



Planning and Highways Committee

Date: Thursday, 30 May 2019
Time: 2.00 pm
Venue: Council Chamber, Level 2, Town Hall Extension,
Manchester

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. That lobby can also be reached from the St. Peter's Square entrance and from Library Walk. **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

Nasrin Ali (Deputy Chair), Shaukat Ali, Clay, Curley (Chair), Dar, Kamal, Kirkpatrick, J Lovecy, Lyons, Madeleine Monaghan, Watson, White, Wilson, Davies, Hitchen and Riasat

Agenda

1. Urgent Business

To consider any items which the Chair has agreed to have submitted as urgent.

1a. Supplementary Information on Planning Applications on this agenda.

The report of the Head 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 11 April 2019.

The written minutes will follow.

5. 122797/FO/2019 - Land At Leach Street And Crossley Street Manchester M18 8BA

The report of the Head of Planning, Building Control and Licensing is attached.

Gorton and Abbey Hey

7 - 48

6. 122042/OO/2018 - Land Off Cringle Road Manchester.

The report of the Head of Planning, Building Control and Licensing is attached.

Levenshulme

49 - 98

7. 122644/FO/2019 - 60 Charles Street Manchester M1 7DF.

The report of the Head of Planning, Building Control and Licensing is attached.

Deansgate

99 - 172

8. 119100/FO/2018 - Former Hardys Well Public House 257 Wilmslow Road Manchester M14 5LN.

The report of the Head of Planning, Building Control and Licensing is attached.

Rusholme

173 - 216

There will be 2 site visits for members, with the details as shown below.

- depart Albert Square 900,
- arrive at School Lane 925
- depart School Lane 940
- arrive Hardy's Well 955
- depart Hardy's Well 1015
- arrive back at town hall 1030

9. **122963/FO/2019 & 122964/LO/2019 - British Muslim Heritage Centre College Road Manchester M16 8BP.**

The report of the Head of Planning, Building Control and Licensing is attached.

**Whalley
Range**
217 - 232

10. **121011/FO/2018 - Garages Rear Of 88 School Lane Manchester M20 6GH.**

The report of the Head of Planning, Building Control and Licensing is attached.

Didsbury East
233 - 256

There will be 2 site visits for members, with the details as shown below.

- depart Albert Square 900,
- arrive at School Lane 925
- depart School Lane 940
- arrive Hardy's Well 955
- depart Hardy's Well 1015
- arrive back at town hall 1030

11. **122464/FO/2019 - Land At Junction Of Honford Road And Broadoak Road Manchester.**

The report of the Head of Planning, Building control and Licensing is attached.

Sharston
257 - 280

12. **122466/FO/2019 - Land At Junction Of Panfield Road And Broadoak Road Manchester.**

The report of the Head of Planning, Building Control and Licensing is attached.

Sharston
281 - 302

13. **122638/FO/2019 - Land To The South Of Wilmslow Old Road And To The West Aviation Viewing Park Manchester WA15 8XQ.**

The report of the Head of Planning, Building Control and Licensing is attached.

**Woodhouse
Park**
303 - 332

14. **120849/FO/2018 - The Limes 816 Wilmslow Road Manchester M20 2RN.**

The report of the Head of Planning, Building Control and Licensing is attached.

Didsbury West
333 - 362

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://secure.manchester.gov.uk/downloads/download/4030/the_constitution.

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 for up to 4 minutes.
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.

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:

Beth Morgan
Tel: 0161 234 3043
Email: b.morgan@manchester.gov.uk

This agenda was issued on **Tuesday, 21 May 2019** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA.

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Application Number	Date of Appln	Committee Date	Ward
122797/FO/2019	27th Feb 2019	30th May 2019	Gorton & Abbey Hey Ward

Proposal Erection of 45no. dwellings with associated landscaping and engineering with access from Leach Street

Location Land At Leach Street And Crossley Street, Manchester, M18 8BA

Applicant Mrs Judy Noah , Eastlands Homes Partnership Limited & Manchester Property Lt, Lovell House , Archway 6, Hulme, Manchester, M15 5RN,

Agent Mr Harvinder Randhawa, Triangle Architects, Raven House, 113 Fairfield Street, Manchester, M12 6EL

Description

This application seeks approval for the erection of 45 dwelling houses on a vacant brown field site at the junction of Leach Street and Crossley Street. The area surrounding the application site is predominantly residential in character, with some areas of commercial, and industrial uses in the vicinity.

The application site is surrounded by existing residential properties on Leach Street to the south , and Crossley Street to the west , a railway cutting to the east with a large nursing and residential care home facility further east beyond the rail line , and BT communications depot to the north. For the most part the houses in the vicinity are two storey terraced or semi detached brick properties with tiles roofs.

The proposed houses are either two storey semi-detached or two storey terraces of three properties. More specifically, the development includes the provision of 45 houses comprising 10, two bedroomed , 14, three bedroomed and 21 ,four bedroomed houses . All the proposed dwellings have an incurtilage parking space , with 21 properties having 200% provision due in part to the number of semi detached units proposed. A total Of 66 space are proposed overall.

All properties have garden areas (small gardens to the frontage and large gardens to the rear) , with bin storage to the rear. Boundary treatment to the street frontages with Crossley Street and Leach Street would comprise low brick walls, with 1.8m high close boarded fencing to the rear garden boundaries,and1.8m close boarded fencing with a 300mm trellis where short sections of rear garden boundaries would adjoin the new road

The proposed houses are traditional in design comprising brick work with a feature design in stack bonded brickwork to the front elevation at first floor level making reference to the Crossley Motor Company who were based on this site.



The City Council has an interest in part of this site as a land owner.



Consultations

The proposal, by virtue of the number of residential units, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) on 12th March 2019. Site notices were displayed at various locations around the application site on 15th March 2019.

Local residents/local businesses - 5 objections have been received from Leach Street residents on the grounds of :-

- In increased amount of traffic coming through Leach street which is a quiet cul de sac, which already has one close (Bealey Close), whose residents have to drive through Leach street to gain access.
- Leach Street is already a very narrow width road, and 5 houses do not have driveways, so vehicles associated with those properties have to park on the roadside which takes up half of the road. Therefore, the addition of the proposed houses will cause problems with vehicles having to swing in and out to get into the new close.
- Residents query why access cannot be made from Crossley Street for such a large amount of properties. The proposed development will cause disruption and too many vehicles coming in and out of a very narrow road with children who play on the street and many houses on Leach Street and Bealey close who already have vehicles.
- Due to the lack of off street parking for the existing properties on Leach Street, residents have to park on street, having a 't' junction opposite where residents park would be dangerous to road users going into and out of the development, and has the potential to lead to accidents involving parked cars.
- The scheme would diminish the standard of living due to the increased numbers of residents, and associated increase in the number of vehicles, deliveries and construction process disturbing the peace.
- The additional traffic will also cause harmful air pollution through dust and emissions which would no longer be absorbed by the existing trees on Leach Street.
- Historically there were two access points to the site both from Crossley Street.
- The creation of the access point on Leach Street will lead to the loss of trees.
- Object to the loss of trees on the site, as they are vital to keeping down noise and pollution, and are a natural habitat for birds. The number of replacement trees is not enough to replace those being lost

Environmental Health - recommend that conditions relating to contaminated land, and air quality mitigation measures and the submission of a construction management plan are attached to any approval. Furthermore, that the development is implemented in accordance with the submitted noise mitigation advice given in section 7.0 of the Noise Impact Assessment, and the submitted waste management strategy.

Highways Services Have advised that given the size of the proposed development it is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

They consider it necessary for double yellow line parking restrictions to be provided at the new estate access with Leach Street and a Traffic Regulation Order is therefore required. Give way markings should also be provided at this junction.

The level of parking provision located within the site's curtilage, is acceptable from a highway perspective.

The proposed boundary treatments provide sufficient inter-visibility and are therefore acceptable to Highways.

Designated refuse storage has been accommodated for each individual dwelling with bins being presented for kerbside collection by individual householders which is acceptable.

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

There are no objections from a highway perspective.

Greater Manchester Ecology Unit - recommend conditions to ensure that all tree works and scrub clearance are not be undertaken in the main bird breeding season (March-July inclusive), and biodiversity enhancement . They also note a fox hole has been identified on the site, and that a condition be attached to any approval to establish if the fox hole is occupied. If the fox hole is found to be occupied the mound should not be removed whilst the young are still dependant on their mother.

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

Design for Security - recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved.

Greater Manchester Archaeological Advisory Service - Advise that they are satisfied that the proposed development does not threaten the known or suspected archaeological heritage. GMAAS advise that part of the site belonged to the former Crossley Engineering Works – an enterprise of considerable historic significance. However, the works building (recently demolished) that stood here was constructed in the mid-twentieth century. GMAAS feels little would be learned from trying to investigate what remains.

On this basis GMAAS are of the view there is no reason to seek to impose any archaeological requirements upon the applicant.

Network Rail – Has no objection in principle to the proposal, but outlined requirements which must be met to ensure that the works on site, and as a permanent arrangement, do not impact upon the safe operation and integrity of the existing operational railway.

Updated comments have been received advising that the amended plans the set back of 0.5m from the existing operational railway boundary , and this is acceptable.

Environment Agency -have no objection in principle to the proposed development. They advise that they have reviewed the Due Diligence Intrusive Site Investigation for Crossley Street, and advise that the previous use of the proposed development presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters.

Controlled waters are particularly sensitive in this location because the proposed development site is located upon a Principal aquifer.

The application's Intrusive Site Investigation demonstrates that it will be possible to manage the risk posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. The Agency believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission. They recommend that any approval is subject to a planning condition to require the submission of a remediation strategy.

Without this condition they would object to the proposal because it could not be guaranteed that the development would not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Flood Risk Management Unit – recommend that conditions relating to surface water drainage and details of the implementation, maintenance and management of the approved scheme.

United Utilities – Have confirmed the proposals are acceptable in principle and request the a drainage condition relating to the implementation of measures in the Flood Risk Assessment; that surface water may drain to the nearby surface water sewers at a maximum pass-forward flow rate of 5 l/s and that any variation to the discharge of foul shall be agreed in writing by the Local Planning Authority is attached to any subsequent approval.

Issues

National Planning Policy Framework (February 2019)

The revised NPPF was adopted in February 2019. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

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

Section 5 'Delivering a sufficient supply of new homes' states that in order 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, that the needs of groups with specific housing requirements are addressed

and that land with permission is developed without unnecessary delay' (paragraph 59).

With regards to affordable housing, paragraph 64 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 91).

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 117).

Decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places. (paragraph 122).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality 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' (paragraph 124).

Planning decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 130).

In determining applications, great weight should be given to outstanding or innovative designs 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 131).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

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

National Planning Practice Guidance (NPPG)

The relevant sections of the NPPG 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);

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

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

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 was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved and 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 as directed by the National Planning Policy Framework (NPPF).

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposal would contribute towards meeting housing growth in the City. Consideration has been given to minimising the impact on local residents along with promoting a high quality design.

Policy T2 'Accessible areas of opportunity and needs'. It is considered that the proposed development is in a sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network and encourage the use of other forms of transport.

Policy EC2 'Existing Employment Space'. It is considered that on balance the proposal is able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use, by the provision of affordable housing.

Policy EN1 'Design principles and strategic character areas'. The proposed development is considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of this area of the City.

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. The redevelopment of this brownfield site would accord with policy H1.

The development will form a medium density residential scheme within an area of East Manchester that is expected to accommodate housing growth. Consideration has been given to the design, siting and scale of the proposed dwellinghouses on the road frontages, along with prioritising the re-use of these previously developed sites.

In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The accommodation is comprises 2, 3 and 4 bedroom accommodation.

Policy H2 'Strategic Housing Location' states that 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. This site is a strategic housing location and the delivery of development will help the delivery of the adopted core strategy.

Policy H4 'East Manchester' states that 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 would be permitted within or adjacent to the Regional Centre, which are adjacent to the City Centre. The proposed development would accord with policy H4 by facilitating the delivery of a range of 2, 3 and 4 bedroomed accommodation consisting of good quality family houses as part of a wider regeneration of the Gorton area.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The proposed development falls within the criteria for requiring affordable houses, in that the site is 1Ha and involves the erection of 45 houses. In this instance the proposed dwellings would be shared ownership properties .

The proposed shared ownership product allows the purchaser to buy an equity share in the property with a portion of rent at 2.75% of unsold equity with an option to staircase in future years. It is proposed that these properties will be purchased for an initial equity share and One Manchester will continue managing the property under a shared ownership lease which will ensure that these properties are not sublet.

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' states the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies.

Consideration has been given to how the buildings functions would reduce overall energy demands and the building fabric is considered to be high quality and would allow energy costs to remain low.

Policy EN8 'Adaptation to Climate Change' advises that new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. This can be achieved through:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways
- The need to control overheating of buildings through passive design
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation

The proposals include for drainage siting, and treatment of surface areas to ensure rain water permeability, with the potential installation of geo-cellular storage tanks. Furthermore the proposed layout has substantial grassed areas to enhance the Green Infrastructure in the area.

Policy EN14 'Flood Risk' development should minimise surface water runoff, and a Flood Risk Assessment (FRA) is required for proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water runoff and a scheme will be agreed which minimises the impact from surface water runoff. It is proposed that this aspect of the scheme is conditioned.

Policy EN15 'Biodiversity and Geological Conservation' The Council seeks to maintain or enhance sites of biodiversity. This is a former industrial site with limited ecological value. This matter is examined in more detail elsewhere in this report.

Policy EN16 'Air Quality' The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process, and car usage during the operational phases. The scheme also includes storage provision for a cycle in the rear garden areas, and 10% of the proposed properties would electric vehicle charging point. It is considered that the proposed development would accord with the aspirations of policy EN16.

Policy EN18, 'Contaminated Land', The applicant has provided a Due Diligence Intrusive Site Investigation relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine the nature of any mitigation if it is required.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The scheme is accompanied by a waste management strategy and plans which show the provision of refuse storage in rear gardens primarily, with a bin store in the front garden for the central property within the terraces of three houses. Compliance with this strategy will form part of the conditions of the planning approval.

Policy DM1 'Development Management' all development should have regard the following specific issues:-

- 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.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to refuse storage and car parking. The proposal also meet the City Councils space standards.

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 DC7 'New Housing Development' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The proposal meets City Council spaces standards and will be accessible for all residents.

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

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

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists.

It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability.

Manchester Residential Quality Guidance (2016)

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

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

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

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

Manchester's Great Outdoors - a Green and Blue Infrastructure Strategy for Manchester (2015)

Adopted in 2015, the vision for the strategy is that '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'

There are four objectives in order to achieve this vision:

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.

This site is not located near to Manchester's canal and river network, however green Infrastructure would be enhanced via the development of large private gardens with a variety of planting and trees to the street frontages, and rear gardens.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. The proposed development is not of a type listed in Schedule 1. The EIA Regulations state that the proposed development may be considered to be Schedule 2 development under Category 10, 'Infrastructure Projects', of the EIA Regulations. Sub-section (b) relates to 'Urban development projects', where the area of development exceeds 5 hectares. The Site is 1.0 ha and would comprise the erection of 45 dwellings. Thus the proposed development does not exceed the 5 hectare threshold or units size threshold of 150 units set out in Schedule 2 10 (b) of the EIA Regulations.

Given the nature and scale of the proposed development for residential purposes, it is considered that the proposed development and any cumulative impacts in the immediate area would not warrant the completion of a full EIA.

Principle

The application site is located within the Gorton and Abbey Hey ward of the City, and forms part of the East Manchester Regeneration area. Policy SP1 states that this area will be the focus for the provision of new residential accommodation on areas of previously developed land. Policy H1 goes on to state that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. Policy H1 also seeks to ensure good quality family housing.

As outlined earlier in the report, the site formed part of the Crossley Motors site, which was a company who built cars and buses, and which has since been cleared. The application site is classed as a brownfield site and as such, the development accords with the principles of Policies SP1 and H1.

Whilst the principle of the development is consistent with planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any undue harm will arise as a consequence of the development.

Highways issues /car parking

A Transport Statement has been prepared in support of the application. The site is in proximity to bus services on Gorton Lane, Hyde Road, and Belle Vue Railway Station, all of which are within acceptable walking distance to the site on Crossley Street. The scheme includes 200% parking provision for four bedroom properties and 100% for the two and three two bedroom properties. Overall , 66 off street parking spaces are proposed (150 % provision). The level of proposed off street parking is considered to be acceptable, and it is considered that the proposed development would not give rise to on street highways issues. Furthermore, any impacts to the road network would not be significant.

Therefore, it is considered that the proposed development reduces dependency on car use with its proximity to public transport links within the area and to the city centre. This approach is in line with the requirements of Core Strategy Policy T2 and reflects the accessible nature of the location.

Secure cycle storage is proposed within each of the rear garden areas, and 10% of the proposed houses would be provided with electric vehicle charging points.

Overall, it is considered that the development would have a minimal impact on the local highway network transport and there will be adequate car provision to serve the needs of the development.

It is acknowledged that residents have raised concerns regarding the proposed access to the site, and also with regards to on street parking on Leach Street. The introduction of housing with the associated new vehicular access from Leach Street, together with driveways onto Leach Street would bring associated increases in traffic and on street parking where there has been limited impacts over recent years. Although the concerns of residents are understood, the scheme has been fully assessed by highways officers, who have reviewed the submitted layout and swept paths and have not raised any concerns to the proposed access to the site , other than to suggest the introduction of parking restrictions at the junction of Leach Street and the new access road , and give way markings . These off site highway works would form part of a condition attached to any planning approval .Furthermore the scheme would have an overall parking provision of 150% off street parking with each dwellinghouse having a minimum of one off street parking space within the curtilage of the property. This would reduce the potential for any on street parking as a direct result of this development.

The layout taking access from Leach Street has been fully explored, with earlier pre-application layouts shown as taking access from either Crossley Street or Leach Street. The submitted layout, however creates the most appropriate arrangements in terms of density, overlooking impacts and amenity space, and properties facing onto the street to create natural surveillance and improve security.

Siting/layout

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

the street scene and other important features of sites. The proposed development is of a high quality that provides an opportunity to improve the visual quality of this site.

The site faces onto both Crossley Street and Leach Street. The proposed development responds positively to both road frontages by providing built form along the perimeter of the application site and strengthening the urban grain.

The family houses have a street frontage, with a front garden, in curtilage car parking spaces. All of the properties are semi-detached, or terraces of three dwellings, which allows for space to the side gables of dwellings for car parking on 30 plots, and access to bin storage in rear gardens for the majority of dwellings. In the terraces of three properties, a bin store has been provided in the front garden area for the centrally located property, removing the need to provide access via an alleyway. There are private gardens at the rear of each dwellinghouse.



Overall, the siting and layout of the development maximises the relationship with the surrounding road network.

Scale/massing

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. The scale of existing buildings in the immediate surroundings consists of 2 storey housing. Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the proposed family houses are two storeys in height to compliment the scale of the existing houses adjacent to them on Crossley Street, and Leach Street

The scale of the development responds appropriately to the scale of the existing developments in the area along with a high quality design that will enliven this site frontage.

Appearance/ design quality

The aim is to create a high quality development with a distinctive identity which is appropriate to its context. The palette of materials comprises red multi and red engineering brickwork , with buff artstone details, and dark grey window frames and black front doors. The design feature at first floor level on the front of the proposed dwellinghouses takes the design from the radiator detail found in the traditional vintage vehicles built at this site in the past, and incorporates stack bounded brickwork to form the vertical ridged arrangement set into an artstone cill frame.

