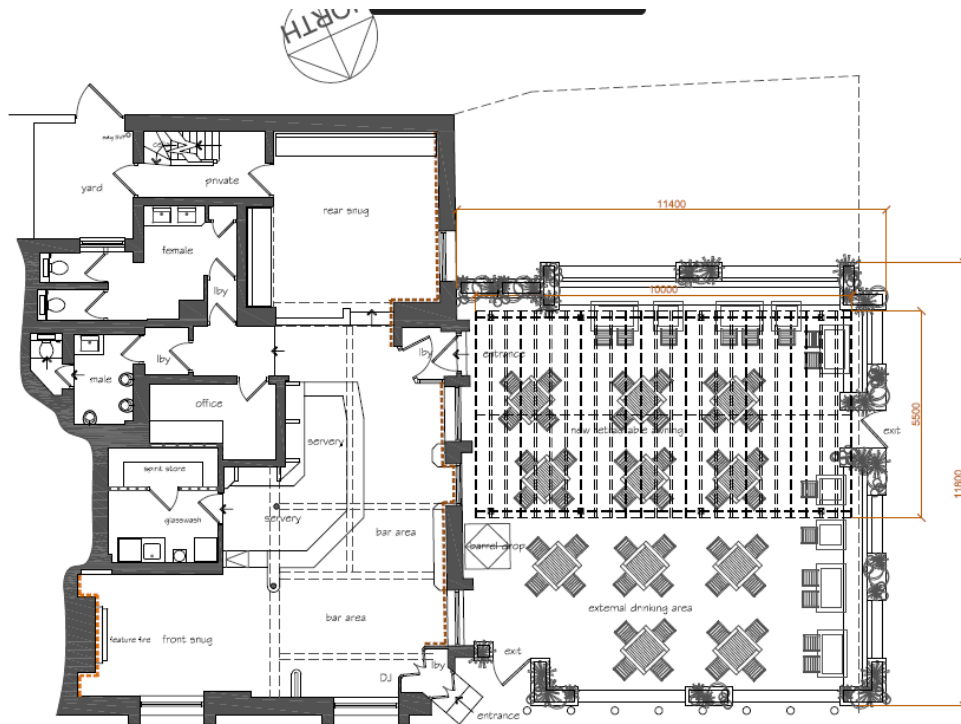
The structure would affect the setting of the pub, the conservation area and nearby listed buildings through the introduction of an overly large and obtrusive structure that would be unacceptable in design, appearance and materiality. The principle of the development would therefore not be acceptable.

Consideration has also been given to the impact of the development on surrounding residential amenity.

Impact on Visual amenity

Policies EN1, EN3 and DM1 of the Core Strategy seek to ensure that new developments contribute positively to the local environment and its visual amenity.

The outside area and structure would cover an area of approximately 134.52 sqm (11.8m by 11.4m). This is a smaller area than the current outside area which covers an area of 181.44 sqm (16.8m by 10.8m). Whilst the footprint would be smaller, it would contain a permanent structure rather than removal tables, chair and barriers. It occupies a portion of the Roman Road which runs through the Roman Gardens. This permanent structure would be an obtrusive feature that would adversely affect and erode the character, views and spacious feel of this part of the conservation area. Its position would be an incongruous feature to the side of the Pub.



Layout of the proposed outside area

The structure would be 3 metres in height and constructed from timber with a retractable awning and timber planters with railings forming its outer edges. A monopitched roof would cover appropriately half of the outside seating area.



Elevations – Left image from Liverpool Road/Right image from within the Roman Gardens

The structure would be a significant addition to the setting of the public house and would be a permanent feature within the setting of the conservation area.

The appearance and materiality of the structure would be unacceptable and when combined with its siting and scale would exacerbate further the impact of this addition on the property, street scene and significance and setting of the conservation area and listed buildings.

Impact on Archaeology

The structure would be secured by works below the ground. Greater Manchester Archaeology Advisory Service (GMAAS) have advised that there could be Roman remains at shallow depths and that details could be agreed by planning condition.

Impact of the historic environment and cultural heritage

The site is in the Castlefield conservation area. The nearest listed buildings are at the Museum of Science and Industry on Liverpool Road: Grade II listed Former Market Hall and the Grade II listed Former Lower Campfield Market. The White Lion is considered to be a non-designated heritage asset and adjoins a Grade II listed terrace of properties on Liverpool Road. The Grade II Listed Castlefield Viaduct is to the south. The site of the former Roman Road runs through the site.

The applicant has provided a heritage statement which examines the impact and contribution of the proposal on the conservation area.

The applicant's heritage statement acknowledges the sensitive nature of the environment but considers that there is no physical impact on the conservation area, listed buildings, and other assets, or any views and considers that the structure would complement the existing building and not impinge of the gardens. There is no assessment of key views in the conservation area and the impact of the development on them.

The applicants' conclusions on the impact of the development on the historic environment are not accepted.

There are also important views of the site from within the conservation area and of Listed Buildings. The significance of the conservation area is derived from the railway viaducts and associated infrastructure together with canal and rivers. The area is dominated by a mixture of buildings from small scale houses to larger warehouses and modern buildings. The area is part of early Roman Manchester.

There are two principle views of the site: from Liverpool Road and from with the Railway Viaduct looking towards Liverpool Road.

View One Liverpool Road

The view from Liverpool Road is across the site along the line of the former Roman Road towards the Roman Gardens. The White Lion and the adjoining listed terrace can be seen and demonstrates the relationship of the site to the Gardens. The listed

viaduct is in the distance. This is a key view where a number of heritage assets are legible and understood.

The proposal would provide built form in the conservation area towards the Roman Gardens. It would not enhance the setting of the White Lion, the conservation area and Roman Gardens in the view. This is a highly sensitive view of the conservation area and heritage assets within it which the development would change significantly by introducing a large and dominant structure, that would reduce the legibility of the view and the conservation area resulting in an unduly harmful impact.