It is considered that the appearance of the development will be a high quality and that the palette of materials would be traditional in nature, and would be sympathetic to the character of houses in the vicinity of the site and contribute to the ongoing regeneration of the area.

It is recommended that a condition of the planning approval is that the final materials are agreed with the applicant to ensure they are suitable.

Proposed Residential Accommodation

There is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF the mix of housing has been designed to take into consideration existing and future housing needs in this area of City. The proposed mix of accommodation on this site would be 10 two bedroom 3 person houses, 14, three bedroom 4 person houses, and 21 4 bedroom 5 person houses.

The residential units have been designed with consideration to the space standards outlined in the Manchester Residential Quality Guide, and meet the minimum sizes set out in the Space Standards, with the two bedroom 3 person houses having a floorplate of 70.2 m² , the three bedroom 4 person houses having a floorplate of 88.2 m², and the four bedroom 5 person houses having a floorplate of 100.4 m².

The design guidance is a material consideration in the determination of planning applications and sets out the space standards required to ensure quality in residential schemes coming forward. The design guidance is intended to provide a clear indication on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. It is considered that the proposed development has been designed in accordance with the design guidance outlined within this document.

Affordable Housing

The application has been accompanied by an Affordable Housing Statement, which outlines that One Manchester's target is to develop over 1000 properties within the

next five years with the emphasis on diversifying the market by bringing a varied rental and affordable homeownership offer to Manchester neighbourhoods.

This confirms that the proposal for Crossley Street is to deliver affordable homeownership under the Homes England Shared Ownership and Affordable Homes Programme 2016-2021. This is in accordance with the City's 'Providing for Housing Choice - Planning Guidance', where the City identifies that alongside a need for good quality, private housing, for owner occupation, that, many more people now need affordable housing options due to the sharply increasing house prices.

The Shared Ownership products provide the ability to diversify the affordable homeownership offer and attract new residents into this locality.

The proposed shared ownership product allows the purchaser to buy an equity share in the property with a portion of rent at 2.75% of unsold equity with an option to staircase in future years. The applicant (One Manchester) will be promoting this product as a pathway into affordable homeownership, which is in line with the Shared Ownership and Affordable Homes Programme 2016-2021.

This is in accordance with the City's 'Providing for Housing Choice - Planning Guidance' - whereby the City identifies that alongside a need for good quality, private housing, for owner occupation, that, many more people now need affordable housing options due to the sharply increasing house prices.

It is therefore, considered that this development will contribute towards addressing the under supply of affordable housing and will support the local authority in meeting their affordable housing targets.

The applicant (One Manchester) has advised that before any applicant can be offered a property they must have their eligibility confirmed by the Homebuy Agent for the North West as required as a condition of grant by Homes England. The eligibility process is to ensure that applicants meet the criteria for shared ownership – primarily first time buyers – but including people that may have previously owned a property but can no longer afford to buy one outright such as following marital breakdown. Furthermore, the applicant has confirmed that they are happy to work with City Council housing officers and will be able to consider any applicant they wish to refer. The applicant has stated that are happy to agree a local lettings policy for shared ownership and to review sales and marketing strategies with Housing officers should this be something the Council wish to pursue.

Part of the site that are the subject of this application is currently owned by the City Council and therefore, it is not possible to secure this affordable housing provision through the usual route of a S106 agreement attached to the planning permission. However, it has been confirmed by the relevant City Council department that the delivery and future perpetuity of this affordable housing provision will be secured through the Development Agreement necessary for the sale of the land.

Noise and Vibration

The proposed residential development would re-introduce housing onto a former industrial site. It is acknowledged that there are existing residents living within neighbouring buildings which face onto the application site, and there would be an increase in the amount of development on the site compared to the existing vacant land. However, any noise generated will only be from the comings and goings from occupants, which should be limited compared to the general movement of people within this part of this neighbourhood, and should not have a significant effect on the residential amenity currently enjoyed by the surrounding occupants.

In relation to the future occupiers of this development, it is acknowledged that there is a BT Communications depot directly the north of this site set behind a high brick wall (3.8m high rising to 4.4m high), and a railway line located in a cutting to the east.

This application is accompanied by a noise and vibration impact assessment, which identifies that noise levels at this site are dominated by road traffic noise on the surrounding road network with some noise from the adjacent railway line to the plots adjacent to the railway at the east of the site. When the Assessment was undertaken, no significant noise was observed from the adjacent BT site. It is however, noted that considerable shielding exists between the proposed development site and the adjacent commercial use due to the high masonry boundary wall. Mitigation measures to deal with noise relating to construction designs of the properties and the erection of acoustic close boarded timber boundary fencing along the boundary with the railway are proposed.

Vibration analysis has shown that measured ground-borne vibration levels are within acceptable levels.

Loss of Open Space

The site is not recorded as open space in the Open Space Audit in 2009. Furthermore, it must also be recognised that this is a previously developed site, and the public benefits of the scheme proposed are considered to outweigh the loss of the informal space. The loss of the area of informal space needs to be considered in the context of the overall proposal, that this is a brownfield site, which is being brought forward for a mix of housing which complies with policy H4 of the Core Strategy.

Loss of employment land

The site comprises land which has been vacant for a long time, and whilst the former use of the land was industrial, the site is not identified as a strategic employment location. It is considered that on balance the proposal are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use, by the provision of affordable housing.

Ecology

The site is an area of former industrial use which has been demolished, with the site left vacant and cleared but subsequently colonised by self seeded trees and wind

sown buddleia is present. The planning application has been accompanied by the findings of an ecological walk over survey. The survey indicated that the site has low ecological value, but that no non-native invasive plant species were present. The trees and scrub on the site have the potential to support nesting birds. A condition is therefore recommended to ensure that all tree works and scrub clearance should not be undertaken in the main bird breeding season (March-July inclusive), unless nesting birds have found to be absent, by a suitably qualified person.

Furthermore, the walkover survey identified a fox hole within a mound of sand on the site. Foxes have been afforded some degree of protection from cruelty under the Wildlife and Countryside Act (1981) and the Wild Mammals (Protection) Act 1996. It is recommended that a condition be attached to any approval to require measures are put in place to establish if the fox hole is occupied, and to ensure if the fox hole is occupied that no works to remove the mound are undertaken between March and July, when foxes may have young present.

In line with the requirements of the NPPF, it is also proposed that that opportunities for biodiversity enhancement be incorporated into the new development, including bat and bird boxes and native tree and shrub planting. Submitted plans indicate the incorporation of bat bricks or sparrow bricks into the rear elevations of each of the property set just below eaves level, with the specifications provided in the Design and Access Statement . Confirmation has also been received that the scheme would incorporate native planting.

Landscaping and amenity space /boundary treatment

The properties would have front and rear garden areas , which would to be grassed with some shrub planting to front gardens adjacent to the proposed new road. Tree planting is also proposed to both front and rear gardens. It is recommended that a landscaping condition be attached to any approval to allow further exploration in relation to whether it would be possible to include any street tree planting in the local area.

The dwellings would have boundary treatment to the back of pavement comprising a low wall to Crossley Street, Leach Street ,and fronting onto the new highway, with high closed boarded fencing to rear boundaries, and an acoustic fencing alongside the boundary with the railway to the east. This is considered to be an acceptable approach.

Trees

The proposed development would necessitate the removal of all the trees within the site boundary, comprising 17 individual trees and three large groups of trees. However, the majority of the trees to be removed are of low value, and include many self seeded specimens . With the exception of one Poplar tree having a B classification (tree of moderate quality with an expected life expectancy of 20 years, the remainder of the trees fall within Category C (trees of low quality with an estimated life expectancy of 10 years, or young trees with a stem diameter of less than 150mm), or Category U (includes trees of very low quality that offer little or no amenity value). It is therefore recommended that this tree loss is mitigated for by

replacement tree planting, and the incorporation of a robust soft landscaping scheme.

The applicant was asked to revisit the level of proposed tree planting within the proposed landscaping scheme, and has increased the number of trees to 30. It is, however, proposed to attach a landscaping condition which makes reference to the exploring the opportunity to provide street trees in the local area, as part of any approval.

Flood Risk/surface drainage

A Flood Risk Assessment accompanies this application. The total site area is approximately 1 hectares and following an assessment of the Environment Agency flood maps, it has been identified that the site lie within Flood Zone 1. Flood zone 1 is defined as land as having a less than 1 in 1000 annual probability of river flooding in any one year. The development is considered appropriate.

The site is not located within a Groundwater Source Protection Zone. However, the site is located within a designated Critical Drainage Area and as such in accordance with Manchester City Council Local Flood Risk Management Strategy surface water discharge rates should be reduced to a 50% reduction in brownfield runoff rates or greenfield runoff rates up to a 100 year storm event including 40% climate change allowance.

The submitted FRA indicates that due to the underlying soils it is not considered that disposal of surface water from the proposed development via infiltration is likely to be feasible.

In view of the content of the report, it is recommended that conditions are attached to any planning approval that details of surface water drainage are considered prior to the commencement of the development and that the system that is put in place is managed and maintained thereafter.

Sustainability and energy efficiency

An Energy Statement and Low or Zero Carbon (LZC) technology feasibility study has been submitted in support of this application. The statement outlines that the environmental performance of the proposed development has been reviewed against national and local policies.

Minimising the impacts of climate change is a key element of the proposed design. The proposed scheme seeks to incorporate an 'fabric first led' approach through sustainable design, construction methodology and enhanced U values. These proposals will deliver a scheme that is inherently energy efficient and cost effective during the lifetime of the homes.

There is an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. It is recommended that the energy standards form part of the conditions of the planning approval.

Designing out crime

The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety. The report indicates the redevelopment of redundant land (which has the opportunity to foster antisocial behaviour), with the development provides greater opportunities for additional natural surveillance within and around the site.

Each property would have passive lighting to both the front and rear elevations, and high fencing to the rear garden areas. It is recommended that a condition of the planning approval is that the Crime Impact Statement is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

In regard to ground gas, although gas monitoring has been undertaken, further monitoring is required. Furthermore, the site investigation has identified areas of contamination. As such it is recommended that a condition relating to ground conditions is attached to any approval.

Once the remediation strategy has been approved this shall be implemented and a verification report submitted on completion of the development to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

This site was hit by a bomb in WWII. As such there is the possibility of encountering UXO on site as part of the development works is Moderate, and on this basis, it is recommended that a Detailed UXO risk assessment report is obtained before any site development works are undertaken.

Waste

A residential development of this nature would generate waste which would need to be managed on a daily basis. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste. A completed waste proforma and submitted site plans provide details on refuse storage for the proposed development.

Each individual house has allowance for a hard, imperviously paved external area within the rear garden to house 1no. general waste bin, 1no. x pulpable recycling bin, 1no. mixed recycling bin and 1no. x green /food waste bin.

The submitted waste management arrangements have been assessed by Environmental Health and in relation to waste management for the residential units, the Waste Management arrangements submitted with the application are considered to be acceptable.

Air Quality

An Air Quality Assessment has been submitted in support of the planning application. The report provides a review of the existing air quality in proximity to the proposed development site and assesses the potential impact of the proposed development on local air quality. The site is not located within an Air Quality Management Area (AQMA).

The proposed development could impact on local air quality by virtue of road traffic emissions associated with the development and during the construction phase. However, given the size of the development, vehicle emissions associated with the proposed development are not likely to have a significant impact on local air quality.

It is however proposed to install an electric vehicle (EV) charging point to 10% of the proposed dwellinghouses and a cycle storage facility for each house would be located in the rear garden area, which would help to reduce impact of the development on air quality on the local area. It is, however, proposed that the number of electric vehicle charging points be explored further with the applicant and a condition is therefore proposed in this regard.

Residential amenity

It is acknowledged that there are existing residents living around the application site and there would be a significant increase in the amount of development on the site compared to the existing cleared site. The site however was previously occupied by the Crossley Motor Company. As such the proposed development would be would give rise to less comings and goings, and have less potential to rise to impacts from noise than the former use .

The proposed development has also been assessed in relation to any loss of privacy, any overbearing and overshadowing impact on existing properties, and in general on the amenity currently enjoyed by the occupants of these existing buildings. The proposed properties would be two storey and set back from the existing and proposed highway with a small front gardens leading up to the entrance to the houses. The proposed houses include reasonable sized rear garden areas, which enable a minimum distance of 21m between habitable rooms and 13.5m where a habitable room would face a gable to be achieved. It is therefore considered , that the proposed development would not give rise to significant resident disamenity from overlooking , massing or overshadowing .

However, it is recommended that a condition is attached to ensure that no additional windows can be added to the elevation of the dwellings without the need for planning approval

Permitted development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable. It is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) falling within

use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

Inclusive Access

The proposed development has been designed to be inclusive in terms of access. As outlined within the Design and Access Statement, access will be provided throughout the development to comply with Building Regulations part M. The house type proposals have also been designed to provide future adaptability through the provision of a future lift position and also potential future ceiling hoist track to the first floor. Entrance door widths would also enable visitor accessibility.

Community Consultation

A public consultation event was carried out on 19th February 2019 and held at the Gorton Monastery. Nine local residents attended. Of the 9 local residents 8 were in favour and 1 against the proposed development. The one against lived on Leach Street, opposite the site, was concerned about the potential loss of on street parking and natural habitat. Of the 8 supporting the scheme proposals some of the comments received were:

- “good mix”
- “looks ideal (being 2/3/4 bedrooms) for Gorton people’s needs”
- “It looks great, looking forward to not having an eyesore”
- “good layout”
- “seems like a lovely development with nice green garden spaces”
- “The current site has needed attention for many years so this scheme is ideal to improve the look of the Crossley Street area”

Conclusion

The redevelopment of these site with a quality development would bring forward major environmental and regeneration benefits to the neighbourhood. The proposals would bring about the comprehensive redevelopment of the site would transform this with the provision of quality residential accommodation close to existing employment opportunities and a range of locally available services.

The proposal would see the redevelopment of a brownfield site where the site is currently underused, within the heart of one of Manchester's key regeneration areas. The dwellinghouses would contribute to the City's residential growth strategy and help support neighbourhoods of choice by introducing affordable accommodation. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents. Matters of car parking, cycle parking, highways, noise, flood risk and sustainability have all been considered along with ground conditions, designing out crime and waste management. Furthermore, the matters raised by local residents have been fully considered; the levels of off street parking

provision within the scheme reducing the potential for any on street parking as a direct result of this development.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this development where early discussions took place regarding the siting, boundary treatment, and design and appearance of the development. The local planning authority in making its decision has had due regard to the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval the application for the reasons outlined in this report. The scheme is considered to be in accordance with the guidance contained within policies SP1 and DM1 of the Core Strategy.

Conditions to be attached to the decision

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

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

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

Drawing no.1 (Location plan);

Drawing no.3 (Proposed site roof plan);

Drawing no.10 (Boundary treatment details sheet 1);

Plan ref: 069912 - CUR - 00 - XX - DR - C - 91002 - P01 Earthworks Proposed Site Levels

Plan ref: 069912 - CUR - 00 - XX - DR - C - 91004 - P01 Earthworks Proposed Site Cross Sections

Swept path analysis plan ref: 2491 –SP01;

Plan ref: 069912 - CUR - 00 - XX – RP-GE – 001 Due Diligence Intrusive Site Phase 2

Construction Phase Plan ref: 069912.001 –CUR-00-XX-HS-GE-001 rev.V01 dated 11.10.2018;

Crossley Street wall condition report ref: 069912.001 –CUR-00-XX-RP-Z-00001 rev.V01 dated 23.10.2018;

Schedule of Property type;

Affordable Housing Statement;

Ecological walk over letter dated 5th November 2018;

Ecological Walkover Survey November 2018

Design and Access Statement dated February 2019;

Crime Impact Statement ref: 2004/1027/CIS/01 Version A

Planning Statement

Statement of Community Consultation

Energy Statement ref: AG-72344-LZCR-Rev A dated 4th February 2019

Flood Risk Assessment & Drainage Strategy Ref: 069912-CUR-00-XX-RE-C-001

Revision: V02 Issue Date: 19 February 2019

Noise and Vibration Impact Assessment Ref. J002322/3532/WSC/1

Transport Statement

Waste Management Strategy Proforma

Stamped as received on 25th February 2019

PDA Ltd report, Ref. J002322/3532/WSC/1 dated 6th February 2019.

Email from planning agent responding to the issues raised by Network Rail dated 28th March 2019;

Drawing no.11 rev.B (Boundary treatment details sheet 2); received 2nd April 2019

Arboricultural Impact Assessment received by email 2nd April 2019;

Air Quality Statement (ref: dated 10th May 2019 102003_V2) received by email on 13th May 2019

Drawing no.5 rev.A (GA plans House type A); Drawing no.6 rev.A (GA plans House type B); Drawing no.7 rev.A (GA plans House type D); Drawing no.12 (new brick visuals) notwithstanding boundary treatment received by email on 10th May 2019

; Drawing no.8 rev.A (Aerial view of proposal) notwithstanding boundary treatment; Drawing no.9 rev.A (New Access Road East view) notwithstanding boundary treatment; received by email on 15th May 2019;

Drawing no.5 rev.A (GA plans House type A); Drawing no.6 rev.A (GA plans House type B); Drawing no.7 rev.A (GA plans House type D); Drawing no.12 (new brick visuals) notwithstanding boundary treatment received by email on 16th May 2019

Drawing no.2 rev. D (site plan) received by email on 20th May 2019

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. Based on the principles of the materials outlined within the Design and Access Statement, prior to the erection of the above ground structure samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Core Strategy.

4. Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which should include;

- The routing of construction traffic;
- Detail the phasing and quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust (based on British Standard 5228) and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete;
- Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
- Dust mitigation measures

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

5. a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any

ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

6. Prior to commencement of development, a surface water drainage layout for the site, based on sustainable drainage principles shall be submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN08 and EN14 of the Core Strategy.

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

Those details shall include:

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

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

Reason - To 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 pursuant to policy EN17 of the Core Strategy.

8. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the new dwellings hereby approved being occupied.

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

9. Prior to the above ground works being undertaken, full detailed designs (including specifications) of all on site and off site highways works (including any repaving and any traffic Regulations Orders), shall be submitted to and approved 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 residential element of the development hereby approved and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies T1, SP1, EN1 and DM1 of the Core Strategy for Manchester.

10. The provision of space and facilities for bicycle parking spaces within the development shall be completed in accordance with location shown on plan ref: 02 rev.D Finalised details of the storage facility shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of the first dwellinghouse. The approved facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Core Strategy and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

11. Notwithstanding the number of electric vehicle charging points within the planning submission, prior to the above ground works being undertaken, finalised details of the numbers, the type and location of the electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The proposed electric vehicle charging points shall then be fully implemented in accordance with the approved scheme prior to the first occupation of the development.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a

reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant policies SP1, EN16 and DM1 of the Core Strategy for Manchester, and Greater Manchester Air Quality action plan 2016.

12. Prior to the first occupation of the development hereby approved, finalised details of the materials forming the hard landscaping scheme shown on the drawing ref: 02 rev.D, shall be submitted to and approved in writing by the Local Planning Authority. The approved hard and soft landscaping scheme shall be implemented not later than 12 months from the date of commencement of works.

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

13. The development hereby approved shall be carried out in accordance with the Energy Statement ref: AG-72344-LZCR-Rev A dated 4th February 2019 stamped as received by the City Council, as Local Planning Authority, on the 25th February 2019. 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 Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

14. Prior to the first occupation of the development hereby approved, finalised locations bat and bird bricks shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved locations, and the bat and bird bricks specifications within the Design and Access Statement.

Reason - To ensure that landscape and ecology is adequately in place and to comply with policy EN15 of the Core Strategy.