View Two Railway Viaduct looking towards Liverpool Road

This view is of the Gardens, along the line of the Roman Road, with the White Lion and the listed building on Liverpool Road in the background. The relationship between the gardens and the site is clearly evident and understood within the context of the conservation area.

The proposed structure would form the backdrop to the gardens. Its siting, scale and appearance would dominant the view and provide a low quality structure in this highly sensitive heritage environment. The view within the conservation area would become eroded by this significant change reducing its significance and legibility.

This would be a significant addition to the Castlefield conservation area that would not be positive due to its siting, scale and appearance, its impact on keys views and its relationship with the Roman Gardens. This would have an unduly harmful impact which would amount to less than substantial harm, as defined by paragraph 202 of the NPPF to the setting and significance of the Castlefield conservation area, the Roman Gardens and Road, the public house and adjacent listed buildings.

Paragraph 199 of the NPPF states that it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the more important the asset, the greater the weight should be).

The proposal would not contribute positively to the significance and character of the conservation area through the creation of a dominant and excessively large structure that is poor quality in appearance. It would undermine the relationship to the adjacent Roman Garden and affect key vistas of the conservation area.

As directed by paragraph 202 of the NPPF, it is now necessary to consider whether the public benefits would outweigh any harm. The public benefits are considered in detail below.

Impact Assessment

The proposal would create result in less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by public benefits delivered in accordance with the guidance provided in 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.

It is not considered that the required public benefits exist in this case. Any economic and social benefits would be private and could be realised in a less harmful way to the historic environment, by having tables and chairs which can be removed daily.

The size and scale of the structure and its poor-quality appearance and materials would not make a positive construction to the local historic environment and would unduly affect the key views and the setting of key heritage buildings and landscapes.

The less than substantial harm caused would not be outweighed by the required public benefits. Considerable weight must be given to preserving the setting of the conservation area and listed buildings as required by S66 and S72 of the Listed Buildings Act, and paragraph 199 of the NPPF. The harm caused would be less than substantial and would not be outweighed by the public benefits of the scheme therefore failing to meet the requirements set out in paragraph 202 of the NPPF.

Impact on residential amenity

Policy DM1 of the Core Strategy seeks to ensure that new developments do not have any unduly harmful impacts on surrounding residential amenity. Further criteria for assessing noise impacts is provided within saved policy DC26 of the Unitary Development Plan.

There is a long standing history of an outside seating area at the site. There are no planning conditions associated with the 1998 planning permission which seek to control the hours of use. A tables and chair licence is in place until April 2023 and requires the seating area to close at 23:00.

The planning documentation indicates that the outside seating area would be in operation Sunday to Thursday until 22:00 and Fridays and Saturdays 22:30. The application is accompanied by a noise assessment.

There are homes nearby located immediately to the south at Barton Place (between Collier Street and Barton Street). There are homes to the west on the opposite side of the Roman Gardens. These homes are likely to notice the public house in use along with their existing external areas. Raised voices, movement and movement of furniture and glass wear is likely to be noticeable.

The permanent structure and retractable awning would provide a covered area to the outside seating area. This would allow the seating area to be used all year and could intensify the use and give rise to more prolonged noise from the site.

Environmental Health advise that the outside area would not be suitable for outdoor events, live or recorded music or external speakers, should be restricted in its hours of use and have a management plan.

In the event that the principle of the development had been acceptable, the further details would have been required in order to be satisfied that this permanent

structure would not have any unduly harmful impacts on surrounding residential amenity.

Designing out crime

Design for Security at Greater Manchester Police have recommended a series of measures to minimise crime and anti-social behaviour associated with the development. These would have formed conditions had the proposal been acceptable.

Conclusion

The proposal does not conform with the development plan when taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are material considerations which would indicate that the proposal would have an unduly harmful impact on the visual amenity and heritage environment.

The siting, scale, appearance and materiality of the structure would form an overly large and obtrusive feature adjacent to the White Lion Public House, a non designated heritage asset within the Castlefield consideration area. The structure would be poor quality and fail to contribute positively to the character and appearance of the street scene and historic environment. The siting would affect a key view towards the Roman Gardens along the site of the former Roman Road.

The proposal would amount to less than substantial harm to the local heritage environment and this harm would not be outweighed sufficiently by public benefits socially, economically and environmentally as required by S66, S72 and paragraph 202 of the NPPF. There is no clear and convincing justification for the proposal.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved 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 Refuse

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. It is acknowledged that pre application advice was sought in respect of this matter, together with matters being raised during the course of the application. However, the proposal is considered to be unacceptable for the reasons set out in this report and therefore determined within a timely manner.

Reason for refusal

1)The creation of an external structure associated with the reconfiguration of the outside seating area at land adjacent to the White Lion Public House by virtue of the siting, scale, appearance and materiality would form an excessively large, dominant and incongruous within setting off the public house, the Castlefield conservation area and adjacent listed buildings. This would have an unduly harmful impact on the character and visual amenity of the local area and result in less than substantial harm to the historic environment. There would not be the required public benefits to outweigh this harm. The proposal is therefore contrary to the provisions of policies SP1, EN1, EN3, CC9, CC10 and DM1 of the Manchester Core Strategy (2012), saved policies DC18 and DC19 of the Unitary Development Plan for the City of Manchester (1995) and NPPF.

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: 133513/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
City Centre Regeneration
Greater Manchester Police
Greater Manchester Archaeological Advisory Service
Castlefield Management Company**

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
134052/FO/2022	6 th Jul 2022	17 th Nov 2022	Miles Platting & Newton Heath Ward

Proposal Erection of 28 x two and three storey dwellinghouses (Class C3) with associated parking, landscaping and boundary treatment

Location Land Bounded By Varley Street, Sandal Street, Bradford Road And Stracey Street, Manchester

Applicant Mr John Yeo, Lovell Partnerships, St Johns House, Barrington Road, Altrincham, WA14 1JY,

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Executive Summary

The applicant is proposing to erect 28 no. two and three storey residential dwellings comprising of 2-, 3-, and 4-bedroom houses. Parking, and landscaping would be provided.

The proposal site was previously occupied by Sandal Court and terraced housing and was cleared under Compulsory Purchase Order powers several years ago. The site is bounded by Varley Street, Sandal Street, Bradford Road and Stracey Street. Two letters of support have been received, along with 27 letters of objection and one letter submitted individually by 48 members of Miles Platting Community and Age Friendly Network. (MPCAN). The main concerns raised include impact on residential amenity, loss of green space, loss of trees and layout of development.

Description

The application site is located within the Miles Platting Neighbourhood Area. The Neighbourhood Planning process for the Miles Platting Neighbourhood began in 2004 with a number of drop-in events designed to gather residents' views. A draft plan was formulated in 2006 following the appointment of the Renaissance Consortium as the preferred developer. The plan underwent a series of revisions following further consultations with residents and key stakeholders including the commercial sector and community groups. The final version of the neighbourhood plan reflected the aspirations of the local community.

The principal of development of this land for housing formed part of the Neighbourhood Plan for Miles Platting approved as part of an outline application approved 5th September 2006 (ref: 079633/OO/2006/N1) for the re-development of the Miles Platting Neighbourhood area.

In addition, a detailed consent was obtained for the PFI service works element also in 2006 (ref 080520/FO/2006/N1) which delivered the road network and Platting Park, a large area of recreational space.

These permissions established the guiding principles for the regeneration of the area, including a parameters plan indicating the areas where new development will come forward and where existing properties will be refurbished. It included the opportunity to create a new east west link

The proposal site extends to 0.67 hectares and is currently vacant with some tree cover and laid to grass. The site was previously developed for residential with Sandal court tower block being part of the development together with terraced housing but was cleared by the City Council prior to the PFI being awarded. The site was landscaped as an interim measure. The site is edge with grass bunds to prevent unauthorised access by vehicles.

The application site is located within a predominately residential neighbourhood of both post war and more recent development and is close to a range of amenities, including the Park View Community School. To the south of the proposal site is the recently decommissioned Bradford Road gas holder together with a number of industrial / commercial units on the Bradford Road frontage. The area has seen significant transformation over the last 10 years as part of the realisation of the master-planning objectives of the PFI area which were to refurbish some of the existing housing stock as well as the diversification of the area through the introduction of new forms of housing which would be available on the open market.

Proposal

This current planning application is a full detailed application for the works to be undertaken as part of the Private Finance Initiative (PFI) contract, this development site is on land bounded by Varley Street, Bradford Road, Sandal Street and Stracey Street and is identified as Cell 7.5b. The development of Area 7.5b offers the opportunity at the eastern area of the estate to provide for a choice of family homes for outright market sale, with space for private gardens and off- road parking. It forms part of a larger development area to the east of Varley Street, which was developed out some ten years ago, but this cell was delayed because of its proximity to a gas holder, which has been subsequently decommissioned, thereby allowing this part of the neighbourhood to be finally completed. The accommodation proposed would be in the form of 28 two and three storey 2, 3 and 4 bed houses together with landscaping, parking and boundary treatment. The makeup of the properties would be:

- 14 x 4 bed houses
- 13 x 3 bed houses
- 1 x 2 bed house

The format of the development comprises of the three storey key buildings fronting onto Varley Street and Bradford Road with the two2 storey semi-detached and terraced properties sitting between.

It is proposed that the materials will be a mix of two traditional red coloured bricks, reflecting existing properties, the mill building and the recently developed Cell 8 close by, together with a blue detailing brick pulling through the blue Cedal cladding on previous development. The different cells have all incorporated characteristics of the previously developed cells, whilst also introducing a transition as opposed to a visually identical estate solution.



To ensure that the car does not dominate the street scene parking provision is a combination of frontage, side and rear parking. This enables more softscape and tree planting to the frontages as setting for the buildings. Each property would have gardens to the front and rear. All the dwellings would front onto streets providing overlooking and natural surveillance.

The layout works with the existing hierarchy of streets, which provide permeability for pedestrians and cyclists as well as vehicles. Vehicular access to the site would be taken from Varley Street, Stracey Street and Sabden Close. The layout is shown overleaf.



Consultations

Local Residents – Two letters of support have been received, along with 27 letters of objection and one letter submitted individually by 48 members of Miles Platting Community and Age Friendly Network (MPCAN).

MPCAN also commissioned Urban Imprint to comment on the proposal. The comments received through representation are summarised below:

- The proposed development occupies the whole of the site, eliminating the open space and the trees enjoyed and valued by local residents.
- It was hoped that the buildings would make a greater impression however they are standard and unexceptional. The buildings should be higher and be more impressive and leave more of the site open and save more of the trees. The energy statements should be more ambitious with regards to low carbon design.