15. No removal of or works to any trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

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

16. Within 3 months of the permission hereby approved, investigations shall be undertaken to establish the identified fox hole is occupied. If the fox hole is occupied

no works shall be undertaken to remove it during the breeding season of 1st March and 31st July inclusive.

Reason - In order to provide protection to foxes, pursuant to Policy EN15 of the Core Strategy, and the Wildlife and Countryside Act (1981) as amended and the Wild Mammals (Protection) Act 1996.

17. The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police, stamped as received by the City Council, as Local Planning Authority, on the 25th February 2019. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

18. The development hereby approved shall be completed in accordance with the completed City Council's Waste Management Proforma, the plan numbered 02 rev.D and 11 rev.B (Boundary treatment details sheet 2) in relation to the waste strategy for the residential accommodation hereby approved. The refuse arrangements shall be put in place prior to the first occupation of the development and remain in situ for as long as the development is in use.

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

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

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

20. The premises shall be acoustically insulated and treated in accordance with the noise mitigation advice given in section 7.0 of the PDA Ltd report, Ref. J002322/3532/WSC/1 dated 6th February 2019.

Upon completion of the development and before first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed

along with any measures required to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). 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.

22. The positions, heights, and type of boundary treatment around the remainder of the proposed development hereby approved shall be erected in accordance with the plan ref 02 rev.D , and plans numbered no.10 (Boundary treatment details sheet 1); and Drawing no.11 rev.B (Boundary treatment details sheet 2).

The approved scheme shall be implemented in full before each particular property is first occupied and retained as such thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies SP1, EN1 and DM1 of the Core Strategy, and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

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

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

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

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

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 garages or extensions shall be erected onto the new build properties within the development hereby approved other than those expressly authorised by this permission.

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

26. 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 or doors shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on drawing nos. Drawing no.5 rev.A (GA plans House type A); Drawing no.6 rev.A (GA plans House type B); Drawing no.7 rev.A (GA plans House type D); Drawing no.12 (new brick visuals) notwithstanding boundary treatment received by email on 14th May 2019

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

27. Before the development hereby approved commences, a detailed Unexploded Ordnance Risk Assessment, including an Unexploded Ordnance mitigation strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full in accordance with the identified mitigation measures prior to any above ground works.

Reason - To ensure that the presence of or the potential for any Unexploded Ordnance is detected and appropriate remedial action is taken in the interests of public safety, to policy EN18, SP1 and DM1 Core Strategy for the City of Manchester.

28. Prior to any vibro-impact works on site, a risk assessment and method statement shall be submitted to, and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason - To prevent any piling works and vibration from de-stabilising or impacting the railway, pursuant to SP1 and DM1 of the Core Strategy for Manchester.

29. Within 3 months of the commencement of development a soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority, this shall include details of replacement tree planting to be provided in line with the Manchester Tree Strategy. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

Informatives

1)The applicant is proposing a 1.8m high close boarded fence on the boundary of the railway.

The close board timber fence must be constructed as follows:

- It must be set back 1m from the railway boundary. Network Rail would object to any fencing placed on the railway boundary. Network Rail must be able to maintain and renew its boundary treatments and the applicant's fencing must not increase Network Rail's liability.
- The fencing must be constructed wholly within the applicant's land ownership footprint, including foundations which must not over-sail or encroach onto the railway boundary.
- The applicant must confirm that the fencing can be maintained wholly within the applicant's land ownership. Network Rail will not accept liability or responsibility for the fence.
- The foundation details are to be agreed with Network Rail.

The developer/applicant must ensure that their proposal, both during construction and as a permanent arrangement, does not affect the safety, operation or integrity of the existing operational railway / Network Rail land. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and boundary treatments. Any construction works on site and any future maintenance works must be conducted solely within the applicant's land ownership.

(2)

The earthworks drawing show that there will be material excavations within 10m of the railway boundary.

Network Rail will need to review and agree all excavation and earthworks within 10m of the railway boundary to determine if the works impact upon the support zone of

our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree to the following:

- Alterations to ground levels
- De-watering works
- Ground stabilisation works

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. It is advised that the impact of outside party excavation and earthworks can be different depending on the geography and soil in the area. The developer is also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

Network Rail would need to agree the excavation earthworks and indeed any piling and vibro-impact works on site to ensure that the railway and its support zones are protected from the works on site.

If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail Asset Protection Engineer for agreement.

- All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.
- The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement.

Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

When designing proposals, the developer and LPA are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary fence, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability.

(3)

The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to: AssetProtectionLNWNorth@networkrail.co.uk

(4)

It is noted that Plot 24 is close to the railway boundary. Therefore, the applicant is to confirm to Network Rail that there is a minimum 2m gap from the dwelling to the railway boundary.

Network Rail requests that the developer ensures there is a minimum 2 metres gap between the buildings and structures on site and the railway boundary for the following reasons:

- To allow for all construction works on site and any future maintenance to be carried out wholly within the applicant's own land ownership and without encroachment onto Network Rail land and air-space. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949).
- To ensure that should the buildings and structures on site fail or collapse that it will do so without damaging Network Rail's boundary treatment or causing damage to the railway (e.g. any embankments, cuttings, any lineside equipment, signals, overhead lines) and to prevent the materials from the buildings and structures on site falling into the path of trains.
- To ensure that the buildings and structures on site cannot be scaled and thus used as a means of accessing Network Rail land without authorisation.
- To ensure that Network Rail can maintain and renew its boundary treatment, fencing, walls.
- That the proposal will not be impacted by overhead electrified lines. Induced voltage can affect structures or individuals up to 20m from the overhead line. AC lines have overhead cables, DC lines are third rail.
- There are no Party Wall issues for which the applicant would be liable for all costs.
- To ensure that the applicant does not construct their proposal so that any foundations (for walls, buildings etc) do not end up encroaching onto Network Rail land. Any foundations that encroach onto Network Rail land could undermine, de-stabilise or other impact upon the operational railway land, including embankments, cuttings etc. Under Building Regulations the depth and width of foundations will be dependant upon the size of the structure, therefore foundations may impact upon Network Rail land by undermining or de-stabilising soil or boundary treatments.

(5)

Any scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, must have at least a 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

(6)

The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposal drainage on site will ensure that:

- All surface waters and foul waters drain away from the direction of the railway boundary.
- Any soakaways for the proposal must be placed at least 30m from the railway boundary.
- Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.
- Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property.
- Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
- Drainage works must not impact upon culverts on developers land including culverts/brooks etc that drain under the railway.
- The developer must ensure that there is no surface or sub-surface flow of water towards the operational railway.
- Rainwater goods must not discharge in the direction of the railway or onto or over the railway boundary.

(7)

Network Rail is aware that residents of dwellings adjacent to or in close proximity to, or near to the existing operational railway have in the past discovered issues upon occupation of dwellings with noise and vibration. It is therefore a matter for the developer and the LPA via mitigation measures and conditions to ensure that any existing noise and vibration, and the potential for any future noise and vibration are mitigated appropriately prior to construction.

The NPPF states, "182. *Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use), in its vicinity, the applicant (or 'agent of change')* should be required to provide suitable mitigation before the development has been completed."

To note are:

- The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running, heavy freight trains, trains run at weekends /bank holidays.
- Maintenance works to trains could be undertaken at night and may mean leaving the trains' motors running which can lead to increased levels of noise and vibration.
- Network Rail carry out works at night on the operational railway when normal rail traffic is suspended and these works can be noisy and cause vibration.
- Network Rail may need to conduct emergency works on the existing operational railway line which may not be notified to residents in advance due to their safety critical nature, and may occur at any time of the day or night, during bank holidays and at weekends.
- Works to the existing operational railway may include the presence of plant and machinery as well as vehicles and personnel for works.
- The proposal should not prevent Network Rail from its statutory undertaking. Network Rail is a track authority. It may authorise the use of the track by train operating companies or independent railway operators, and may be compelled to give such authorisation. Its ability to respond to any enquiries regarding intended future use is therefore limited.
- The scope and duration of any Noise and Vibration Assessments may only reflect the levels of railway usage at the time of the survey.
- Any assessments required as part of CDM (Construction Design Management) or local planning authority planning applications validations process are between the developer and their appointed contractor.
- Network Rail cannot advise third parties on specific noise and vibration mitigation measures. Such measures will need to be agreed between the developer, their approved acoustic contractor and the local planning authority.
- Design and layout of proposals should take into consideration and mitigate against existing usage of the operational railway and any future increase in usage of the said existing operational railway.

(8)

Proposals for the site should take into account the recommendations of, 'BS 5837:2012 Trees in Relation to Design, Demolition and Construction', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future.

All vegetation on site should be in line with the recommended tree matrix for the reasons outlined in the document.

(9)

Where a proposal calls for the following adjacent to the boundary with the operational railway, running parallel to the operational railway or where the existing operational railway is below the height of the proposal site:

- hard standing areas
- turning circles
- roads, public highways to facilitate access and egress from developments

Network Rail would very strongly recommend the installation of suitable high kerbs or crash barriers (e.g. Armco Safety Barriers).

This is to prevent vehicle incursion from the proposal area impacting upon the safe operation of the railway.

(10)

As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA (form attached).

AssetProtectionLNWNorth@networkrail.co.uk

No works are to commence until agreed with Network Rail. Early engagement with Network Rail is strongly recommended.

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: 122797/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Network Rail
 Corporate Property
 Environmental Health
 Highway Services
 Strategic Development Team
 Oliver West (Sustainable Travel)
 Greater Manchester Ecology Unit
 Environment Agency
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Police
 Transport For Greater Manchester
 Highway Services
 Environmental Health
 Corporate Property
 Oliver West (Sustainable Travel)
 Strategic Development Team
 Greater Manchester Police
 Environment Agency
 Transport For Greater Manchester

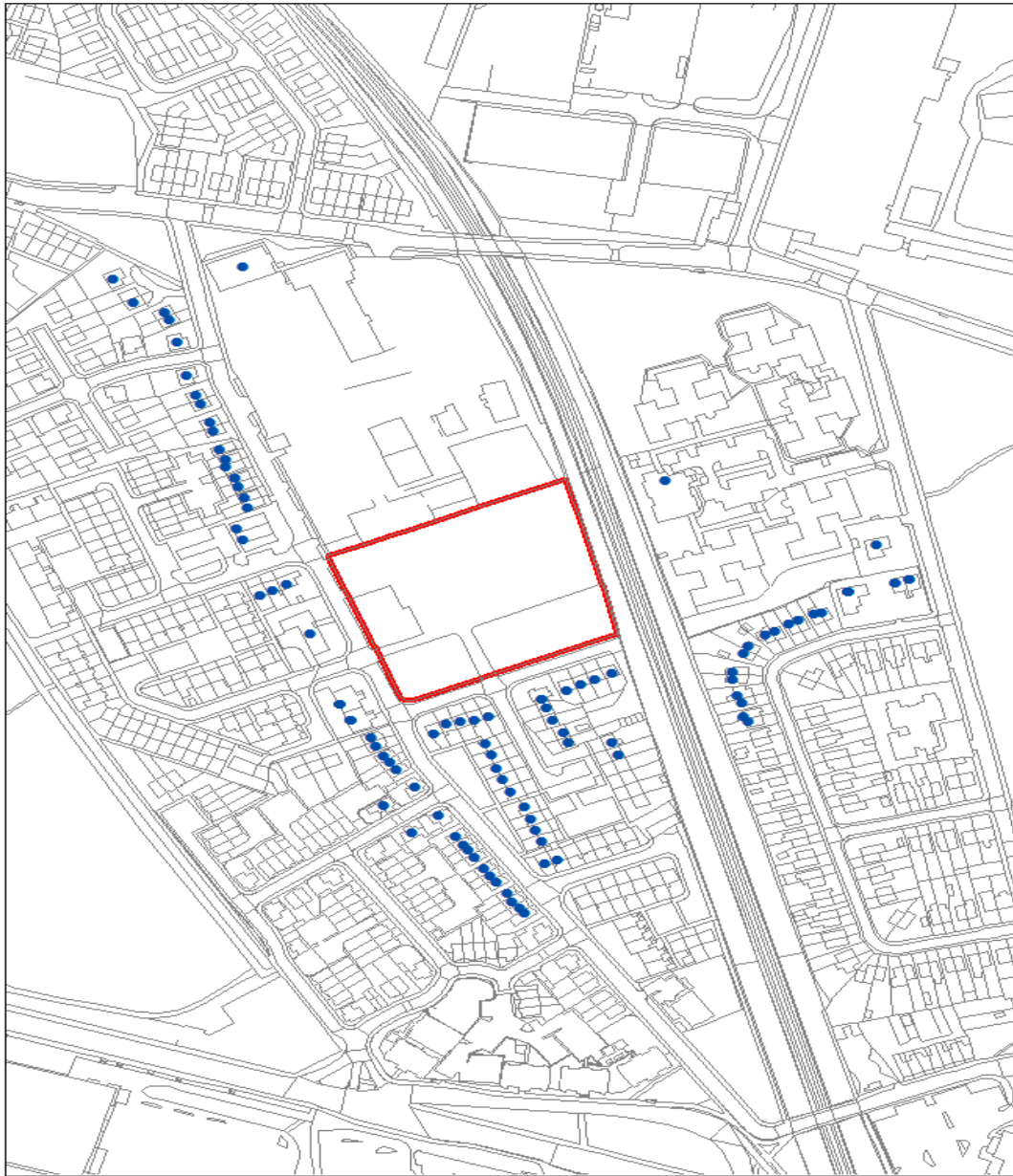
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Network Rail

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

Land at leach Street



□ Application site boundary ● Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
122042/00/2018	4th Dec 2018	30 May 2019	Levenshulme Ward

Proposal Outline planning application for the erection 57 dwellings, with all matters reserved expect for access, with associated access off Cringle Road, car parking, landscaping and other associated works

Location Land Off Cringle Road, Manchester,

Applicant Towerhouse Systems Ltd, C/o Agent,

Agent Mr Julian Austin, Paul Butler Associates, 31 Blackfriars Road, Salford, M3 7AQ

Background

Members will recall this application was reported to the Committee at the meeting on 11 April 2019. The Committee resolved it was minded to refuse the application and deferred the item requesting officers bring back a report which addressed concerns relating to the loss of the facilities at the farm together with impacts on ecology, the local highway network and ground conditions

Each of these concerns is addressed below.

Loss of facilities

The report to Committee in April 2019 (which is attached) sets out a recent appeal decision for the development of this site. The concern raised by Members at last month's Committee about the loss of the site to housing is at the heart of the appeal; those policies used to refuse permission were tested and this included whether the site has any open space or recreational value.

The principle of the need to protect the land from development was not sustained, despite the appeal being dismissed. The only grounds for this was that there was no agreement in place between the parties with regards to a financial contribution to mitigate against the additional pressures the development would have on the adjacent Park. The Inspector stated:

"A grant of planning permission without the necessary planning obligations in place would result in significant harm to the Country Park through additional use of that area and the consequential pressure on facilities that already in need of improvement"

This current application has offered to enter into a legal agreement which would secure the sum of £60,000 to allow improvements and enhancements to be undertaken at the Country Park. Since the previous planning committee, the applicant has agreed to increase this sum to £150,000.

Following discussions with Neighbourhoods and Park Services, the monies will be used to increase the provision of natural play and educational facilities for children, families and the wider community at the Park. Specific schemes would include improving entrances and boundaries, improving and creating pathways, nature walks and pond dipping facilities, improving and creating outdoor seating/class room areas, installing a 'roundhouse' for use as a classroom/environmental education facility and accessible and environmentally friendly toilets.

It is considered that the increase in monies available will help secure the above measures including providing facilities and initiatives that are aimed at improving access and learning within the park area for young people, their families and the wider community. This would help to mitigate against the loss of the facilities once provided by the farm.

Ecology

Although ecology had been a key factor addressed in the initial committee report, residents presented the Local Planning Authority, with an ecology report they had commissioned for consideration.

The potential ecology value of the site and the wider area is clearly of importance to residents and officers share this view. The Greater Manchester Ecology Unit (GMEU) have therefore been asked to review the report presented by residents; the only real dispute is the bat roosting potential of the stables. This was assessed as moderate by the resident's ecologist. Under best practice this would require 2 emergence surveys prior to the determination of any planning application. However, the local resident's ecologist did not have access to the interior of the building; the ecologist appointed by the applicant had access and GMEU have reconfirmed that as a precautionary approach, an emergence survey should be undertaken prior to the demolition of the building.

It is therefore recommended that the following condition is imposed should planning permission be granted:

No demolition of existing buildings at the application site shall be undertaken until a pre-cautionary bat emergence survey has been undertaken and submitted for approval in writing by the City Council, as Local Planning Authority. Should and mitigation be necessary as a result of this survey, timescales shall be agreed in writing by the City Council, as Local Planning Authority, for the implementation of any measures. The mitigation measures shall be implemented in accordance with the previously agreed timescales and retained and maintained at all times.

It is also noted that condition 28 of the printed report outlines measures to secure bat and bird boxes as part of future development at the application site.

Highways

Local residents have raised concerns about the impact of the development on the local highway network, particularly along Cringle Road. As part of the consideration of the planning application, traffic calming measures were agreed along a short

section of Cringle Road in order to slow traffic together with introducing a 20 mph speed limit and appropriate traffic regulation orders.

Following the comments raised during the last planning committee, officers have undertaken a further review with the applicant to determine if the off site highways measures are appropriate to mitigate against any harm resulting from this development.

As a result of this review, traffic calming measures previously agreed should be extended further along Cringle Road together with improvements to the pedestrian environment by providing a safe pedestrian crossing across Cringle Road.

In addition, the road entrances on the south side of Cringle Road which do not have dropped kerbs. These will be upgraded with dropped kerbs, tactile paving and build outs to minimise crossing distances.

Condition 29 within the printed report below would require amendment to take account of the above proposal. Condition 29 should be amended as follows:

Prior to the first occupation of the development hereby approved, a scheme of highway works in relation to the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- *traffic calming and raised table pedestrian crossing measures along Cringle Road;*
- *pedestrian improvements along Cringle Road in the form of dropped kerbs, tactile paving and build outs;*
- *Traffic calming within the proposed development;*
- *Amendments to highway along Cringle Road to form new access and driveway(s) as indicated on drawing L(--)-012 stamped as received by the City Council, as Local Planning Authority. On the 5 March 2019*
- *Junction protection measures to new junction and Cringle Road in association with the new access in the interest of visibility and associated highway works*
- *20 mph speed limit for the new access road including associated amendments to the highway in order to facilitate this.*

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

Ground Conditions

A further concern outlined at the April meeting was the potential contamination of the site and risks associated with this. The report itself recognised that the site is contaminated.

The applicant has prepared an assessment of the site to consider the risks and impacts associated with this. The findings of this report have been considered by the

Environmental Protection Unit who have consider the principle of development to be acceptable and as with other sites which are contaminated require further information with regards to this matter following further investigations at the site.

Condition 8 detailed within the printed report should be amended as follows:

Notwithstanding the Geo-Environmental site assessment report (ref. 102978P1R1) stamped as received by the City Council, as Local Planning Authority, on the 4 December 2018, 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 the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

This approach is not unusual in decision making of planning applications.

Recommendation

The concerns of Members and residents are recognised. The development of the site which has a close relationship with the Country Park will inevitably bring about change in the site.

However, having tested relevant policies relied on in the earlier refusal of permission it is not considered this could be used to sustain the same decision. The status of the site and its value as open space/recreational land could not now be sustained.

The mitigation outlined would secure significant improvements to the Country park meeting the residual concerns set out by the Inspector and would deliver community and environmental benefits.