- The council is removing more trees and green spaces, grass verges and knocking down walls. The area isn't like it was 20 years ago. Sandal Green represents one of the last green spaces and the primary objection is to the loss of the mature trees. The replacement tree planting does not compensate for the loss of the mature trees to make way for the development in terms of provision of habitat to wildlife, noise abatement or air quality. Many of the other green sites have been given over to development. Great Cities have great outdoor space and Manchester Centre has barely any.
- As built form needs to be avoided on the easement, this provides a clear opportunity to retain a larger portion of the trees on site – namely the group G2. It is unclear why this opportunity has not been taken. The loss of these trees seems unnecessary and has not been justified or effectively compensated for.
- The green space is a safe area to exercise dogs and gives children a rare safe place to play outside. Concerned with regards to the increase in pollution and noise that a further 28 properties will produce in an area that is already noisy. It is noted that there will be enhanced glazing and acoustic measures for the new properties, however that does not benefit the existing residents.
- Concerns regarding the style of the new properties, there are already differing styles of properties within sight of the green, the design is more in keeping with the properties slightly further away. It is also questionable whether there is a need to have such a high density or whether this would be overdevelopment, and whether the local infrastructure can accommodate the development in an area where there is minimal amenity provision.
- There are brownfield sites within the area that could be developed especially for affordable housing which these are not. What happened to the plans for a swimming pool, health centre and community spaces? The proposed layout of this development does not effectively complete the urban block and is not effective in its response to the site's immediate context.
- The local residents have had to put up with living on a building site for too long, it is not fair to have to go through it again. Miles Platting is quickly being overridden with houses and gentrification and yet no local amenities are being built, there are barely any shops, cafes or green spaces just more and more houses, which are not even affordable.
- Need more trees they give us joy and help with our mental health. The development will mean the loss of wildlife habitats and increase rats and squirrels. Still waiting on the trees promised in the 2012 phase
- Concern relating to the impact of any works on existing infrastructure, such as road surfaces which are in dire state and have never been fixed following the 2012 phase being built. You can see the original Victorian brick road in places and there is no fix forthcoming with the council blaming the developers and developers claiming it's up to the council to fix now. There are concerns over the high carbon emissions. We should be preserving as much green land as possible not removing trees.
- Please consider the health, wellbeing and climate resilience of Miles Platting families and children who want to retain this land as a pocket park in Miles Platting that can be cared for and used by new generations of people and wildlife. Concern about flooding, climate change, poor air, noise pollution. Twenty- seven trees for twenty -eight homes. The site should only be developed if the trees are saved.

- The site is close to Bradford Road a very busy road again our trees help to buffer the noise and soak up the carbon created by car exhaust fumes. Please reconsider the felling of these trees.
- The proposal is at odds with policies within the Core Strategy.
- Mature trees take many decades to replace, so their removal is a serious matter. New planting is positive, but is not a substitute for the established ecosystems, and benefits to local people, that established mature trees are able to provide.
- The site is bound by four roads and therefore the opportunity exists for dwellings to properly address and front onto the street to create effective enclosure and surveillance. Whilst many of the proposed dwellings are proposed to have their entrance located on the principal elevation facing the road, there are a number that do not.
- Buildings should relate well to each other. The proposed layout would result in a non-uniform building line with dwellings appearing sporadically sited in relation to one another. It is considered that a simpler layout would negate the need for such awkward parking solutions. Such awkward relationships suggest overdevelopment or poor use of the space available.

Highway Services – No objections to the proposal subject to the attachment of conditions relating to Traffic Calming, Cycle Storage and Parking, Waste Management Construction Management (including dilapidation survey), and Section 278 Agreement.

Environmental Health – No objections subject to the attachment of conditions relating to residential noise and overheating, contaminated land, air quality, waste management, construction management plan and construction hours.

Neighbourhood Team Leader (Arboriculture) – The trees proposed for retention are positioned mostly within soft landscaping and therefore there should be minimal encroachment into the root protection zones of the trees. The trees need to have an adequate arboriculture impact assessment for the developer to follow, which should be in line with British Standards.

The mitigation proposals appear to be adequate for the site and therefore there are no objections subject to the retained trees being protected during construction. A condition requiring this should be attached to any consent granted.

MCC Flood Risk Management – No objections subject to the attachment of conditions relating to Surface Water Drainage and Sustainable Drainage Scheme.

Greater Manchester Ecology Unit – No objection subject to the attachment of a condition requiring the submission, approval and implementation of a detailed assessment and mitigation report in relation to the inclusion of biodiversity measures for the proposed development, this shall include a verification report of the agreed measures, and a condition restricting tree removal to outside the bird nesting season.

Greater Manchester Police – No objections subject to the attachment of condition relating to secure by design requiring the scheme to achieve gold standard accreditation.

United Utilities Water PLC – No objections subject to the attachment of conditions relating to sustainable surface water drainage scheme and a foul water drainage scheme.

Cadent Gas Ltd – No objections to the proposal subject to the attachment of an informative relating to gas pipelines.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

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

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

In addition to the above, Sections 5 (*Delivering a sufficient supply of homes*) and 15 (*Conserving and enhancing the natural environment*) is of relevance:

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

Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies

and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 174 states that planning policies and decisions should contribute to and enhance the natural and local environment.

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

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

Policy H 2, *Strategic Housing Location* – The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing.

Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure as set out in the energy policies (EN4 - EN7).

Policy H4, *East Manchester* – East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes.

Policy H8, *Affordable Housing* – The requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed.

Policy EN1, *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located.

Policy EN19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

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

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

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

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

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

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

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

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth

3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

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

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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

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

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

Issues

Principle of the Proposal – Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally

within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

The application site is located in East Manchester and policy H4 states that East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development with priority given to family housing and other high value, high quality development where this can be sustained.

Policies SP1 and H1 seek to encourage development on previously developed land including the renewal of areas characterised by poor quality housing. The application site is a vacant previously developed piece of land within a key regeneration area - Miles Platting PFI area. The previous residential properties on the site long since cleared were considered to be sub- standard.

The site has previously been identified for redevelopment in 2006, when the application site (along with others in the wider area) were subject to an outline planning permission for the refurbishment of 1,500 properties, bringing these residential properties on the estate up to decent homes standard. A series of open spaces, a new park and pocket park play areas have been created, alongside a new housing office and provision of retail space.

Due to the economic downturn, and the subsequent passage of time elements of the original outline permission have been delivered through full planning permissions.

The applicant is now seeking planning permission for the Erection of 28, two and three storey residential dwellinghouses with associated landscaping, car parking, boundary treatment and other associated works

A proposal of this nature is considered to be acceptable in principle as it accords with the residential growth principles identified within policies SP1, H1 and H4 of the Core Strategy on a previously developed site which has been subject to an outline planning permission securing the principle of residential development.

Affordable Housing – No affordable housing is provided by this development as the applicant had a legally binding agreement in place in 2006 i.e. an agreement on land values were reached by 1 December 2007. As such, and in line with the SPD, the proposal is exempt from providing affordable housing as part of the scheme.