The question raised about ecological impact has been reviewed and further advice from GMEU sought which confirms the site has low ecological value but suggests a precautionary approach to building demolition which can be secured by a planning condition.

Additional highway mitigation measures can also be secured which will minimise the impact on the development on the local highway network.

Background – Report of the 11 April 2019 Committee

The application site has been the subject of a previous planning application for outline consent for 57 dwellings, with all matters reserved except for access, under reference number 116474/OO/2017.

The application was refused at the meeting of the Planning and Highways Committee on the 24 August 2017 for the following reasons:

1) The proposal to create a residential development will result in the loss and harm to an area of open space and recreation land which forms part of a local landscape by built development. This would diminish the recreational value of the site which would therefore be unduly harmful to the recreational, health and wellbeing needs of the local community. The site is not considered to be surplus to local requirements in quantitative or qualitative terms and there has been no consideration of alternative uses of the site that would fulfil an open space, sport or recreational function. The proposal is therefore contrary to saved policy LL3 of the Unitary Development Plan for the City of Manchester (1995), policies SP1 and EN10 of the Manchester Core Strategy (2012), the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG).

2) The creation of 56 residential would have an unduly harmful impact on the visual amenity value of application site and in the wider open space context of Highfield Country Park and other open spaces. The proposal would therefore erode local character and fail to integrate successfully into the local area. As such, the proposal will be unduly harmful to the visual amenity of the site and the local landscape character. The proposal is therefore contrary to policies SP1, H1, EN1 and DM1 of the Manchester Core Strategy (2012, saved policy LL3 of the Unitary Development Plan for the City of Manchester (1995), the Guide to Development in Manchester SPD (2007), the Residential guide (2016) and the National Planning Policy Framework and National Planning Policy Guidance.

Following the refusal of planning permission, an appeal to the Planning Inspectorate was submitted under reference number APP/B4215/W/18/3196113. This was subsequently dismissed.

Although the appeal was dismissed, the Inspector considered that there was very limited recreational activity associated with the site and as it had not been designated within the City Council's open space study in 2009, it was held the land had no formal recreational status.

Further the Inspector considered that there was no harm to the landscaped character of the wider area as a result of development at the application site.

The reason for dismissing the appeal was solely on the grounds that there had been no suitable mitigation agreed between the City Council and the applicant to minimise the wider impacts on the Country Park. On this basis the proposal was deemed to be in conflict with policies EN9 and EN10 of the Core Strategy and saved policy LL3 of the UDP.

Description

The application site is approximately 1.66 hectares and forms an area of open land which is used for the grazing of animals. The land also forms part of a wider area of semi natural open space 'Highfield Country Park', together with open space which straddles the Manchester and Stockport administrative boundaries.

There are two main plots of land which form part of this planning application:

- Plot 1 to Cringle Road which is approximately 0.3 hectares and consists of a series of low rise buildings and associated structures forming a small enclosure where animals are grazed. There is a public entrance to the site during the summer months as part of an animal farm. The site is secured by a low boundary fence;
- Plot 2 (to the rear of plot 1) is approximately 1.3 hectares and is used for equestrian grazing.

The plots are bounded by Cringle Road to the south, a footpath to the east and Highfield Country Park to the north and west.

The topography of the site is relatively flat. There is currently no formal means of vehicular access to the site with minor servicing taking place from Nelstrop Road North. There is a significant and mature tree line which bounds the site to the north of the site together with more limited coverage to the east, south and west boundaries. This tree and vegetation coverage form a mature landscape setting to the application particularly when viewed in the context of the wider Highfield Country Park.

Beyond the Country Park, the surrounding area is characterised by two storey residential properties. The properties located along Cringle Road, Wilsthorpe Close, Red Rose Crescent, and Lingcrest Road are semi-detached in nature. Immediately to the east of the site (beyond the eastern footpath and into Stockport's boundary)

there is also an area of open land which forms part of a 'green chain' and strategic open space within the Stockport Development Plan.

The Highfield Country Park, which bounds the site to the north and west, forms part of an area identified as an area of Natural and Semi-natural open space within the Manchester City Wide Open Spaces, sports and recreation study. The entire area (including the application site) is subject to a saved policy LL3 within the Unitary Development Plan for the City of Manchester (1995).

The proposal

The proposal seeks to demolish and remove the existing low rise buildings on the site and grazing land and its redevelopment for 57 dwelling houses. These would be arranged around a new internal road, accessed off Cringle Road forming a loop.



Indicative layout

The indicative layout shows that the 57 properties could consist of a number of 3, 4 and 5 bedroom family properties either detached or semi-detached with associated car parking and private gardens.

The layout shows that Cringle Road could be activated through the fronting of a dwelling onto this road at the access to the site. The dwellings would then be arranged around the new access road. Front and rear garden areas will be provided along with driveways providing in-curtilage car parking.

As part of this current proposal an offer to mitigate against the impact on the Country Park has been made through a financial contribution together with a 20% affordable on site housing provision by virtue of a S106 legal agreement.

The planning submission

This planning application has been supported by the following information:

- Design and access statement;
- Crime Impact Statement;
- Transport statement;
- Flood risk and drainage strategy;
- Ecology survey;
- Tree survey;
- Air Quality report;
- Sports scoping study;
- Tree survey;
- Ground conditions report; and
- Affordable Housing Statement;

Consultations

Local residents/public opinion – Given the scale of the development, the proposal has been classified as a major development. In addition, the proposal is a departure from the Development Plan. The proposal has therefore been advertised as a major development and departure from the Development Plan in the local press and site notices displayed at various locations around the application site. An extensive area of residential properties around the application site (including those within the Stockport MBC boundary) have been notified about this planning application.

Due to the submission of further information during the course of the planning application two rounds of neighbour notification and consultation with statutory consultees has been carried out.

First notification

The proposal has been advertised as a major development and of being of public interest together with being a departure to the development plan. A site notices was displayed at the application site. In addition, notification letters have been sent to an extensive area, local residents and businesses.

Two separate notifications with local resident have been carried out. The comments from each notification are detailed below.

First Notification

A total of 96 individual objections have been received in respect of this planning application. The comments can be summarised as follows:

- The proposal will take away much needed green space in the area;

- The farm is an asset to the community;
- The proposed development will impact on ecology and destroy habitats particularly in mature trees and hedgerows;
- There will be noise and traffic from the development;
- The surrounding highway network is already congested;
- The improvements to the wider park area are not acceptable;
- The proposal will impact on availability of school places and doctors surgeries;
- The proposal will impact on air quality;
- The proposal will impact on pedestrian safety in the local area;
- Drainage in the area will be affected;
- The entrance to the development will affect the houses on Wilsthorpe Close
- The affordable homes provision within the scheme is unacceptable;
- Traffic calming should be introduced to Cringle Road;
- The inspectors decision fails to give sufficient weight to the interaction the community has with this local farm;
- There will be light pollution from the development;
- The farm should be gifted to the local community if they no longer have a use for it;
- This housing development would be out of character in this countryside/parkland setting;
- There will be increased criminal activity in the area;
- Reduction in value of existing houses;
- This will set a precedent for future housing in the area;
- This development will affect underground contamination;
- The size of the houses will mean they will be turned into HMOs

Three comments have been received from residents who neither support or object to the proposal. Their comments can be summarised as follows:

- The site is next to a nature reserve and therefore it would be expected that stronger measures would be put in place for enhancement and biodiversity net gain than that which is suggested in the ecology report.
- A sensitive lighting plan should be prepared in order to minimise the impact on bats;
- Traffic calming measures should be introduced along Cringle Road together with improvements to street lighting;
- There should be more litter bins introduced in the park area;
- It is welcomed that there are proposals to make improvements to Highfield Country Park;
- There should be a replacement facility created within the park area to mitigate against the loss of the application site, for example a new children's play area;
- Air quality is poor in the area so measures to encourage walking and cycling from the development should be introduced;
- There will be impact on local schools as a result of the development.

Second Notification

21 letters of objection have been received. The comments can be summarised as follows:

- Impact on the character of the park and loss of enjoyment;
- Impact on losing access to grazing fields and the community farm;
- Impact on local wildlife in particular bats and badgers;
- Impact on health due to more cars;
- More traffic at the junction to the A6;
- Only 6 of the homes will be affordable;
- Part of the site was funded by the National lottery to support locals with disabilities;
- Public green spaces should not be built upon;
- Cringle Road is already dangerous as a result of cars speeding up and down the road;
- The scheme underestimates the number of cars that will be on the road;
- The provision of monies to improve the park will not outweigh the harm to the area;
- The development will impact on surrounding air quality;
- The park is an important part of the community;
- The landscape character of the development will mean the development is not in keeping with the area;
- There will be disruption and noise from the development;
- The entrance to the estate will be close to neighbouring driveways at number 1 and number 2 Wilsthorpe Close and the general entrance to Wilsthorpe Close. This closeness will cause collisions. The entrance should be moved;
- There will be construction management issues and parking on Cringle Road;
- The green space should be preserved. There is an opportunity to use the farm in a much better way to educate and support the community;
- The Planning Inspector was incorrect when it says there isn't sufficient community interaction with the farm.

44 objections have been received from local school children. Notes from the children have been provided which provide evidence that the farm is largely considered as a recreational facility, specifically by the younger generation of the area that the farm is targeted at.

A local resident has also had an independent ecologist report carried out by a bat specialist. This independent report states that the report prepared by the applicant did not access the building on the site and the survey was carried out outside of the optimum survey period for bat assessment. They also state that the ecologist who carried out the report was not a bat specialist and were not regulated by CIEEM.

The independent report carried out by the local resident states that *Shores Fold Community Farm is located within the study area and consists of a complex of buildings and stables. No access was possible at the time of survey. An external building survey was carried out from the site's boundary. The majority of structures consisted of breeze blocks with plaster cladding and tin roofs. Numerous gaps were noted on the structures, the majority of the gaps being where the roof meets the breeze blocks, mortar cladding and/or insulation materials (Photographs 5-9). Due to the suitable foraging and commuting habitat surrounding the survey area and gaps,*

the structures have moderate potential to support roosting bats. This assessment is made according to Table 4.1 from the Bat Conservation Guidelines (2016)..."

It can therefore not be certain there are no bat roosts on site and that planning permission cannot be granted as the Council have a legal obligation to consider protected species and act to save them.

The Inspector report is also incorrect that it does not consider the site should properly as a recreational facility for the purposes of the policy EN10. It is evident that the land owner has mis-represented the recreational element of the farm purposefully to benefit from the sale of the land. There is evidence to support the site being highly recreational.

One comments have been received from residents who neither support or object to the proposal. Their comments can be summarised as follows:

- If planning permission is granted it is conditional on upgrading of the access to the walking/cycling path adjoining the south end which currently lacks a dropped kerb for access from Cringle Road together with minor resurfacing and improved lighting.

Cllr Basat Sheikh (Levenshulme ward Member) – Objects to the planning application. The residents have serious concerns regarding this development. The development would visually impact the adjoining Highfield Country Park and would affect access to the park along with increased traffic in the area. This is a very quiet area and the increased traffic would impact on the local neighbourhood and also on the Country Park. The mitigation offered is not satisfactory or enough to warrant building on this land.

Cllr Noor (Levenshulme ward Member) – The Highfield Park is a nature reserve. This development falls in violation of this status. The development would have a detrimental impact on the natural habitat for birds and insect life in the area.

The lack of school places for children in the ward means the schools are already under pressure. The 57 new homes on the site would put further pressure on already over stretched services and budgets.

There are also pressures on other services such as doctors and transport which are at times over stretched with current demands and lack of funding.

The development will add more to traffic congestion.

There are already high levels of air pollution and the development will increase this.

Cllr Bernard Stone (Levenshulme Ward Member) – The proposed development has already been rejected by the City Council and there is no reason for it to be granted this time. There would be a great loss of amenity to the local community if this development was built. The land adjoins Highfield Country Park and the development would impact on the site – both visually and loss of access to the Park. There would be an increase in traffic in the area. It is noted that the developer is

offering mitigation but this is not enough to warrant building on this land. The loss of the land far outweighs the mitigation proposals in the application.

Highway Services – The indicative layout is considered to be appropriate with all new internal access roads maintaining a 5.5 m carriageway width. This is supported by 2 metre footways to accommodate double buggies and other residents/visitors with restricted mobility.

The new layout should accommodate a 20 mph speed restriction similar to the new roads which will require a new TRO. Appropriate traffic calming features should be introduced within the new highway layout. It is also recommended that there is the introduction of traffic calming features on Cringle Road to re-enforce the 20mph limit and deter vehicle speeds.

The traffic calming to Cringle Road has been discussed in detail. It is proposed to include 2 sets of speed cushions, either side of central flat top hump in an appropriate location respective of pedestrian desire lines. Given the width of the road, 3 cushions are included per set to fully deter vehicle speeds.

The traffic calming is unlikely to create a rat run along Milford Drive as an alternative route simply to avoid the features. The introduction of traffic calming on Cringle Road will deter speeds, improve highway safety for both vehicles and pedestrians and is considered appropriate for this location.

The extent of adoption of the new access road should be clarified.

Off site highways works will be required as a result of amendments to the adopted highway which will be necessary to achieve the new vehicular access from Cringle Road and driveway accesses on Cringle Road. In order to maintain visibility and access, the new junction access should be protected by a Traffic Regulation Order (TRO) in the form of no waiting restrictions.

There will be a maximum of 31-32 two way vehicle movements in both the AM and PM peak hours to be generated by the development. The traffic impacts on the surrounding highway can be accommodated within the existing highway network.

The site is suitably accessed by sustainable modes, with regular bus and train connections provided within a walkable radius of the site.

The proposed new vehicular access is gained from Cringle Road to the south of the site which is acceptable. Visibility splays at the new junction access into the site is acceptable. The new junction should incorporate dropped kerbs and tactile paving to maintain appropriate pedestrian safety.

Swept path analysis has been provided which indicates that an 11.3 m refuse vehicle can safely access/egress the site in a forward gear, which is acceptable.

The indicative layout shows 88 car parking spaces for the scheme which equates to 154%. Given the size of some of the dwellings this level of parking would seem appropriate.

All individual driveway parking spaces should be a minimum of 3 metres by 6 metres to ensure that vehicles/pedestrians do not impact on the adopted highway. Electric car charging points should also be incorporated into the scheme.

A secure and weather proofed cycle storage should be provided for each dwelling.

All boundary treatments with frontage to the adopted highways will require visual permeability from a height of 600mm upwards in order to maintain appropriate sight lines. Vehicle gates will need to open inwards so they do not impact on the highway.

The waste collections should take place from the highway and a construction management plan should be prepared for this development together with a travel plan.

Environmental Health – Planning conditions should be imposed on any planning permission with regards to the acoustic insulation of the proposed dwellings, refuse arrangements, ground conditions and air quality.

Flood Risk Management Team – Planning conditions should be imposed on any planning permission with regards to surface water runoff and management.

Environment Agency – No objection in principle to the proposed development. Cringle Road is immediately adjacent to a known historic landfill. As the site is located above a Principal Aquifer associated with the underlying bedrock deposits.

If planning permission is to be granted conditions should be imposed in respect of ground conditions.

Neighbourhoods (Arboriculture) – The proposal will involve the removal of low quality trees with some amenity value to allow for access roads into the proposed development. The proposed layout will have little to no impact within the root protection zones of the offsite trees. There are no objections to the proposed development subject to mitigation planting to offset the loss of the onsite trees.

Greater Manchester Ecology Unit (GMEU) – There are no significant ecological constraints in respect of this site. Issues relating to nesting birds and ecological mitigation can be resolved through planning condition including no removal of vegetation during bird nesting season. There were no protected species found in the site assessment and therefore there is low risk of all species being found at this site.

The existing site consists primarily of habitats of low ecological value, with modest to high value ecological features such as trees and hedgerows potentially retained and mitigated for the outline site layout.

Improvement works to Highfield Country Park are proposed to alleviate the additional recreational pressure the development would cause, with enhancement works proposed for the existing pond. These works are welcomed but more enhancement is encouraged as part of any off site works. Given the main ecological impact is the loss of the low value grassland, the most appropriate management works would be to

restore an area of grass land within the Country Park many of which have been lost to scrub and tall ruderal habitat.

It is recommended that the landscaping proposals for the development include a proportion of native tree species and bird and bat boxes in line with the recommendations of the ecology report.

Design for Security at Greater Manchester Police – The proposed development should be constructed in accordance with the submitted Crime Impact Statement

Greater Manchester Archaeology Advisory Service (GMAAS) – The report submitted within the application has been considered. The report suggests that, in order to protect archaeological interests, an archaeological watching brief should be undertaken during development ground works. GMAAS concur with this recommendation. A Written Scheme of Investigation should be approved as part of the planning conditions.

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 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) and sets out the long term strategic planning policies for Manchester's future development.

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

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policy SP1 '*Spatial Principles*' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area – in this case East Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes on to state that development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including;
 - Creating well designed places that enhance or create character.
 - Making a positive contribution to the health, safety and wellbeing of residents;
 - Considering the needs of all members of the community;
 - Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposal will have impacts on the natural environment including the loss of green infrastructure, which will affect the visual amenity and character of the area.

Policy T1 '*Sustainable Transport*' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:

- Improve choice by developing alternatives to the car;
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Improve pedestrian routes and the pedestrian environment;
- Improve and develop further Manchester's cycle network;
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- Would reduce the negative impacts of road traffic.

It is not considered that the proposal will not have a detrimental impact on the capacity of the local highway network. There are, however, opportunities to improve access to public transport in the area together with having access to adequate cycle provision.

Policy T2 '*Accessible areas of opportunity and needs*' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including – links with East Manchester to employment locations such as Eastlands.

Applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

A transport assessment and travel plan have been prepared in respect to this planning application. This demonstrates that there are no unacceptable impacts on the local highway network. However, there are opportunities to increase the sustainability of the scheme.

Policy H1 '*Overall Housing Provision*' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing.

Policy H1 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 site 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.

The Council had previously argued that this is a green field site thereby conflicting with the provisions of policy H1. However, this has been tested at appeal where the Inspector clearly came to the conclusion that subject to suitable mitigation the principle of development would be acceptable.

Policy H4 '*East Manchester*' states in 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.

The proposal would seek to provide new family accommodation in an area where there is demand.

Policy H8 '*Affordable Housing*' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more.

Policy EN1 '*Design principles and strategic character areas*' states that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

The proposed layout appears to be acceptable and this is covered in more detail below.

EN4 '*Reducing CO₂ emissions by enabling low and zero carbon development*' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO₂ emissions and rising fossil fuel prices, through the following actions:

All development must follow the principles of the energy hierarchy being designed to:

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- To reduce the need for energy through energy efficient features such as improved insulation and glazing;
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

Policy EN5 '*Strategic areas for low and zero carbon decentralised energy infrastructure*' states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 '*Target framework for CO₂ reductions from low or zero carbon energy supplies*' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands. The proposed dwellings will be appropriate standards as outlined in the environmental standards report.

Policy EN9 '*Green Infrastructure*' states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

This issue was tested at appeal and whilst developing this site would result in the loss of open space the Inspector considered the principle of new homes to be acceptable subject to suitable mitigation.

Policy EN10 '*Safeguarding open space, sport and recreation facilities*' states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to an appropriate standards. Proposals will be supported that:

- Improve the quantity and quality of accessible open space, sport and recreation in the local area;
- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity;
- improve access to open space for disabled people.

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or
- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or
- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

As noted and set out in the report this goes to the heart of the Councils earlier refusal which was tested at the appeal.

Policy EN12 '*Area priorities for open space, sport and recreation*' states that in East Manchester the priority will be to enhance existing facilities and provide new spaces and facilities in accessible locations.

Policy EN14 '*Flood Risk*' states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be required for all development proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off from the

site and a scheme will be agreed which minimises the impact from surface water run off.

Policy EN15, '*Biodiversity and Geological Conservation*', states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The application site is of local ecological value, however, it is not considered that there will be any detrimental impact on the ecology of the site subject to suitable mitigation.

Policy EN16 '*Air Quality*' states that the Council will seek to improve the air quality within Manchester. The proposal is not considered to compromise air quality.

Policy EN17 '*Water Quality*' states that developments should minimise surface water run off and minimise ground contamination into the watercourse. Consideration has been given to minimising the impact of the adjacent canal particularly during construction.

Policy EN18, '*Contaminated Land*', states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant has provided provisional details relating to ground conditions.

EN19 '*Waste*' states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Policy DM1 '*Development Management*' all development should have regard the following specific issues:-

- 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;
- 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;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

These matters are set out in more detail within the report.

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.

Saved Policy LL3 '*Environmental Improvements and Protection*' states that the Council will protect from development and improve the major existing areas of open land on the boundary of the area with Stockport. Priority will be given to upgrading Highfield Country Park'

Saved Policy DC7 '*New Housing Development*' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.

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

National Planning Policy Framework (2018)

The revised NPPF was adopted in July 2018. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development*'. The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs*' (paragraph 7).

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

Section 5 '*Delivering a sufficient supply of new homes*' states that in order 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, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay*' (paragraph 59).

With regards to affordable housing, paragraph 64 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

Paragraph 96 states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 103).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 117).

Decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places. (paragraph 122)

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality 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*' (paragraph 124).

Planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

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

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 Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Open space, sports and recreation facilities, public rights of way and local green space states that open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It is advised that Sport England are consulted where the loss of major sporting facilities is proposed.

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.

Design states that where appropriate the following should be considered:

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

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

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

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

Other material policy considerations

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

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

Manchester Residential Quality Guidance (2016)

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

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

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

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

Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)

Adopted in 2015, the vision for the strategy is that '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'

There are four objectives in order to achieve this vision:

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

Principle of development

Within the proposals map within the development plan, the application site is allocated as an ‘*Environmental Improvement Area*’ to which saved policy LL3 of the UDP applies. This policy states:

“The Council will protect from development and improve the major existing areas of open land on the boundary of the areas with Stockport. Priority will be given to upgrading Highfield Country Park”

The purpose of the policy is to safeguard the amenity of valuable open space.

The City Council has previously argued that developing this site would be contrary to this saved policy LL3 of the UDP. The City Council also relied on Policy EN10 of the Core Strategy which seeks to retain and improve existing open spaces, sports and recreational facilities and states that proposals on such land will only be permitted in a limited range of circumstances. However, both policies in relation to this site have been tested at appeal, the decision being a material consideration in the determination of this current application.

The Inspector appointed to determine the appeal considered that the application site was grazing land that forms part of a larger site which is not accessible to the public. He concluded that the site had no value as open space or recreational land, as such only limited weight could be attached to the policies outlined above. A significant factor as noted by the Inspector is that the site had not been identified within the City Council’s 2009 open space audit (particularly as the rest of the policy LL3 allocation, which covers Highfield Country Park had been).

The Inspector noted that ‘the decision not to designate the appeal site as open space in the 2009 study leads me to conclude that only limited weight should be given to the conflict with that policy...the community farm should not be regarded as a recreational facility and that the redevelopment of the site does not give rise to any conflict with policy EN10’

The weight was further limited as the Council could not demonstrate at that time a 5 year housing supply. Ultimately, the Inspector considered that the appeal should be determined in line with the ‘presumption in favour of development’ as outlined in paragraph 11 of the NPPF particularly sub-paragraph (d) (ii) where the tilted balance was in favour of granting planning permission as there were no adverse impacts that would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

Although matters surrounding the City Council’s land supply have improved, with the City now being able to demonstrate a five year supply, the Inspectors decision remains a material consideration particularly in relation to the status of the land being of limited recreational use.

What is clear is that the principle of developing the site has been established through the appeal decision subject to suitable mitigation and the more detailed merits of the scheme. In this regard the proposal would provide 57 new family homes in a range of sizes in a highly accessible location. Manchester's population continues to grow and is expected to increase considerably by 2030. This and changes in household formation, requires additional housing.

The proposal would contribute to a target of providing around 2500 homes each year. It would provide larger accommodation for families. The new homes would be consistent with growth priorities and would meet the objectives of policies H1 and H3 of the Core Strategy which should be given considerable weight in the consideration of this planning application.

Importantly the proposal includes a 20% on site affordable housing provision which is fully compliant with policy.

Mitigation is being offered through a financial contribution towards enhancing and improving access to Highfield Country Park. It is considered that the proposed scheme fulfils the reason why the Inspector dismissed the appeal.

The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, H3, SP1, EC3, EN1, EN9 and DM1.

Material planning considerations

Whilst the principle of the development is considered to have been established through the appeal decision there are, however, other detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any other unduly harmful impacts that will arise as a consequence of the development:

- Affordable housing;
- Type of residential development;
- Visual amenity;
- Ecology;
- Effect of the development on the local environment and existing residents;
- Effect of the development on the proposed residents;
- Trees coverage;
- Landscaping and amenity space /boundary treatment;
- Impact on the highway network/car/cycle parking;
- Flood Risk/surface drainage;
- Waste management;
- Sustainability;
- Designing out crime;
- Ground conditions; and
- Construction management.

The above matters will be considered in turn below.

Affordable Housing

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

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

The application proposes 57 new family homes on a for sale basis. The applicant's viability report has been tested by the City Council which demonstrates in this instance the proposal can sustain a full 20% contribution to affordable housing without undermining the viability or deliverability of the scheme or the schemes ability to mitigate against other factors such as the impact on the country park.

The applicant has agreed to provide the 20% affordable housing on site on a shared ownership basis.

This is welcomed and would be secured by a legal agreement which would also ensure that a variety of property types and sizes would be made available on an affordable basis (at a price equivalent to at least 20% below local market value). These homes would be 'pepper potted' throughout the site and retained at the affordable price in the future. It is understood that the applicant is in discussion with a registered provider in respect of how the shared ownership would be provided at the site and this will be secured as part of the legal agreement.

Residential development - density/type/accommodation standards

The 57 residential units represents a development of 33 units per hectare. Policy H1 states that within the inner areas of north, east and central Manchester densities will be around 40 units per hectare. The proposed development density is therefore consistent with this element of the policy H1.

In terms of the type and standard of accommodation, policies SP1, H1, H2 and H4 of the Core Strategy seek to ensure that the right type and standard of accommodation is created in the City. Policies H1 and H4 in particular, place emphasis on increasing the availability of family housing.

The proposal would provide the following accommodation schedule:

- 31 x 4 bedroom dwellinghouses;
- 26 x 3 bedroom dwellinghouses.

There is a broad mix of dwellings across the application site which could contribute positively to the housing mix and available standard of accommodation. A condition is recommended to secure this mix.

Visual amenity and character of the area

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester SPD and the Residential Quality Guide, requires consideration be given to the layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites in order to create neighbourhoods of choice and a sense of place.

Access to the site would be retained from Cringle Road via a new vehicular access. The indicative layout shows that natural surveillance is provided to Cringle Road through the siting of a dwelling house fronting this road.

From Cringle Road, the new access road will create a loop road and all of the proposed new homes will fronting this road which is welcomed. There will be only one 'in and out' as part of the indicative layout. However, this represents an appropriate layout as it provides permeability and makes the most efficient use of the application site.

Car parking is shown as being accommodated within the curtilage of each plot which is welcomed. The indicative plan shows in part car parking situated at the front of each dwellinghouse which will need to be considered further at the detailed reserved matters stage to ensure that an appropriate balance is created in terms of parking, landscaping and space between properties.

Indicative details have also been provided for the scale of the dwellings which range between two stories. This is considered to be appropriate and would ensure that the dwellings complement the wider area which is dominated by two storey properties.

As noted conditions are recommended in relation to design parameters including height.



Indicative image of the dwellings

One of the key reasons for refusal of the previous application was the visual impact on the landscaped setting of the application site. The application site is situated within a landscaped setting with mature vegetation and trees. There is a built settlement to the south.

The inspector within the appeal noted that the application site landscape quality was low given it consisted of rough grazing land and poor quality structures. The Inspector also noted that there was a visual break between the application and the Country Park as a result of a mature band of trees.

In considering the harm developing the application site for new housing would have on the landscaped character of the site, the Inspector noted that the development would represent a “*substantial change to the landscape but the effects of the change would be very localised*” and noted that improvements to the landscaping within the development itself would help soften the overall effect of the new buildings.

The inspector concluded that:

“...the proposal would cause minimal harm to the landscape of the site and no harm to the landscape character of the wider area. the effect on view from a small number of viewpoints would be moderate or substantial but these would be localised and the overall harm to the visual amenity of the area would be moderate. Given the absence of any harm to landscape character and the localised visual effects, the proposal would cause no detriment to policy EN1”

Disabled access

Although the residential element is only at outline, with limited information in this regard, it is anticipated that all the dwellings will meet current building regulations to ensure the accommodation is accessible and adaptable for the house hold needs.

Tree coverage

There are 12 individual trees at the application site and 4 groups of trees. In terms of the trees quality, there are 5 category B trees (*Trees where retention is desirable*), 8 category C trees (*trees which could be retained*) and 1 category U tree (*Trees of such a condition that they cannot be realistically retained*). With regards to the group trees, there 2 category B groups and 2 category C groups.

The tree coverage is principally around the perimeter of the site and helps add to the quality of the green infrastructure and amenity value of the application site.

Policy EN9 states that new developments will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The policy goes on to state that the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The need to retain trees and existing landscapes is reiterated within paragraph 2.38 of the Guide to Development in Manchester SPD which states that '*new development will fit more easily into their surroundings if they incorporate existing landscapes, and there will be a presumption to retain existing trees and planting with a high amenity and ecological value*'

The proposed development will involve the removal of a group of trees, a Hawthorn Elder, category C group, from the frontage of the site to Cringle Road.

The remainder of the trees would be retained which includes a series trees along the northern boundary to the wider part of the Highfield Country Park would be retained. Whilst the removal of the existing green infrastructure and tree coverage from Cringle Road is regrettable, often some vegetation does have to be removed for future development to take place. Given the remainder of the tree coverage around the site will be retained, it is not considered that the tree removal alone would warrant refusal of this planning application. Appropriate mitigation will be secured as part of the landscaping proposals for the site which will include the provision of street trees.

The indicative layout shows in excess of 50 trees can be replaced at the site together with the retention of the majority of the trees at the site. These trees will be located in the front gardens and along road frontages together with provision within rear gardens particularly where it is visible from the public domain.

This mitigation will be secured by planning condition.

Landscaping and amenity space /boundary treatment

Policy DM1 of the Core Strategy requires that green infrastructure including open space (both public and private) is a key consideration in the determination of planning applications. Further detail in this regard is provided by the Guide to Development in Manchester SPD which outlines the need for high quality public realm and together with creating a sense of place and spaces having purpose.

Private rear gardens would be created for the new dwelling houses. These vary in size depending on their position within the application site. In line with paragraph 10.9 of the Guide to Development in Manchester, it is considered that the amenity spaces provided would allow the residents to enjoy useable private amenity space and the size of the spaces appear to be consistent with the character of the area. In addition, it is considered that the gardens would be functional allowing for children to play, outside storage, drying of the clothes and a place to relax.

Whilst the amount of private amenity space for each dwelling appears to be acceptable, consideration should be given at the reserved matters stage to ensure that car parking and boundary treatments are appropriately designed as part of the scheme to ensure a high quality development. In addition, incidental areas of open space would not be acceptable as such spaces prove difficult to maintain.

At this stage, the indicative information submitted does not appear to show any boundary treatment to the front of the properties.

Paragraph 2.16 of the Guide to Development in Manchester SPD states that *'the impact of site boundaries can be significant and must be taken into account and incorporated into the design of the new development...well designed new treatment such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment'*.

Paragraph 2.19 goes on to state that *'developments should have a clear edge'* with the boundary walls creating this. The guidance goes on to state that *'street design should help create the clear definition identifying public areas whilst marking and protecting private spaces'*.

The need to provide *'safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space'* is a key requirement of paragraph 69 of section 8 of the NPPF.

It is essential that provision of appropriate boundary treatment, particularly to the site frontages are agreed in the interest of visual amenity and ensuring a high quality development is created. This must include a clear provision between the public and private spaces. Therefore a condition is recommend to ensure that appropriate boundary treatment is provided.

The Inspector in the recent appeal noted that the provision of the additional homes as part of this development would bring new visitors to the park. Accordingly, without appropriate mitigation, the development would cause further deterioration to the park. As part of this planning application, further discussions have taken place with the applicant and an appropriate sum has been agreed for improvements to the Country Park. This mitigation will be secured through a legal agreement.

Overall, whilst the private amenity space for the dwelling is comparable with the local context. Further consideration should be given to landscaping, site layout and boundary treatment at the reserved matters stage to ensure a high quality development.

Appropriate conditions are recommended to cover these important aspects of the scheme.

Ecology

The planning application has been accompanied by an ecological appraisal which assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats.

The report has identified that the application site is of low ecological value. An assessment of protected species has taken place which found there to be no evidence of such species were found and therefore the impacts on habitats is considered to be low risk.

Greater Manchester Ecology Unit have assessed the ecology report and concur with the findings of the report submitted. Had the principle of the development been acceptable, it would have been necessary to condition any planning approval to avoid tree and vegetation removal during bird nesting season along with securing suitable mitigation to ensure biodiversity improvements across the application site.

The ecology report commissioned by the local resident is noted. The report states that the applicant's ecologist did not enter the site and is unified to undertake such an assessment.

The applicants ecologist undertook the first daytime bat inspection of the buildings in 2017 as well as the wider site. A follow up survey visit of the whole site was carried out in 2018. The ecologist was able to survey the exteriors and interiors of the structures through open stable doors and windows. Extensive photographs were not taken due to children using the buildings and the land immediately outside of the buildings.

The buildings are classed as having negligible bat potential, a conclusion that Greater Manchester Ecology Unit agrees with, given the type of construction, open-nature and use of the buildings, plus the surveyor's expertise at assessing buildings for bats. Moreover, there has never been a record of a bat roost being present in these structures.

In respect of any anecdotal claims regarding bat activity in the area, the applicants ecologist advises that foraging and commuting over and around a site like this is not surprising, given the open land to the north. However, it is the bat roost that is protected and there is no evidence of a bat roost on the site.

The applicant has confirmed that they well aware of their responsibilities in respect of protected species and often a toolbox talk with an ecologist will take place at the outset of the development. As always, should any protected species be found on site during construction, then work on site would stop immediately and further advice taken from a licensed specialist.

The local resident's survey was also done from outside of the application site (with no access to the buildings) on a Sunday afternoon. The applicant's ecologist advises that it would be unprofessional and misleading for a licensed ecologist to assume there is potential for bats to be present from a remote survey with no access.

The impact of the development on the ecology and biodiversity of the site has been carefully considered together with an assessment of the site for protected species. No evidence of any such species was found and the site was assessed as low risk for all such species including the risk of bats roosting within the building to be demolished.

Greater Manchester Ecology Unit (GMEU) concur with the findings of the ecology assessment as did the Inspector in the recent appeal who commented that '*no protect species were found in the site assessment and an appropriate range of ecological measures could be secured through planning conditions*'.

Should there any protected species be found during the any works, then works should cease and an appropriately qualified ecologist should be brought to site to inspect the building. This is a requirement of the Habitat regulations. This should form part of an informative of the approval.

Effect of the development on the local environment and existing residents

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents together with creating places that make a positive contribution to neighbourhoods of choice by creating well designed placed. Policy DM1 goes further by stating that the effect on amenity is a key consideration particularly effects on privacy and noise.

It is considered that there are three potential impacts for consideration:

- a loss of privacy from overlooking;
- any overbearing or overshadowing impacts; and
- any unacceptable noise and disturbance from comings and goings.

It is noted that there are existing residential properties to the south the site along and off Cringle Road. The application site itself, however, is immediately surrounded on all sides by the Highfield Country Park and the green open space allocated in Stockport.

Due to this relationship the proposed development would not give rise to any unacceptable impacts with regards to overlooking, overbearing/overshadowing or undue noise and disturbance.

The proposed dwellings fronting Cringle Road have the closest relationship to the existing residential properties. These would look onto the gables of properties along Wilsthorpe Close and Red Rose Crescent with a distance of 25 metres. It is not considered this would result in any unacceptable loss of amenity.

With regards to comings and goings, whilst it is inevitable residents would notice some increased comings and goings along Cringle Road, it is not considered that this will lead to any unacceptable levels of harm.

It is noted that residents are concerned about the impact of the development on local school places and GP surgeries. It is considered that the number of new homes created at this site will not be excessive and place undue pressure on local amenities and resources and will easily be absorbed into the local population.

Effect of the development on the proposed residents

a. waste management

A major residential development of this nature would generate waste which would need to be managed. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicants to re-use and recycle their waste.

The applicant has committed to providing the required number of bins (including those for recycling) as part of the development proposals. There is sufficient room to accommodate the bin storage area within the development plots. These can be accommodated behind the building line to minimise the visual impact of the refuse area on the street scene.

It is considered that the development would be able to suitably accommodate its waste management requirements within the curtilage of each dwellinghouse.

It is recommended that a detailed waste management strategy should be agreed at the reserved matters stage including details of an appropriate refuse storage area

a. Acoustic insulation

The application site is not located near noise sources that requires the properties to be acoustically insulated against.

Impact on the highway network/car/cycle parking

Policy SP1 of the Core Strategy states that new developments should maximise the potential of the City's infrastructure, in particular promoting walking, cycling and use of public transport. Policies T1 and T2 go on to state that there will be modal shifts

away from the car and to locate new development that are accessible by walking, cycling and public transport in line with SP1. Policy T2 also states that new developments should provide adequate car parking provision for their needs. The need to assess traffic generation and road safety is a key consideration with policy DM1.

A transport statement has been submitted which considers the sites sustainability in terms of proximity to public transport, together with an assessment of the impact of the proposal on the local highway network.

It is not considered that there will be any detrimental impacts associated with the trip generation from the application site on the adjacent highway network. In addition, the indicative layout indicates that car parking could be accommodated within the curtilage of each dwellinghouse.

The indicative road layout also indicates that servicing requirements for the development would not be an issue.

Access to the site is shown off Cringle Road. There is no objection to this in principle and the applicant has suitably demonstrated that there would be adequate visibility for vehicles entering and exiting the site. Two dwellings with driveways have been shown on the indicative layout fronting onto Cringle Road, this would need further consideration at the reserved matters stage to ensure there is no conflict with highway safety.

It is noted that residents have raised concern about the position of the access in relation to Wilsthorpe Close. Highway Services have assessed this and it is not considered there will be any conflict with highway and pedestrian safety with regards to the position of the access.

Consideration has been given to the potential impact on Cringle Road. In this instance it is considered appropriate to introduce traffic calming measures along a section of Cringle Road. Details at this stage include the provision of 2 sets of speed cushions, either side of central flat top hump in an appropriate location respective of pedestrian desire lines. Given the width of the road, 3 cushions are included per set to fully deter vehicle speeds.

Electric vehicle charging and cycle parking will be key components of the scheme and appropriate conditions will be imposed on the planning permission.