However other initiatives have been put in place at the beginning of the PFI process to improve the quality of the existing residential accommodation which have been facilitated by the sale of the land including refurbishing several of the high- rise blocks, 11 new social houses ,extension to Butler Court providing 20 additional apartments for the elderly and physical upgrading of 1548 existing social houses together with the public realm and environmental works including the creation of 6 pocket parks and the central Platting Park.

Regeneration- The scheme is a key phase of a larger residential development in the Miles Platting PFI area, which would deliver a range of family housing on a previously cleared site.

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

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

- 9 x 4b5p dwellings - 124m² (Space Standard - 103m²)
- 5 x 4b7p dwellings - 129m² (Space Standard - 121m²)
- 9 x 3b4p dwellings - 91.66m² (Space Standard - 84.m²)
- 4 x 3b4p dwellings - 85.74m² (Space Standard - 84m²)
- 1 x 2b3p dwelling - 71.08m² (Space Standard – 70.0 m²)

Given the above, the proposal exceeds Manchester’s space standards.

Disabled Access – Level access would be provided into the dwellings and adequate circulation space, along with a WC, would exist on the ground floor. Adequate circulation space would also exist on the first floor. Overall, the provision is considered acceptable.

Design – The proposed development would improve the appearance of the area. The proposed buildings are a traditional design that utilises the positive features of the site and surrounding properties in terms of built form and landscape. The dwellinghouses are designed as two and three storey dwellings to be sympathetic to the existing surrounding buildings and address the street with building frontages and elevational interest. The three storey dwellinghouses book end the development at junctions are significant in scale and provide focal points within the development and helps to define key junctions and intersections across the site and wider context. The proposed materials are informed by the historical buildings within the area including Brunswick Mill together with earlier phases of the PFI developments, which reflects the different character areas. The proposed layout is in a perimeter block arrangement which creates an outward facing scheme. This results in good levels of natural surveillance over public footpaths and highways.

The in- curtilage parking spaces are a combination of front side and rear which allows for greater softscape to the frontages, and more opportunity for tree planting.

Overall, the design of the proposed dwellings is considered acceptable.

The front elevations of the two and three storey dwellings are shown overleaf.



Scale and Massing – Apart from the presence of several apartment blocks, which are located to the far north of this site, this residential neighbourhood is characterised by two and three storey residential accommodation similar in scale and massing to that proposed. The layout has been designed so that the scheme incorporates the principles of the Development Guide by ensuring that all units have their principle frontage to the street and all the properties have car parking within the dwelling curtilage. The streets would form a linked network to provide connectivity to the surrounding area. The layout shows a hierarchy of streets, which provide permeability for pedestrians and cycles as well as vehicles.

The residential properties relate well to the earlier phases of development and the historical features of the area in the form of the mill buildings in particular Victoria Mill and Brunswick Mill, and the sympathetic style of the houses provides an attractive vista into and out of the proposed development. As a result, the scale and massing of the proposal is considered acceptable.

Context within the Area – The proposal reflects a traditional form of development and incorporates traditional influences in the form of medium density development set around the existing road pattern. The properties are to be built with small front gardens to provide private defensible space from the highway, with a private garden to the rear or side for amenity space. This approach reflects previous phases of the overall Mile Platting regeneration development. Therefore, it is considered that the layout of the development is acceptable; it reflects the spirit of the adjoining neighbourhood and is not considered to be overdevelopment of the site.

Furthermore, the height and scale of the proposed buildings are considered to be acceptable in this location, producing strong impressive corners through the three storey houses and dropping down to two storey as the houses are sited further away from the junctions to relate to the existing two storey houses on the neighbouring roads.

The site, along with a number of the recently constructed houses, is shown below.



Residential Amenity – The area is already dominated by existing residential properties. The dwellings are separated from existing dwellings by the existing road network which would minimise any overlooking and loss of privacy. This has also been carefully considered in the proposed layout and the relationship of the new properties to each other.

There is sufficient amenity space for future occupants in the form of both front and rear gardens, provided for each property which would allow for the drying of clothes and outdoor recreation with cycle parking and waste management provision. The properties would be insulated against noise from Bradford Road and Varley Street and appropriate conditions would be attached to any consent granted.

The site has excellent links to public transport networks into and out of the City and surrounding areas enabling travel by alternative modes of transport other than the car. It is well served by services on the fringe of Miles Platting with such areas as Sports City and is only 1 mile away from the City Centre. There are local services along Oldham Road and Bradford Road towards its junction with Hulme Hall Lane which sustain local needs.

The site also benefits from its location 10 minutes' walk from both New Islington Free School, completed in 2013 and Park View Community School completed in September 2010. These schools cater for 4–11-year-old children. In addition, the East Manchester Academy (approximately 1 mile south east) offers state of the art secondary education to the local community. Pedestrian permeability is achieved through the site, with a footpath leading off Bradford Road linking Bradford Road through to Sandal Street, where there is one of the large pocket parks created as part of the environmental works associated with the PFI. It has a central play area with play equipment for younger children, with a large grassed area and tree cover for other recreational / leisure pursuits.

The height of the new houses is only two storeys/ three storeys, and there is sufficient distance proposed between existing and proposed properties to safeguard privacy, overlooking and enjoyment of private amenity space, and therefore, it is not considered that the development would have a significant impact on any of the surrounding terraced and semi- detached properties.

In light of the above, it is not considered that the development would lead to any undue loss of privacy resulting from overlooking, loss of daylight or overshadowing. With each property having private amenity space, it is considered sufficient provision for future occupants of the development.

Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

Noise – With regards to the proposed uses on the site and potential noise, it is considered that the buildings would be suitably insulated to prevent any significant break out of noise and to prevent occupiers of the dwellings being disturbed from external noise sources.

In addition, it is recommended that a condition be attached to any approval to require a construction management plan for the construction phase of the development in order to minimise disruption such as dust from the construction works on the local environment.

It is acknowledged that there are residential properties directly surrounding the application site. Given the modest number of units proposed and the domestic nature of the activity that would be associated with them, it is not considered that the proposal would be an inherently noise generating development.