Flood Risk/surface drainage

The application site is located in flood zone 1 '*low probability of flooding*'. However, the site lies within a critical drainage area (an area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network). These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should seek to minimise the impact on surface water run off in a critical drainage area.

The applicant has prepared a drainage statement which requires further clarity as to how the drainage systems at the site will work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site along with their future management.

These are matters that are capable of being conditioned as part of any planning approval.

Air quality

The main impacts during the operational phases would be from vehicle movements and servicing requirements. The impacts associated with dust and emissions can be carefully controlled through the construction management plan which would form part of the conditions of the planning approval.

There will be on site cycle parking and electric car charging points will also be secured through planning conditions.

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

Sustainability

Policy DM1 states that residential developments will be expected satisfy the Code for Sustainable Homes standards. Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments.

Policy EN4 in particular, requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered. This includes:

- minimising energy demands – consider passive design measures and optimise building envelope in terms of orientation, air tightness and insulation; and
- meet demands efficiency – specify energy efficient plant, heating, ventilation, lighting and system controls to facilitate efficient operation.

The Code for Sustainable Homes has now been revoked. The homes will be designed so that they are energy efficient and compliant with relevant regulation. As the application is for outline only, further details will be required once the homes have been designed in detail. It is recommended that such details are obtained as part of the conditions of the planning approval.

Designing out crime

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety. A condition of the planning approval shall be that the development achieves Secured by Design Accreditation.

Ground conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. Initial site investigation work has been carried out by the applicant. This found a large amount of made ground at the site.

The initial site investigation report has been considered by Environmental Health and the Environment Agency. The site is known to have been historically used as landfill. They have recommended that further consideration be given to this matter, including preparation of a remediation strategy.

The appropriate remediation of the site will be secured through an appropriately worded planning condition.

Construction management

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

Limited information has been provided about routing but construction vehicle will use Cringe Road and connect to Stockport Road. There is unlikely to be any cumulative impact from construction activity.

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

Permitted Development

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

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c)

be restricted and that a condition ne attached to this effect. This is important given the emphasis and need for family housing in the city.

It is also considered appropriate to remove the right to remove boundary treatments as these would, it is envisaged, form an important feature in the street scene.

Conclusion

The proposal would result in the loss of a low quality landscape which has been determined to have a limited recreational value through the recent appeal decision. The provision of 57 new homes at the application site is therefore considered to be acceptable and would contribute positively to the new homes required in the City.

Provision of 20% affordable housing, provided on a shared ownership basis, will be provide access to affordable home ownership at the application site together with monies to make improvements at the adjacent Highfield Country Park. These obligations will be secured by a legal agreement.

The indicative layout for the residential element demonstrates that it is possible to achieve a suitable development at the application site arranged around the new road network. The indicative scale of these properties would respond positively to the character of the area.

The proposal is not expected to create any unduly harmful impacts as a result of traffic on the local highway network. Appropriate provision for car parking can be created at the development together with electric car charging and cycle provision. Traffic calming will be provided on Cringle Road as part of the planning conditions.

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

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

Recommendation **MINDED TO APPROVE subject to the signing of a legal agreement in order to secure monies associated with mitigating and improving access to Highfield Country**

Park as a result of the development together with securing 20% on site affordable housing on a shared ownership basis.

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding appropriate mitigation for Highfield Country Park. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the affordable housing, site layout and traffic calming. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

1) Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Approval of the details of the layout, scale, design and external appearance of the buildings, the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

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

Drawings

L(--)-012 stamped as received by the City Council, as Local Planning Authority, on the 5 March 2019

Supporting information

Crime Impact Statement, Design and access statement, planning statement, environmental standards statement, air quality assessment, noise assessment, stage 1 tree survey, phase one habitat survey, flood risk assessment, phase 1 geo environmental report, transport statement and travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 4 December 2018

Traffic calming measures (SCP/17029/SK01) stamped as received by the City Council, as Local Planning Authority, on the 5 March 2019

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

4) Any application for reserved matters relating to scale and layout shall follow the principles and parameters set out in the approved plans, in particular drawings L(--)-012 stamped as received by the City Council, as Local Planning Authority, on the 5 March 2019

and shall include:

- A maximum height of the residential dwellings 2 storeys;
- No more than 57 dwellings
- No more than 31 x 4 bedroom houses (between 107 and 124 sqm)
- No more than 26 x 3 bedroom houses (between 96-102 sqm)

Reason: To ensure the development does not exceed the parameters disclosed in the planning application, pursuant to policies DM1 and SP1 of Manchester Core Strategy.

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

(a). A phased programme and methodology of investigation and recording to include:
- an archaeological watching brief

(b). A programme for post investigation assessment to include: - production of a final report on the significance of the below-ground archaeological interest.

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

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

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

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

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in the National Planning Policy Framework.

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

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

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

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

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

7) a) The development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Hydraulic calculation of the proposed drainage system;

- Construction details of flow control and SuDS elements.

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

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

8) a) The development shall be carried out in accordance with the Geo-Environmental site assessment report (ref. 102978P1R1) stamped as received by the City Council, as Local Planning Authority, on the 4 December 2018

When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

9) Prior to the commencement of the development a detailed construction management plan outlining working practices during that phase of development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

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

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN9, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10) (a) Prior to any above ground works associated with the development, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, the programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part (a). The approved materials shall then be implemented as part phase one of the development.

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

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

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

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

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

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

12) 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).

13) Prior to the first use of the development details of a hard and soft landscaping treatment (including tree planting and street trees) shall be submitted to and approved in writing by the City Council as local planning authority.

The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

14) Prior to the first occupation of the development, details of the siting, scale and appearance of the boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented and be in place prior to the first use of the development. The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason – To ensure that appropriate boundary treatment is put in place in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

14) The development shall be carried out in accordance with the Environmental Standards report stamped as received by the City Council, as Local Planning Authority, on the 4 December 2018. 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 for each phase.

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

15) (a) Prior to the first occupation of development, details of the siting, scale and appearance of the waste storage area together with a waste management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved waste storage and strategy shall be implemented in accordance with the approved details and be put in place prior to the occupation of the residential development within phase two and thereafter retained and maintained in situ for as long as the development remains in use.

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

16) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority prior to the first occupation of the development.

The approved scheme shall be implemented in full prior to the first occupation of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

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

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

18) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 4 December 2018. The development shall only be carried out in accordance with these approved details.

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

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

19) (a) The development hereby approved shall be carried out in accordance with the travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 4 December 2018

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

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

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

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

20) Prior to the first occupation of the development, details of a secure cycle store (including capacity) for each property 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 for as long as the development remains in use.

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

21) Prior to the first occupation of the development, the car parking layout shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

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

22) Prior to the first occupation of the development, details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

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

23) 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 part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). 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.

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 or extensions (including roof alterations); shall be erected other than those expressly authorised by this permission in relation to the residential element of this development within phase two.

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

25) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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

26) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no additional glazing, windows or doors, other than those shown on the approved plans, shall be inserted at the property unless Planning Permission is specifically granted in relation to this development.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to policy DM1 of Manchester's Core Strategy and saved policy DC1 of the Unitary Development Plan for the City of Manchester.

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 Core Strategy.

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

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

29) Prior to the first occupation of the development hereby approved, a scheme of highway works in relation to the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- traffic calming measures along Cringle Road as indicated on drawing SCP/17029/SK01 stamped as received by the City Council, as Local Planning Authority, on the 5 March 2019;
- Traffic calming within the proposed development;
- Amendments to highway along Cringle Road to form new access and driveway(s) as indicated on drawing L(--)-012 stamped as received by the City Council, as Local Planning Authority. On the 5 March 2019
- Junction protection measures to new junction and Cringle Road in association with the new access in the interest of visibility and associated highway works
- 20 mph speed limit for the new access road including associated amendments to the highway in order to facilitate this.

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

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

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: 122042/OO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

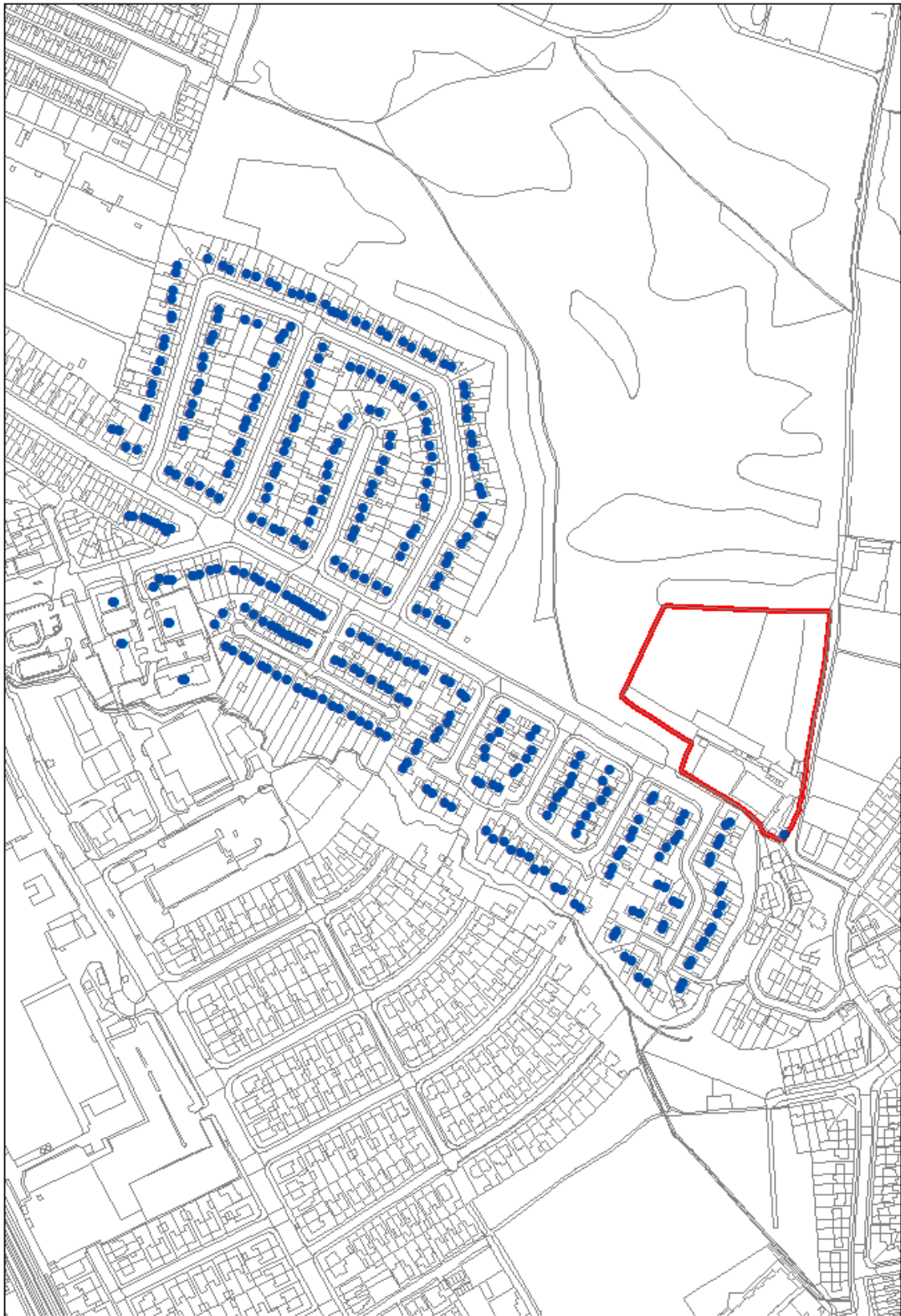
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 MCC Flood Risk Management
 Greater Manchester Police
 Environment Agency
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Ecology Unit
 Stockport Metropolitan Borough Council
 Environmental Health
 MCC Flood Risk Management
 Greater Manchester Ecology Unit
 Highway Services
 Neighbourhood Team Leader (Arboriculture)
 Stockport Metropolitan Borough Council
 Environment Agency
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Police

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

Representations were received from the following third parties:

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



 Application site boundary  Neighbour notification
© Crown copyright and database rights 2019. Ordnance Survey 100019568

Application Number	Date of Appln	Committee Date	Ward
122644/FO/2019	8th Feb 2019	30th May 2019	Deansgate Ward

Proposal Erection of 16 storey building plus plant level comprising a hotel (Use Class C1) with ancillary ground floor bar and restaurant uses (Use Classes A3, A4) with associated works to facilitate access, servicing and other associated works following demolition of existing building on-site.

Location 60 Charles Street, Manchester, M1 7DF

Applicant CEPF II Charles Street Manchester Developments Limited, 33 Cavendish Square , London, W1G 0PW,

Agent John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M60 2AT

Description of site

The site measures 0.11 hectares and is bounded by York Street, Charles Street, Mallard Street and the railway viaduct. The topography of the site drops from the south west to the north east. A 4 storey, brick building occupies the eastern part of the site which has a Martial Art Centre in part of the basement and the Manchester Business Centre on the upper floors. The top floor is a steel-framed mansard roof which replaced the original roof. The remainder of the site is occupied by a 40 space surface level car park site which is partially dissected by Mouncey Street.





Figure 1 – An aerial view looking north over the Subject Site, shaded/outlined red. (Google Earth)

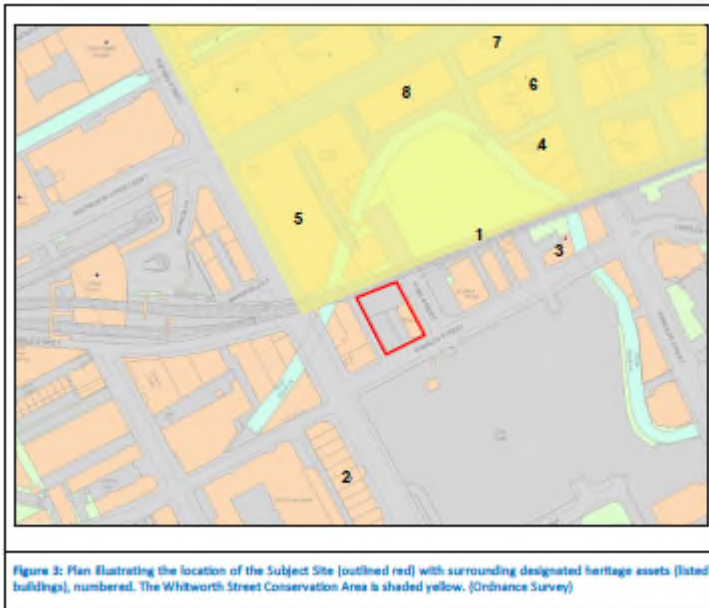
To the east is Oxford Place, a 7 storey building that has been converted to apartments. Beyond this is the 11 Storey Holiday Inn. The Principle Hotel is to the north and a surface car park to the west adjacent to Bracken House which contains apartments above a nursery. There is an MOT, testing and repair centre, DC Motors, at the junction of York Street and the Viaduct.



A considerable amount of development is being constructed at Circle Square to the south including: 14 and 18 storey office buildings (ref no 111025); part 17 part 37 storey residential building (ref no 111026); and an 18 Storey serviced apartment building (ref no 114863)



A 32 storey building comprising 603 student apartments is being built on New Wakefield Street (ref no. 119380/FO/2018). Uses around the site are diverse and include office, hotel, residential, retail, student accommodation and surface level car parking.



The following listed buildings are part of the setting of the site:

1. Manchester South Junction and Altrincham Railway (MSJAR): Grade II ;
2. Dancehouse Theatre: Grade II
3. Lass O’Gowrie: Grade II;
4. Manchester House: Grade II;
5. Former Refuge Assurance Company Offices (Principal Hotel): Grade II*;
6. Asia House: Grade II*;
7. Lancaster House: Grade II*; and
8. 8) India House, Grade II* (see above for locations)

The site is adjacent to the southern boundary of the Whitworth Street Conservation Area which is bounded by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the Piccadilly to Oxford Road railway viaduct. The site forms part of the setting of this Conservation Area.

It is understood that the buildings on the cleared part of the site were demolished about 10 years ago.



60 Charles Street is constructed of red engineering brick with simple moulded brick banding and sill courses. There are five projecting brick panels on each floor of the east and west elevations. A simple, round-headed entrance is at the splayed corner of Charles Street and Mouncey Street. The building has regular spaced period casement windows with painted stone lintels and sills. There are original toilets, which have small windows on the east elevation toward the rear of the building and the north elevation is blind. The building could be classified as a non-designated heritage asset because of its age and local historic and architectural interest. However it is considered that it would be unlikely to meet the criteria for local listing.



A key characteristic of the area is its dense urban environment, created by large individual buildings, which occupy island sites. This is particularly evident in the Whitworth Street/ Princess Street Conservation Area where there are large-scale, monumental Victorian and Edwardian warehouses, mainly along Whitworth Street and Princess Street. These have a high architectural and group value, give a strong sense of place and dominate the immediate area.

The area to the south has changed substantially since the 1960s, with large scale demolition allowing the development of the BBC and large-scale University buildings. It contains large, late 20th Century buildings which again occupy large island sites which has changed the street pattern. Charles Street forms the boundary between these areas that have very different characters.

The Site is close to Oxford Road and Piccadilly Stations, with tram stops at Piccadilly and St Peter's Square. Many bus services use Oxford Road. There is a significant amount of transport infrastructure nearby including the Railway Viaduct, the elevated section of the Mancunian Way, Upper Brook Street and Oxford Road corridor.

The nearest homes are at Oxford Place and Bracken House and some bedrooms in the Principle Hotel overlook the site. Some apartments within India House, Asia House and Lancaster House have views onto the site across a car park.

The majority of the site is located within Flood Zone 2, with a medium probability of flooding from the River Medlock of between 1 in 100 and 1 in 1,000 years. The north

east corner of the site is in Flood Zone 3 with a high probability of flooding of 1 in 100 or greater.

Description of the Proposals.

The application proposes the erection of a 16 storey hotel (C1) with an ancillary ground floor bar and restaurant (A3 / A4), following the demolition of the existing building. It would be a 4* operation, by a group that has 39 hotels throughout Ireland and the UK.

The entrance at the junction of Charles Street and Mallard Street would lead into a double height space, with a reception and a public restaurant and bar. The kitchens, luggage, bin storage and 28 cycle spaces would be located on the ground floor along with a sub-station and plant room. There would be a Business Centre on the first floor with 3 meeting rooms and a break out area, along with back of house offices, staff facilities, laundry areas and storage for the hotel. A further plant room would be located at this level. Bedrooms would occupy floors 1-15 with areas of plant set behind a parapet at level 16 with a blue roof or hybrid blue / green roof for rainwater storage.

Drop-off would be from Mallard Street and servicing and refuse collection from the rear of the building. Mouncey Street, a dead end that currently divides the site, would be stopped up. It has only ever served service yards and more recently the car park. A Stopping Up Order has been submitted to the Department for Transport. It would be necessary to re-locate a bus stop and two parking spaces on Charles Street which would be undertaken via a S278 agreement. The overall building height to the roof parapet would be 53m.

The design would have a tri-partite sub-division with a clearly expressed top, middle and bottom, reflecting the style of many City Centre buildings. The ground and 1st floors would be expressed as a single volume to create a strong base. The upper levels to the north and south would have step backs and cantilevered volumes. The building would step back from Charles Street at levels 7 and 12 by around 3m, and would cantilever at Level 07 facing the viaduct.