Visual Amenity – Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to the layout and design of new developments ensuring that they respond to the surrounding

context and maximise frontages within the street scene and other important features of sites. The proposed development would bring forward a much-needed development, within an existing residential area.

The surrounding area is characterised by two/ three storey properties which front the existing road network. The proposed dwellings would follow this principle in that they will also front existing sections of highway, and internal roads.

The proposed new homes would also be two and three storey in height and would be a combination of semi-detached houses and three terraced blocks of 3 houses together. All the properties have small gardens to the frontage to give a softer setting against the buildings, with the primary amenity space being to the rear, with plot 16 also having an area to the side.

The three storey properties will mark corners and junctions and will have also have windows on side elevations to provide dual aspect to both road frontages.

The design and appearance of the proposals will follow a familiar design to the rest of the PFI area. Masonry will be the predominate material and detailing will be provided by feature brick work in the form of banding, pattern or contrasting palette.

Overall, the scale of the development responds appropriately to that of the existing developments in the area. It is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD. it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed by the properties within the vicinity of the site, assimilating well with the existing development.

Trees – 33 trees/groups of trees have been surveyed, the schedule below shows which trees are to be retained and which removed to facilitate the development.

Trees on site		Retained	Lost		New planting
T1 & T2	Common Lime & Silver Birch	2			
T3	Ash		1		
T4 & T5	Sycamore & Silver Birch	2			
T6 - T8	Sycamore & 2 no Whitebeam		3		
T9	Sycamore	1			
T10	Cherry		1		
G1	Whitebeam		2		
G2	Sycamore	4	5		
G3	Silver Birch		12		
		9	24		56

Initially the proposed development only retained 5 of the existing trees on site. However following negotiations, and with applicant redesigning drainage, a further 4 of the existing trees are to be retained.

To facilitate the development the applicant is proposing to fell 24 trees, all of which are within the site boundaries. This would leave 9 of the surveyed trees being retained.

The retained trees would be protected during construction, and this would be a requirement of a planning condition. Where a tree has been delineated on the Tree Protection Plan as requiring retention there would be a requirement to oversee construction operations in these areas in order to ensure that no damage occurs to the retained tree.

To ensure that there is an auditable system of site monitoring, reports will be compiled by an appointed arborist and following site visits they will be issued to the site manager and design team, copies of which will be available on site at all times for inspection by a City Council Arborist.

To compensate for the loss of the 24 trees the applicant is to plant 56 replacement trees, comprising of the following species:- 4 x Field Maple, 10 x Birch, 4 x Hazel, 8 x Cherry, 3 x Rowan, 10 x Silver Birch, 7 x Ornamental Cherry and 10 x Mountain Ash.

A plan showing the retained trees and proposed tree planting is shown below:



Landscaping and boundary treatments

The proposed landscaping scheme includes the following:

- the planting of Shrub planting and Multi Stem shrubs.

- the planting of informal flowering hedges.
- Formal deciduous hedge.
- the turfing of the front and rear gardens.

Overall, the proposed landscaping scheme is considered acceptable. However, the applicant has been requested to include further bio- diversity measures within the scheme which will be addressed by way of a condition.

Boundary Treatment – The front of the properties are characterised by low boundary walls and railings with supplementary planting behind the front boundaries and timber divisional fencing to rear gardens. Driveway gates will be introduced to the rear and side of the properties to ensure that they are secure.

Access/ Car Parking – Vehicular access to the site would be taken from existing highways, excepting Bradford Road. All the properties provide 1 parking space in curtilage although a number include two spaces. These are either to the front side or rear and break up a potential continuous run of parking if all to the frontage and providing an opportunity for additional tree planting. In all cases, parking has been designed to have the least impact on the street scene and is screened by boundary treatment and soft landscaping.

It is considered that the nature and levels of car parking proposed would be appropriate in this locality.

As part of providing a sustainable development which in turn encourages alternative modes of transport to the motor vehicle, the properties all have the potential for cycle storage either within the development, in the garages or within the houses or in the rear gardens, and the developer is willing to install fixed storage facilities for the occupants. Secure cycle store will also be provided for each property.

Traffic Generation – In respect of non-car accessibility of the site, the site is easily accessible by public transport, by cycle and on foot. In relation to the impact of traffic on the local highway network, the proposed development will continue to be accessed by safe and efficient vehicular access arrangements, and it is considered that the amount of traffic generated by the proposed development would be able to be accommodated within the local highway network.

Vehicle Charging Points – Each of the properties would be fitted with a 7kw electric Vehicle charging point

Pedestrian and Highway Safety – A condition requiring the need for a s278 agreement to be put in place with regards to a number of highway and pedestrian safety matters would be attached to any consent granted. Such provision as traffic calming measures in the form of speed tables, unsignalised pedestrian crossings and additional tactile paved dropped crossing are proposed as part of the proposal.

Air Quality – The applicant has prepared an Environmental Standards report in support of their planning application. This details that the design and specifications outlined above meet the requirements for sustainability as required by Manchester's Local Development Framework Policy En6, and current Building Regulation

requirements, Part L 2013. A mixture of sustainable building-design, a fabric first approach and renewable/low carbon energy systems would deliver thermally efficient accommodation that will reduce demand for energy, resistant heat-loss through conduction and maintain internal temperatures at comfortable levels for the occupants.

The proposal would also include a 7 kw electric car charging point to each property, together with cycle parking / storage, and new tree and shrub planting. This will help improve local air quality conditions and adapt the properties for future changing needs. This complies with policy EN6 of the Core Strategy and should form part of the conditions of the planning approval.

During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the site. However, given the number of units proposed, the overall significance of potential impacts is considered to be low.

As a result of the above and given the provision of vehicle charging points and cycle storage on each dwelling, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Waste Management – The four bins required by the City Council would be stored at the rear of each dwelling. Given this and the provision of a kitchen food caddy for each household, the overall provision is considered acceptable.

Highway Services have also confirmed that the site can be accessed by a refuse vehicle with the bins being brought kerbside on collection day.

Drainage – The conditions suggested by the Flood Risk Management Team and United Utilities, both of which are designed to protect against flooding and prevent pollution, would be attached to any approval granted.

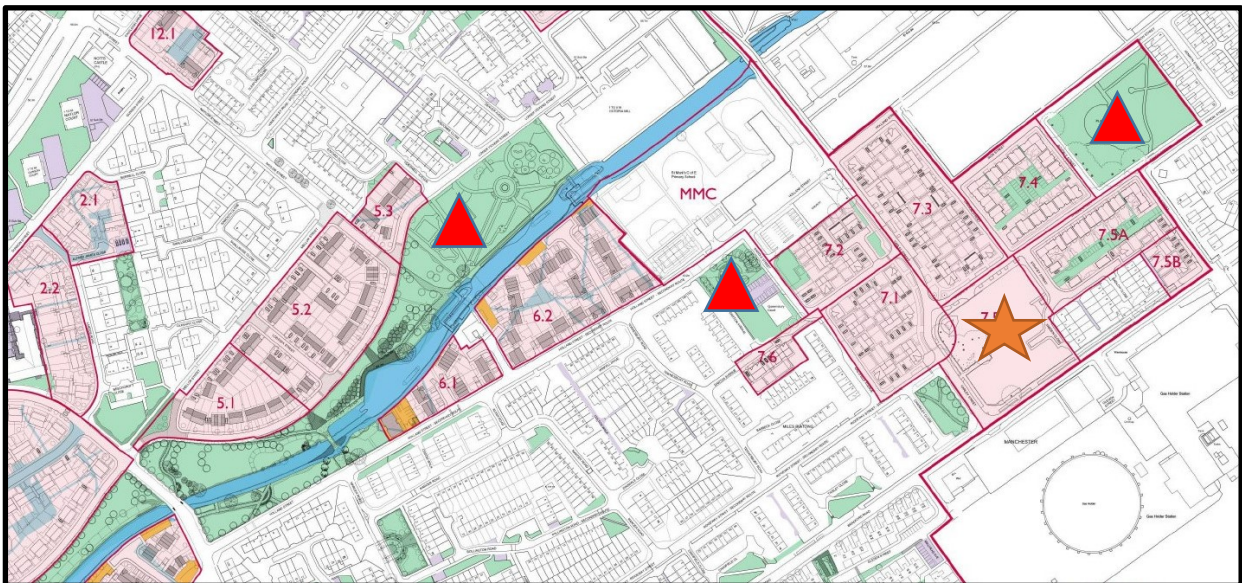
Loss of current informal space –The site has been vacant for several years; following the Compulsory Purchase of the land by the City Council and subsequent demolition of the previous residential accommodation that occupied the site. In order to ensure that the site retained an attractive outlook for the remaining residents within its vicinity, the land was informally grassed. This has become established over the years.

However, it must be noted that this was only ever an interim measure, and the site has never been classed as protected or formal open space, it has been identified as a brownfield site for development for many years to meet key council objectives with the intention that it was always for future redevelopment as housing. It was identified within the original development plan and within the original outline application ref: 079633/OO/2006/N1 approved some 16 years ago.

The redevelopment stalled due to the proximity of the site to the Bradford Road Gas holder and could only be brought forward for redevelopment due to its recent decommissioning. This now enables the proposed development to be brought forward completing the regeneration of this part of Miles Platting.

By way of enhancing green spaces throughout the PFI area Platting Park was created, together with 6 pocket parks and upgrades to walkways along the Rochdale canal. These were to contribute towards recreational and leisure facilities for the existing and future occupants of the area. Both Platting Park and the pocket park on Rydale street are within 5 minutes walk of the proposal site.

The location of the application site is identified by the orange star and Platting Park and two nearby pocket parks are identified by the red triangle on the plan below.



Ecology – The applicant has undertaken an ecology survey of the site. This has determined the following:

- Habitats on the site are of low ecological value. The removal of these due to development can be mitigated by further planting.
- No reptile or amphibian species were identified on the site.
- The trees and shrubs provide suitable habitat for nesting birds.
- The site provides suboptimal habitat for invertebrate species.

To mitigate against the proposal, the survey recommends the inclusion of a replacement bat roost; the installation of hedgehog friendly boundary treatment and restrictions on when trees and other vegetation can be removed. The survey also

states that ecological enhancements through the implementation of further planting should be undertaken.

GMEU concur with the findings of the survey, however, have requested additional mitigation measures and bio-enhancements. Their delivery would be subject to a number of planning conditions.

Environmental Standards – To meet the challenging demands associated with sustainable development a “fabric first” approach was considered to be the most cost effective and efficient way of delivering an energy saving development that connects local housing needs whilst reducing CO2 emissions during the life cycle of each dwelling.

An efficient and cost-effective way of achieving sustainable building-design is through the use and selection of building materials that reduce energy demand during occupation. Sustainable building-design provides a holistic approach on the broader aspects of sustainability, which if implemented as the development progresses can greatly assist with issues such as fuel poverty, rising energy bills and lowering carbon emissions.

Crime Prevention – The proposal does not raise any crime prevention issues. The priority has been to create a quality development, which encompasses the key principles to ensure a safe and secure environment. The proposed street layout has been designed to maximise personal safety, the security of property and reduce opportunities for crime as a result of natural surveillance.

A Crime Impact Statement has been submitted as part of this application, and, provided that the physical security specifications and management procedures listed in the report are implemented the scheme should achieve secure by design accreditation. It is therefore recommended that a Secure by Design condition is attached to any consent granted.

Conclusion

The site is located within a predominantly residential area and it has been demonstrated that the proposal would not have a detrimental impact on the existing levels of residential amenity and pedestrian and highway safety. Given the above and the brownfield nature of the site together with proposed mitigation measures towards the loss of trees, the proposal is supported subject to the imposition of a number of conditions designed to protect existing amenity levels and wildlife.