The facades would be constructed from red pigmented, pre-cast reconstituted stone panels. They would have different textures and finishes with acid etched, shot-blasted and moulded elements. The panels would have different designs to express and respond to function and context of each of the buildings facades. The Charles Street elevation would be articulated with a series of ribs with an acid etched finish. A simple grid at the lower levels would have acid etched infill panels. This would continue on the York Street and Mallard Street with a repeating window pattern. The Mallard Street panels would include a perforated metal privacy screen levels 2 to 6 facing Oxford Place to minimise overlooking. The ground and 1st floor base would have shot blasted panels and a sequence of single punched windows. There would be a full roof storey to house plant areas.

A perforated, porous screen at the building entrance to would serve as wind mitigation. This would also provide opportunities for integrated lighting, way-finding and signage.

The development would be expected to achieve a BREEAM rating of at least 'very good'.

Waste would be split into the following bins and would be collected on the following basis: General Waste 3 x 660l bins every 3 days; Dry Waste 4 x 660l bins every 3 days; Glass 5 x 660l bins every 3 days; Food 3 x 240l bins every 3 days; Oil 1 container weekly. The total number of bins has been calculated from City Council document 'GD04 Waste Storage and Collection Guidance for New Developments V2.00 -0 Citywide Support - Environmental Protection (September 2014).

It is envisaged that visitors who arrive by car would use nearby car parks. A Framework Travel Plan has been prepared in support of the application.

The applicant has stated that the development would deliver the following benefits.

The operator has an established track record, with 39 hotels across the UK and Ireland.

- The hotel would have a ground floor restaurant and bar and a business facility at first floor. This would create activity along Charles Street and York Street, increasing vitality and passive overlooking. This could help to reduce crime and improve safety in the vicinity. The business facility would provide flexible meeting spaces to be rented on a short term basis.
- The building, has been through a rigorous design process and would make a substantial improvement on the streetscape and built environment The design has been subject to peer review through Places Matter. It is considered to be respectful of its context, noting its location at the edge of a Conservation Area and its proximity to a number of Listed Buildings.
- The proposals would contribute to the on-going regeneration of the City Centre by improving the built environment, optimising the use of an underutilised site, creating new accessible employment opportunities and supporting a growing visitor economy.
- The site is in a strategically important location on an 'east-west' axis which links regeneration around Piccadilly Station, at Mayfield and North Campus, with Great Jackson Street, First Street, Oxford Road Corridor, and Circle Square. Charles Street is a key connecting route and the proposal would complement and support growth in the city.
- The principle leaseholder at 60 Charles Street, has agreed to surrender their lease by September 2019. A robust justification for its demolition has been provided within a Heritage Statement. The condition, size, and configuration of the building means that it could struggle to compete with other better quality office and workspace even if it were to be refurbished.
- It has been demonstrated that the proposals would deliver substantially greater regeneration and employment benefits than the retention of the existing building. It has been calculated that the proposals will generate the following number of temporary construction jobs:

Item	Scheme
Construction costs (including professional fees) £	Commercially sensitive but provided by the project's cost consultant
Person years (based on £80,000 cost per direct FTE)	331
Direct FTEs ⁽¹⁾	165
TOTAL FULL-TIME EQUIVALENT JOBS (TEMPORARY)	165

- In addition to the total FTE jobs created through construction, a large number of indirect employment will be created through the supply chain. Research Commissioned by VISA in 2014 found that, on average, workers spend £3.69 per day on lunch. This would result in an additional expenditure of approximately £283,724 in the local economy over the duration of the construction period.
- The operational phase should create around 110 direct FTE jobs which would be available to both qualified managers and low skilled workers and there would be further employment benefits within the supply chain associated with the hotel.

This planning application has been supported by the following information:

Application forms and certificates and plans; Design and Access Statement
 Transport Statement and Travel Plan; Waste Management Strategy;
 Planning and Tall Building Statement (including an Economic Statement);
 Statement of Consultation; Green and Blue Infrastructure Statement;
 TV Reception Survey; Phase 1 Ecological Survey; Environmental Standards
 Statement (including BREEAM Pre-Assessment); Energy Statement
 Crime Impact Assessment; Ground Conditions Statement;
 Ground Gas Monitoring report; Topographical Survey; Archaeological Desktop
 Assessment; Ventilation Strategy; Air Quality Assessment; Local Labour Agreement;

In addition to the above reports, the planning application is also accompanied by an Environmental Statement (ES) which includes other documents

Volume 1:

Introduction; EIA Methodology; Site, Surroundings and Description of Proposals;
 Consideration of Alternatives; Construction Methodology and Programme; Historic
 Environment; Sunlight, Daylight and Overshadowing; Noise and Vibration; Flood Risk
 and Drainage; Townscape and Visual Impact; Desk Based Wind Assessment;

Volume 2: Technical Chapter Appendices

Volume 3: Non-Technical Summary

Consultations

Publicity – The occupiers of adjacent premises have been notified and the application has been advertised in the local press as a major development, affecting the setting of a listed building, the setting of a conservation area, in the public interest and accompanied by an Environmental Statement. Notices have been placed adjacent to the site. The occupiers of adjacent premises were re-notified following the

submission of an additional Noise Reflection report and amended drawings to show an increase in the number of windows.

3 objections have been received which mainly relate to concerns about the design, potentially misleading inconsistencies in description, impacts from guest parking, impacts from loss of employment land, highway safety implications, potential noise and disturbance, impacts on adjacent listed buildings and the conservation area, questions regarding the use classes proposed and concerns about impact on TV reception and are summarised below:

Description : There are inconsistencies between the application description and submitted documentation and the actual proposals are clearly different from that which has been advertised and consulted upon this has potential to confuse the public.

Design: The lack of windows facing Charles Street, would create an uninviting blank wall facing onto what is becoming a very busy pedestrian thoroughfare. The lack of active frontage at ground floor along this very busy route is unacceptable and the incorporating a retail or restaurant unit needs to be considered. Charles Street is a dimly-lit, car-orientated corridor which does nothing for pedestrians. As there will be huge growth in pedestrians along this corridor in future, especially with Circle Square coming to completion over the next year or so a S106 contribution should be secured to contribute to a redesign of the public realm along Charles Street.

Loss of Employment Land: There is no justification for loss of employment land or the existing B1 jobs in the submission.

Adequacy of parking: 40 parking spaces would be lost within the city centre. The application lacks detail about a genuine comparison between existing and proposed and fails to provide sufficient information in order for MCC to properly consider and manage the level of car parking within this highly attractive visitor location and does not provide a realistic trip analysis. The Transport Statement states *insufficient records of how many or which residents use the car park* (paragraph 5.2.6). This is contrary to policy T2 of the MCC Core Strategy which states: *The Council will actively manage the pattern of development to ensure that new development... Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.* MCC would surely find it difficult to properly consider the loss of 40 car park spaces within the wider city centre provision.

Highway safety / Vehicle Access: An inadequate justification has been provided for extinguishing Mouncey Street (supposedly because “it has always been a dead-end” (paragraph 1.26 of the Statement of Consultation, paragraph 4.38 of the ES Vol 1,)). There are concerns that it is proposed to have a delivery entrance on Mallard street which would impact on local businesses in terms of storage/car parking and access. It is not possible for 2 cars to pass on this street and there are issues with the Palace hotel using York street for deliveries which creates an almost constant stream of trucks and vans beeping and reversing down the street fighting with each other for access. This would be impossible if 2 hotels try to have their access in York Street. This site is just not suitable for the volume of traffic that a hotel of this size

would bring. Clarification is required of what would go on during the build on both York and Mallard and how access to businesses would be maintained as the red outline on the drawing shows parts of the streets encompassed in the development.

Noise and disturbance resulting from use: There is potential for disturbance to users and inhabitants of adjacent buildings due to the potential amplification of train noise and reverberations due to the height and location of the building which has not been dealt with. Using the baseline of ground level noise fails to properly take account of the actual surrounding area and viaduct in particular. Ground level is not an appropriate baseline to use in this case and it fails to properly take account of its setting, which is more pertinent noting its effect on the setting of listed buildings in the vicinity. Re-notification of potentially affected parties should take place when this information becomes available and mitigation to be secured by way of condition might be necessary.

Inadequacy of the submitted Air Quality Assessment (AQMA): It cannot be assumed that adverse effects are considered unlikely when a full *assessment of building emissions impacts could not be completed at this stage due to insufficient detail on emissions being available (e.g. plant specification, location/height, flue gas volume, etc.)* (page 21, paragraph 6.3 Building Emissions). In order for MCC to be able to properly consider and if necessary, impose appropriate and enforceable conditions on its grant, it is necessary to present sufficient detail in order to evaluate the effects. This is particularly important in an area which is already considered in excess of standards (an AQMA).

Effect on listed building and conservation area: Despite being nestled within a busy, city centre environment the site sits within a myriad of heritage assets; listed buildings and a conservation area. There is no quantification of actual/realistic (rather than theoretical) impact on surrounding heritage assets within the submission. MCC must “have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses” (Section 66 Planning (Listed Buildings and Conservation Areas) Act 1990) and the “desirability of preserving and enhancing the character and appearance” of the designated area” (section 72 Planning (Listed Buildings and Conservation Areas) Act 1990).

Use Classes: The proposal seeks permission for ‘ancillary uses’ for restaurant and bar uses, but genuinely ancillary uses do not by their nature feature in the description of permitted development. This is unfortunate terminology and considering the Application in its entirety we would suggest the proposal is really seeking permission for mixed-use development. Furthermore, if granted permission, there is potential to cause issues in enforcement as there is no guarantee of end user. The ‘ancillary uses’ – which do not have any proposed hours of operation, but note are ‘publically accessible’ (paragraph 1.25 Statement of Consultation) – could be intensified, or used separately from the hotel.

Local Labour Agreement: The Local Labour Agreement, which is drafted conditionally would only take effect if the current proposer becomes the end-user. This ‘agreement’ provides no assurance of any use of local labour. Furthermore, it fails to provide any sound basis upon which such provision would be put into action. Instead, it simply records at the time of signing, an intention of the current proposed

end-user that he will 'endeavour' to consider ways in which he might bring forward use of local labour. It fails to identify any legal basis for this record. It is not a planning obligation, which could form a determinative factor of the Council's consideration/decision. Nor is it any legal agreement, with multiple parties who might be able to enforce the intention against the signee. It is an undertaking at best, but without a legal framework, it provides very little prospect of realisation.

In absence of:

- Identification of the workers who require this type of intervention
- any demonstrated need of absence of use of local labour
- any detail of how the scheme might work
- any request for such from MCC, with the support of its local policies

it should be afforded no weight in the case officer's balance.

TV Reception: The potential impacts are based on a shadow zone impact based on theoretical dish data and their potential impacts on adjacent buildings has not been properly quantified or appropriate mitigation proposed.

General: At present, MCC does not have sufficient (in part inaccurate, or absence of) information submitted in order for it to properly and fully consider this detailed application for full permission. This is of fatal importance noting it is EIA development and therefore MCC has a greater duty to ensure it has had all relevant material factors before it in order to reach a just decision. The impact of this proposal on heritage assets, archaeological remains and the environment must be substantiated and justified, with appropriate mitigation measures identified and designed into the scheme. We would suggest the Applicant is asked to withdraw the current Application to enable the completion of remaining surveys/reports to remedy the above mentioned deficiencies and resubmit only once all necessary surveys and assessments have been carried out. This in turn would enable MCC to impose only those conditions considered necessary to properly manage the development (if granted). If not withdrawn, then MCC should refuse the Application for failing to provide sufficient information or justification to warrant permission which cannot be remedied by the imposition of conditions. However, in an effort to proactively engage as Council officers must, we recognise that there may be opportunity to seek further and better information from the Applicant in order to still progress the proposal under this Application reference. If MCC determines the Application on present information in our opinion it risks making an uninformed decision which has potential to be legally challenged for lack of information, in particular relating to its potential to give rise to detrimental/adverse impact on surrounding neighbours, heritage assets and protected species. The determination date should be extended if necessary to enable affected parties and others to properly consider the impact of the detailed information.

Manchester Conservation Area and Historic Buildings Panel – Panel suggested that due to the transformational changes taking place in this area, the whole of the zone had become transitional but the character of this side of the street was of lower rise buildings which they felt should remain. They felt that a building at this height was not a contextual response and that the street would become a canyon. They

raised concerns over the loss of the existing building which represents its age and design and regretted its loss.

They noted that the city block went beyond the viaduct and the proposals go against what should be there. They felt that the principal elevations should not have blank windows. The patterns and recesses would not have an impact and the materials would be of an inappropriate quality and likely to weather badly.

The proposal appears as a stumpy block without any attempt at subtlety and had a very abrupt relationship with the listed buildings. They felt that the scale, massing and proportions were poor and the building should be at more human in scale. They suggested that the setting of the conservation area would be diminished and it would be a poor neighbour to the Portland Stone building on the corner.

Places Matter – Were supportive of the proposition and whilst understanding the rationale for the proposed height of the building, saw no reason why it couldn't be higher.

They also made the following points following a pre-submission presentation of the proposals:

- The two-storey zone was felt to be very important and the plinth approach was supported in principle, whilst needing some further work;
- The wall to window ratio needs to be considered in terms of “what you were talking to” as the building rises in height and how it will be viewed and might change;
- The quality of existing materials, some large scale and sculptured bases, can be brought to the ideas of dressing this building. In this respect, a carefully consideration of where best to focus and spend the money on the building to best effect was urged;
- The window to wall ratio of the nearby Lass O' Gowrie Public house was discussed and the fact that the high proportion of wall makes this a very interesting building. The place is a little “bit frontier” at present and the panel discussed with the option to flip the restaurant to the first floor and to make the base a heavier piece, whilst maintaining the overall diagram.
- The language of the elevations needs to respond to the context of the Principle Hotel;
- Design evolution should be tested alongside impacts from appropriate viewpoints of the site.
- A more sophisticated public realm would contribute to the buildings setting and functionality;

Historic England – Did not wish to offer any comments and have suggest that officers seek the views of the City Council's specialist conservation and archaeological advisers, as relevant.

Head of Highways- Have no objections and are satisfied that the scheme, is unlikely to generate any significant network implications. Impacts from construction and servicing can be addressed within Construction and Servicing Management Plans, recommended to be conditioned and attached to any future consent of the

application. Conditions are also recommended in relation to Off-site Highways Works to include S278, S247 and bus stop relocation, Cycle Storage, Pick up/ Drop off Management, Events Management, Construction Management and the requirements for a Travel Plan.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - Has no objections but recommends that conditions relating to the acoustic insulation of the premises and any associated plant and equipment, air quality management, any contaminated land mitigation requirements, the storage and disposal of refuse, the hours during which deliveries can take place and the management of construction be attached to any consent granted.

Greater Manchester Police (Design for Security) – No objection subject to the recommendations contained in the Crime Impact Statement being implemented. .

Greater Manchester Ecology Group – Have no objections and note that no significant ecological constraints have been identified. The only issue would be associated with nesting birds and the clearance of scrub during the bird breeding season they have recommended a condition to mitigate that risk and a condition to secure biodiversity enhancements.

Flood Risk Management Team – Conditions should ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify their achievement.

Environment Agency - Have recommended conditions in relation to flood risk management and to mitigate the risks to adjacent ground and controlled waters and have recommended that guidance set out within their document 'Guiding Principles for Land Contamination' is followed.

TFGM - No objections subject to a condition requiring the adoption of a Travel Plan being attached to any consent granted.

United Utilities will have no objection providing specific conditions ensure that no surface water from this development is discharged either directly or indirectly to the combined sewer network and that the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Greater Manchester Archaeological Unit – A Desk Based Archaeological Assessment (DBA) concludes that the archaeological interest is probably of high local significance. This includes early-19th century single depth 'back-to-back' housing fronting Mallard Street, Mouncey Street and York Street, and shops fronting Charles Street. Industrial buildings were developed at the northern end of the site in the early nineteenth century which were demolished for the railway viaduct in the 1840s. Mainwaring's Foundry and an engineering works occupied the site in the 1880's. The single depth housing was demolished early in the twentieth century and replaced by a small two storey warehouse and a Manufacturer of rubber, brass and steel stamps. This building has been used variously as offices and a nightclub. The proposal would have a major impact upon the survival and significance of any archaeological remains.

GMAAS accepts that targeted evaluation trenching should be carried out to determine the survival and condition of remains relating to the early 19th century residential and 19th century industrial activity.

Work and Skills – Recommend that a local labour condition is included for the construction and end use phases which incorporates a requirement to provide a report of local labour achievements.

Manchester Airport , Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections.

ISSUES

Local Development Framework

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC19.1, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The Core Strategy has Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles – Sustainable development can contribute to halting climate change. This development would be in a highly accessible location, close to good public transport links, and would thereby reduce the need to travel by private car.

SO2. Economy - The hotel would help to improve the City's economic performance providing jobs during construction with permanent employment and facilities in the hotel. It would support business and leisure functions of the city centre and the region.

S05. Transport – Improved connectivity through the development of sustainable transport networks would enhance the City's functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. The proposal is in a highly accessible location and would reduce the need to travel by private car and make the most effective use of public transport facilities.

S06. Environment - The proposal would help to protect and enhance the City's built environment and ensure the sustainable use of natural resources, in order to: mitigate and adapt to climate change; improve air, water and land quality; improve recreational opportunities; so as to ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). 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. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposed development is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 124 states that the creation of high quality 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.

Paragraph 127 confirms that 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; create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future

users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs 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.

NPPF Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy EC1 - Land for Employment and Economic Development, Policy EC3 The Regional Centre Policy CC1 (Primary Economic Development Focus) Policy CC4 (Visitors, Tourism, Culture and Leisure) and CC8 (Change and Renewal) – The proposal would deliver economic development within a part of the City Centre identified in Policy EC1 and CC1 as a focus for primary economic development. The proposal would support the City's economic performance and help to reduce economic, environmental and social disparities and create an inclusive sustainable community. The site is well connected to transport infrastructure.

The City Centre is a key location for employment growth and the proposal would create jobs during the construction and operational phases. The hotel would use the site efficiently, improve a partially vacant site and building, enhance the sense of place within the area, and would provide users and employees with access to a range of transport modes and reduce opportunities for crime.

The proposal could help to assist the delivery of long term objectives at The Corridor Manchester and Circle Square. These identify that adjacent areas should be focal points for investment and the proposal would complement nearby schemes.

The development would be highly sustainable with good access to sustainable transport. This would maximise use of the City's transport infrastructure and enhance the built environment, creating a well-designed place that would enhance and create character and reduce the need to travel. It would develop an underutilised, brownfield site. It would complement a well established community and contribute to the local economy through guests using local facilities and services.

A hotel would enhance the area and create character and help to create a neighbourhood where people would choose to be. The hotel would support business and leisure functions, improve the range of accommodation options and be close to visitor attractions such as the City Art Gallery, Manchester Museum, Home, The Palace Theatre, the Universities and the Retail and Commercial Core.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The Regional Centre will be the focus of economic and commercial development, leisure and cultural activity and high quality city living. The proposal would help to create a neighbourhood which would attract and retain a diverse labour market. It would significantly increase activity, support business and leisure functions and promote sustained economic growth.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The highly sustainable location would give people choices about how they travel and contribute to sustainability and health objectives. The area is close to Piccadilly and Oxford Road Stations and Metroshuttle routes and should maximise the use of sustainable transport. A Travel Plan would facilitate sustainable transport use and the City Centre location would minimise journey lengths for employment, business and leisure activities. The proposal would help to connect residents to jobs.

CC7 (Mixed Use Development), and Policy CC10 (A Place for Everyone) – This would be an efficient, high-density development in a sustainable location. As the City's economy continues to grow, investment is required in locations that would support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. The hotel would support local businesses through supply chain arrangements and guests could use local restaurants and bars.