The proposed scheme forms one of the final phases of the Miles Platting Neighbourhood PFI scheme which has brought forward the comprehensive redevelopment of this neighbourhood. Including a mix of housing types, tenures and high-quality development as well as managed parks and the refurbishment of the existing housing stock.

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

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

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:

BA9882 2000 P05 Site Location Plan
 BA9882 2003 P05 Existing & Proposed Tree Plan
 BA9882 2004 P03 Site Constraints Plan
 BA9882 2005 P07 Proposed Type Plan
 BA9882 2006 P06 Proposed Roof Plan
 BA9882 2007 P06 Proposed Refuse Strategy
 BA9882 2008 P04 Proposed Parking and Access Strategy
 BA9882 2009 P03 Proposed Materials and Features Plan
 BA9882 2020 P06 Proposed Street Scenes
 BA9882 2031 P03 Heartford-Leaford Terrace - Plans and Elevations
 BA9882 2032 P03 Oakley-Lexington Terrace
 BA9882 2033 P01 Stateley Terrace
 BA9882 2034 P03 Stateley Semi
 BA9882 2035 P03 Stateley-Oakley Semi
 BA9882 2036 P03 Heartford Semi
 BA9882 2037 P03 Leaford Semi
 BA9882 2038 P03 Leaford-Heartford-Leaford Terrace

AT.22.1230.100 R.04 Landscaping Planting Plan
 32455-SUT-ZZ-XX-DR-C-660 P03 Section 278 Works
 BA9882 2100 P01 Boundary Treatment Types - Walls, Railings.
 BA9882 01-07 C Design and Access Statement
 22-0166 GMP Crime Impact Statement
 3771TS.01 Transport Statement
 1707_RSA1_2 Stage 1&2 Road Safety Audit
 L01. TWC MP_7.5B Energy & Sustainability Statement
 CIBSE TM59 Overheating Report
 MP7.5 AiA v2a Arbricultural Impact Assessment
 MP7.5 BRA v1 Bat Roost Assessment (BRA)
 MP7.5 PEA v1 Preliminary Ecological Appraisal
 MP7.5 TCR v1 Tree Survey and Constraints Report
 Construction Method Statement Rev C EVA-07S-SE-RFID Electric Vehicle Charger
 details
 22LPL087/DSGI Desk Study and Ground Investigation Report

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

3) No 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.

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) 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) a) The development shall not commence until 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).

6) No 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 Local Planning Authority. This shall include:

- o Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;
- o 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;
- o Sewer easements should be highlighted on the proposed drainage layout.
- o 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 (including finished floor levels and external elevations) needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- o Confirmation from United Utilities that they approve of the site layout and the given sewer easements shown on the proposed drainage layout.
- o Where surface water is connected to the ordinary watercourse, survey of the existing culvert should take place to confirm the culverts location, size and invert levels.
- o Where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse that would affect it would require consent from Manchester City Council as Lead Local Flood Authority. Consent forms can be obtained on the website at:
http://www.manchester.gov.uk/downloads/download/5567/land_drainage_consent_and_guidance.com
- o Hydraulic calculation of the proposed drainage system;
- o 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. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14 of the Manchester Core Strategy.

7) Notwithstanding the Betts Geo Desk Study and Ground Investigation Report submitted 23rd June 2022 the following information is required to be submitted:

a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be

submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

8) The development shall be carried out in accordance with the approved Construction and Environmental Management Plan Rev C Sept 2022 .

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) The boundary treatment shall be carried out in accordance with drawing BA9882 2100 P01 Boundary Treatment Types - Walls, Railings. stamped as received by the City Council, as Local Planning Authority, on the 23rd June 2022

The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

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

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

10) The development hereby approved shall be carried out in accordance with the Energy and Sustainability statement prepared by TWC Consulting stamped as received by the City Council, as Local Planning Authority, on the 14th June 2022.

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

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

11) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include:

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

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

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

12) (b) The approved scheme drawing ref AT.22.1230.100 MP3 shall be implemented prior to the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or

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

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

13) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Bradford Road, Varley Street and Sandal Street shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

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:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (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 LAeq
 Gardens and terraces (daytime) 55 dB LAeq

b) 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 secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policy EN19 and DM1 of the Manchester Core Strategy.

14) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy BA9882 2007 P06 stamped as received on 31 Oct 2022 and waste management proforma stamped as received 30th June 2022 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policies EN19 and DM1 in the Manchester Core Strategy.

15) No above ground works shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be

carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

16) Prior to the first occupation of the development, the siting, scale and appearance of a suitable cycle store for each dwellinghouse 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 of the development and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles 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).

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

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

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

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

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

19) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety

consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

20) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance of bird and bat boxes together with details of biodiversity enhancements at the development including a timetable for their installation and maintenance regime, 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 in order to comply with policy EN15 of the Manchester Core Strategy.

21) Prior to any earthworks, demolition or vegetation clearance, a Reasonable Avoidance Measures method statement for hedgehogs, for both site clearance and the construction phase including a timetable for their installation and maintenance regime, 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 and species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

22) Prior to the first occupation of the development, the fast charging (7kw) electric car charging points for each dwellinghouse as identified in document EVA-07S-SE-RFID received 6th July 2022 shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

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

23) Prior to the installation of the proposed driveways and car parking areas hereby approved, a drainage 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 approved details and maintained in situ thereafter.

Reason - To prevent the increased risk of flooding, improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Manchester Core Strategy.

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

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

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

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

26) 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.

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

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

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

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those

areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

28) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use before the development is occupied, in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The car parking spaces shall then be available at all times whilst the dwellings are occupied.

Reason- To ensure that there is adequate parking for the development proposed when the buildings are occupied, pursuant to saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

29) 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:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o 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, in light of national policies within the NPPF and NPPG and Policies EN08 and EN14 in 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: 134052/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health

Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Cadent Gas Ltd
Greater Manchester Ecology Unit

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

Representations were received from the following third parties:

Relevant Contact Officer : Janet Lawless
Telephone number : 0161 234 4535
Email : janet.lawless@manchester.gov.uk