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The design has been considered carefully and has been subject to consultation with a number of relevant key stakeholders. It would maximise the use of land and would be appropriate to its context. The building could be considered to be tall within its local context but would be of a high quality. The location is appropriate, it would contribute to place making and would bring significant regeneration benefits. The design would respond positively at street level. The design is discussed in more detail below.

A Tall Building Statement identifies key views and assesses its impact. It evaluates relationship of the building to its site context / transport infrastructure and its effect on the local environment and amenity which is discussed in more detail below.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement, have demonstrated that 60 Charles Street does make some contribution to the setting of the rear elevations of Grade II* Listed buildings. These listed buildings form an important part of the southern side of the Whitworth Street/ Princess Street Conservation Area. However, overall, 60 Charles Street makes little contribution to the townscape and has a negative impact on the setting of designated heritage assets. The proposal would not result in any significant harm to the setting of nearby listed buildings or the adjacent Conservation Area and the quality and design would sustain the adjacent heritage value of the heritage assets. The development would have a beneficial impact on the surrounding area. This is discussed in more detail below.

The focus of the Government's planning policy guidance is to ensure that the desirability of sustaining and enhancing the significance of heritage assets is taken into account and that they are put to viable use, consistent with their conservation (NPPF paragraph 185).

Development within or adjacent to heritage assets could have some impact on their fabric or setting, and this could be either beneficial or harmful. The fundamental design objective is to ensure that the impact on a heritage assets is demonstrably beneficial, minimising any negative impact on significance. Consequently, development is must be justified by clear and convincing evidence of the impact. The proposal would result in either a beneficial impact or limited instances of “*less than substantial harm*” (*minor adverse*) in terms of visual impact on the character and appearance of the conservation area and the setting of listed buildings.

Paragraph 193 states that when considering 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 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a. Grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b. assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Section 195 states that where a proposal will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a. the nature of the heritage asset prevents all reasonable uses of the site; and
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d. the harm or loss is outweighed by the benefit of bringing the site back into use.

Section 196 states that where a 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 proposal would redevelop an underutilised site. 60 Charles Street has been substantially altered and has been extended at roof level. It is considered to have low evidential, historical, aesthetic and social value. Due to its age it does have some local historical and architectural interest and is does contribute subtly to the setting of the rear of Grade II* listed buildings within the adjacent Whitworth Street / Princess

Street Conservation Area. It would not meet the criteria for national listing and is unlikely to meet the criteria for local listing.

The open nature of the remainder of the site has a negative impact on the setting of nearby heritage assets and a good quality building that makes a positive contribution to the townscape could enhance their setting.

Overall therefore, the present condition of the site makes limited to no contribution to the townscape and has a largely negative impact on the setting of designated heritage assets. It is considered that the loss of the building would result in less than substantial harm to the setting of the adjacent Conservation Area and adjacent listed buildings as a whole and this needs therefore to be weighed against the public benefits to be derived from its loss.

For the reasons outlined later in this report, officers consider that the quality and design of the proposals would address the street block and would make a positive contribution to the townscape and enhance the setting of those heritage assets. This would sustain their value as there are substantial public benefits which would be derived from the proposal which would outweigh any harm to the setting which would be caused by the loss of the building currently on the site. That harm is necessary both to secure those benefits, to fully realise the optimum viable use of the site and secure its wider potential in urban design terms.

The compliance of the proposals with the above sections of the NPPF and consideration of the comments made by Historic England is fully addressed in the report below.

Core Strategy Section 8 Promoting healthy communities - The creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

Saved UDP Policy DC20 (Archaeology) – There are likely to be archaeological remains on the site which may be of high local significance about which a proper record should be made.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -An Environmental Standards Statement demonstrates that the proposal be energy efficient and include sustainable technologies at conception, feasibility, design and build stages and in operation. It would follow the principles of the Energy Hierarchy to reduce CO2 emissions. An Energy Statement sets out how the proposals would meet target framework requirements for CO2 reduction from low or zero carbon energy supplies.

The proposals would pass the Exceptions Tests as set out later in this Report given the City Centre location the Sequential test is not required.

Surface water drainage from the development would be restricted to a greenfield run-off rate if practical, and post development run-off rates would be reduced to 50% of the pre development rates as a minimum.

The drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and any localised flooding would be controlled for up to and including the 1 in 100-year storm event including a 20% increase in rainfall intensity. The surface water management would accord with the NPPG and DEFRA guidance in relation to Suds

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of pollution from ground conditions, air and water quality, noise, vibration, waste and biodiversity demonstrates that there would be no significant adverse impacts. Surface water run-off and ground water contamination would be minimised

There is no conclusive evidence about the presence of any protected species on the site or nearby that would be affected by the proposal. There would be no adverse effect on any statutory or non-statutory designated sites in the wider area.

The Green and Blue Infrastructure Strategy sets out objectives for environmental improvements within the City in the context of growth and development objectives. The proposal should exploit opportunities and this is discussed in more detail below. There would not impact on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details the measures that would be undertaken to minimise the production of waste during construction and in operation. The onsite management team would manage all waste streams throughout the building.

DC22 Footpath Protection - The ground floor activity and repaving would improve pedestrian routes. Mouncey Street has been a service route for the site and the current car park and as such the stopping up would not affect any pedestrian routes.

Policy DM 1- Development Management - Outlines general issues that all development should have regard to and of these, the following issues are of relevance to this proposal:-

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;

- impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

Other Relevant City Council Policy Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the city centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over period of the plan, updates the vision for the city centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities

The site of the current planning application falls within the area designated as the Corridor. The Plan recognises 'Corridor Manchester' as a unique area of the City, and the most economically important in Greater Manchester.

The plan identifies the Corridor Manchester as a unique area of Manchester and the UK. It is a hub containing world-class higher-education institutions, a leading research and teaching hospital complex, and a rich range of cultural facilities

It notes that the successful development of Corridor Manchester is fundamental to driving future economic growth and investment in the Manchester City Region. Corridor Manchester is identified as economically the most important area within Greater Manchester, with more job creation potential than anywhere else. The area generates £3billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the past five years. The area has more than 60,000 jobs, over half of which are within knowledge-intensive sectors, including health, education and professional, scientific and technical sectors.

The strategy identifies the continuing development of the University of Manchester and Manchester Metropolitan campus masterplans to create high quality learning environments that enhance the student experience. The proposed hotel would provide complimentary facilities for people visiting the Corridor Hub close to good transport links for ease of access.

Corridor Manchester (SRF 2018) / Corridor Manchester Strategic Vision to 2025-

This seeks to guide development and investment activity in the area in order to achieve the Corridor Manchester Strategic Vision to 2025. Corridor Manchester is a strategically important economic contributor and a key growth area within the city. The Corridor Manchester Strategic Spatial Framework builds on this setting out a long term spatial plan for the Corridor based on recognition that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise their potential. This is evidently a constraint to the realisation of the Corridor Manchester vision.

The Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful the area needs to be cohesive and inclusive. The development programme plans to deliver over 4 million sq. ft. of high quality commercial, leisure, retail, and residential space.

The SRF places an emphasis on realising the place-making potential of the Corridor at the heart of the Framework. Objectives in this regard include:

- Encouraging the design of development to reflect and showcase the world-leading work and activities taking place within the Corridor;
- To encourage a more diverse retail, food and drink, culture, leisure, sport and entertainment offer within Corridor Manchester, supporting stronger daytime and evening economies;
- To enhance the public realm through well-planned and designed streetscape; and
- To connect and animate the space, forming intersections where people can meet formally and informally.

Building on this, the Framework seeks to secure anchor destinations and the mix of cultural uses, cinema and theatre; coffee shops, restaurants and independent shops that combine to provide places where people spend their leisure time. It promotes the siting of new uses where they will thrive and can act as a springboard for the emergence of secondary destinations.

There will be a requirement for development proposals to contribute positively to these key place-making objectives for the Corridor. It is considered that the proposed hotel and its ancillary facilities would be well placed to contribute to and complement the realisation of the above objectives for the area.

The Former BBC Strategic Development Framework (BBC SRF) and Circle Square Masterplan – Circle Square to the south of the Site (the former BBC site), and is a key strategic regeneration site within the Oxford Road Corridor.

The Circle Square development is already well underway with substantial progress made delivering multiple phases on. In total, Circle Square will provide:

8 buildings varying from 12-37 storeys, buildings fronting Charles St will range from 17- 37 storeys

- 1.2m sq. ft. commercial space – including a new hotel
- C430,000 sq. ft. (NIA) PRS residential (c.700 apartments)
- C. 390,000 sq. ft. serviced apartments (c.1000 units)
- C.100,000 sq. ft. retail space
- Multi-storey car park providing c.1000 spaces
- Reinstatement of historic street routes creating a fine grain running north/south and
- east/west
- 2.2 hectares new public realm – a significant, central green space with c.200 new trees & a central commercial unit

The proposed development in this location would provide a complementary facility to support the successful delivery of the Masterplan.

North Campus Strategic Regeneration Framework, January 2017 - The Application Site is located to the west of the North Campus SRF area. The North Campus is one of the few large, centrally located sites in Manchester City Centre yet to undergo major regeneration. There are vast opportunities that have been identified in the area that will allow this part of Manchester to reconnect with the city and with other redevelopments in its vicinity. It is anticipated that the North Campus will be able to provide and deliver numerous social, economic and environmental benefits to Manchester and to the wider North West region.

Close to Manchester's Piccadilly train station and Oxford Road, North Campus will enhance city centre connectivity. The area will also benefit directly its proximity to the integrated transport hub and from the delivery of both HS2 and Northern Powerhouse Rail (NPR).

As well as creating the opportunity for new homes and jobs, the benefits of North Campus to the city of Manchester include accessibility and direct connection to the University of Manchester's main campus to the south-west, and central Manchester to the north of the site. The Application Site is well positioned on Charles Street to help improve this connectivity along east-west routes from Oxford Road to Piccadilly.

The Greater Manchester Strategy, Stronger Together-This is the sustainable community strategy for the Greater Manchester (GM) Region. The proposal will deliver the comprehensive refurbishment and redevelopment of an underutilised site within the City Centre in order to bring a new hotel brand to the City. The proposal will therefore help to achieve a number of key growth priorities set out within the GM strategy including the reshaping of the economy to meet global demand, building Manchester's global brand and improving international competitiveness

The Greater Manchester Strategy for the Visitor Economy 2014 – 2020 – This strategy sets out the strategic direction for the visitor economy from 2014 through to 2020 and is the strategic framework for the whole of the Greater Manchester city-region. It outlines how Manchester will seek to secure its share of the global tourism industry, not just with mature markets but also in the emerging markets of Brazil, Russia, India and China. It also sets out the potential for business tourism to make a considerable contribution to the prosperity of Manchester stating that the attraction of

national and international conferences not only contributes directly to the local economy, but also supports wider city objectives of attracting talent and investment in key industry and academic sectors. One of the key aims of the strategy is to position Manchester as a successful international destination securing the first Hotel within this brand within Manchester would contribute towards that objective.

Destination Management Plan (DMP) – This is the action plan for the visitor economy for Greater Manchester that aligns to the tourism strategy, ‘The Greater Manchester Strategy for the Visitor Economy 2017 - 2020’. The plan identifies what needs to be done to achieve growth targets by 2020. The activity includes not only the plans of the Tourist Board, Marketing Manchester, but also those of other stakeholders and partners including the ten local authorities of Greater Manchester, Manchester Airport, other agencies and the tourism businesses themselves. The DMP is a partnership document which is co-ordinated and written by Marketing Manchester but which is developed through consultation with all the appropriate stakeholders through the Manchester Visitor Economy Forum. The Forum comprises senior representatives from various visitor economy stakeholders’ or The DMP has 4 Strategic Aims:

- To position Manchester as a successful international destination
- To further develop Manchester as a leading events destination
- To improve the quality and appeal of the product offer
- To maximise the capacity for growth

The proposed hotel would align with these aims, whilst securing this hotel brand within the City would should realise capacity for unlocking the region’s international tourism potential.

Conservation Area Declarations

Princess Street / Whitworth Street Conservation Area Declaration

The Princess Street / Whitworth Street Conservation Area which lies adjacent to the site has been designated as a Conservation Area as it lies at the heart of Manchester's business and commercial district and to preserve and enhance the impressive grandeur of this part of the City historically associated with major banking, insurance and other financial institutions for the North of England. The area today is remarkable for buildings which whilst of a variety of architectural styles stand well together. The area was designated in November 1970 and extended in June 1986.

Other National Planning Legislation

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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

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

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations') and has considered the following topic areas:

- Flood Risk and Drainage;
- Wind microclimate;
- Noise and Vibration;
- Historic Environment;
- Daylight and sunlight;
- Townscape and visual impact;
- Construction Phasing and Methodology;
- Cumulative impacts.

The proposal could have 'significant' effects on the environment by virtue of such factors as its nature, size or location. Whilst the site is only approximately 0.11 hectares and is below the normal 1 hectare threshold, this is considered to be an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. It has therefore been concluded that an EIA should be carried out in relation to the topic areas where the development could have a significant effect on the environment.

The Schemes Contribution to Regeneration The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its longer term economic success. There has been a significant amount of regeneration within the Corridor Area over the past decade and as one of the biggest construction projects currently being delivered in the Region, Circle Square is a key part of that transformation.

The Greater Manchester Forecasting Model prepared by Oxford Economics, in 2015 forecast growth in the region of 128,300 more people; 109,500 net new jobs; and £17.3 billion more GVA by 2024.

Development activity at Circle Square and in The Corridor will enhance activity and vibrancy along Charles Street, which will become an important strategic route linking Mayfield, North Campus, Circle Square, First St and Gt Jackson St. It will be important in this revised context to improve the environment on the north side of the street.

The existing serviced office, workspace and conferencing space would be lost. The current leaseholder has entered into an unconditional agreement to surrender their lease by the end of September 2019. The accommodation is dated, its layout is inefficient and it does not have many of the features required by modern day office occupiers. For example it does not have raised floors, the lighting is poor, there is no air conditioning system, perimeter radiators provide poor quality centrally controlled heating, and the windows are single glazed. The office floor plates is small compared with other better quality spaces bring brought to the current market.

The market for this type of serviced accommodation is competitive. Dedicated providers offer an affordable, high quality, serviced office and co-working space in more central locations. The space would need to be refurbished in order to attract modern occupiers, but even then, commercial agents have advised that the quality would not compete with the existing and emerging commercial floorspace across the City Centre. A new refurbished office offer would therefore not be commercially viable.

The proposal would increase the number of full time jobs on the site during construction and in operation. It is estimated that the total gross employment impact during operation would be 110 FTE jobs.

This proposal would provide 4* hotel rooms close to tourism and business leisure destinations. It would be of a higher standard and quality than budget operations but would target a different market than The Principal Hotel.

The development of brownfield sites is consistent with a number of the GM Strategy's key objectives, including the Strategy for the Visitor Economy. A hotel would support the City's growth as a visitor attraction and business destination, both domestically and internationally. The site is well suited for this use given its city centre location, prominence on a key pedestrian route and its proximity to Oxford Road and Piccadilly Stations. Manchester is second most visited city in England for staying visits by domestic residents and third for international visitors. It is the third busiest UK city destination for international visitors after London and Edinburgh and 23% staying visitors are international. Whilst the supply of hotel rooms has increased significantly in the City over the past five years, it has been exceeded by greater demand.

The estimated value to Greater Manchester of the Visitor Economy is over £7.5 billion annually supporting around 92,000 FTE jobs. Marketing Manchester estimated that 4.5 million visitors stay in Manchester every year generating 10.3

million overnight stays annually. The target is to increase this to 13.7 million by 2020, and additional rooms are required to serve this future demand. Marketing Manchester state that occupancy rates averaged 80% for 2017, highlighting the City's popularity and the demand for bed spaces. Around 1,650 new rooms were added to the city centre *stock* during 2018, with 1,963 to be delivered across 2019 and 2020.

This proposal would deliver significant regeneration benefits by repairing the Charles Street frontage, re-instating the historic building line and helping to establish a sense of place. It would respond positively to its context and the setting of nearby listed buildings would enhance the street scene. It would bring a positive use to a site which has an open nature and, generally, a poor appearance, contribute to the economy and complement nearby hotel, residential and commercial uses.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a building of 16 storeys is appropriate in this location. This would be a tall building and should be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE.

Design Issues, relationship to context, including principle of tall building in this location and the effect on the Historic Environment. This considers the overall design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. The key issues are the appropriateness of a tall building and its impact on the setting of listed buildings, principally the Principle Hotel and Lass 'o'Gowrie, and the adjacent Whitworth Street / Princess Street Conservation Area. The design has been discussed at pre-application with Historic England and Places Matter and public engagement took place.



The Core Strategy supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver significant regeneration benefits. Sites within the City Centre are considered

to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes

The site has largely been in its current condition for nearly 10 years and requires investment. It is relatively constrained and contains a building that could be considered to be a non-designated heritage asset due its age and local historic and architectural interest. A number of bedrooms are required to ensure viability and this, to some extent, has driven the height and external design. The scheme proposed would make an efficient use of the site.

The streetscape is diverse and is changing as a result of development at Circle Square. The Factory on Princess Street is 3 storeys and the Holiday Inn on Oxford Road is 12 storeys. Heights on Charles Street vary from the more domestic scale of the Grade II Listed Lass'o'Gowie pub at 2 storeys, to Bracken House at 9 storeys and the much greater scale of developments on Circle Square which range from 12 to 36 storeys.

The Whitworth Street / Princess Street Conservation Area is part of the backdrop to the site and is a little-altered part of Manchester's textile trading past. Many buildings have been converted in a manner which has allowed their character to be maintained. The large-scale, monumental Victorian and Edwardian warehouses along Whitworth Street and Princess Street, have a high architectural and group value which define a strong sense of place. They dominate the area and enhance its character and understanding. This character and the proximity of Circle Square has informed the approach to the massing.

The site is within a swathe of land along the rail corridor between Piccadilly and Deansgate stations that has, over the last 10 years, undergone significant growth and development. There have been a number of high-rise developments which include Circle Square, Deansgate Square, Great Jackson Street, Cambridge Street, New Wakefield Street and Axis. This has been part of the planned expansion of the City Centre as set out in a number of SRF's to address growth requirements.

Historic analysis identified that Mouncey Street only served the demolished back-to-back housing and terminated in a dead end. York Street and Pritchard Street provided permeability through the viaduct. The option to combine 60 Charles Street and the car park by stopping up Mouncey Street, provides an opportunity to build on the Whitworth Street grain, by creating a large building plot and a more defined street edge. This could deliver a building of a scale and quality that responds to the historic Whitworth Street buildings. .

The development should strengthen the street frontage and the publically accessible and active uses to Charles Street and York Street would create natural surveillance.

The building would assist legibility, enhance the sense of place, and with Circle Square, help orientation. The site is close to Oxford Road and Piccadilly Stations which are important gateways into the city. As the establishments of the Circle Square neighbourhood progresses Charles Street will become an important pedestrian and visual link between regeneration areas. A taller building on this site would complement the approved taller buildings at Circle Square.

The Core Strategy requires that tall buildings complement the City's key building assets including designated and non-designated heritage assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester. Tall buildings should enhance the character and distinctiveness of an area without adversely affecting established valued townscapes or landscapes, or intruding into important views. It is considered that the proposals respond to these aspirations.

The sites poor appearance harms the setting of the Whitworth Street / Princess Street Conservation Area, the setting of nearby listed buildings and the quality and character of the townscape. It erodes the street pattern, interrupts the prevailing building line, creates a fragmented streetscape and evokes a sense of semi-dereliction. This affects and weakens the character and appearance of the area and creates a poor impression and a lack of street level activity.

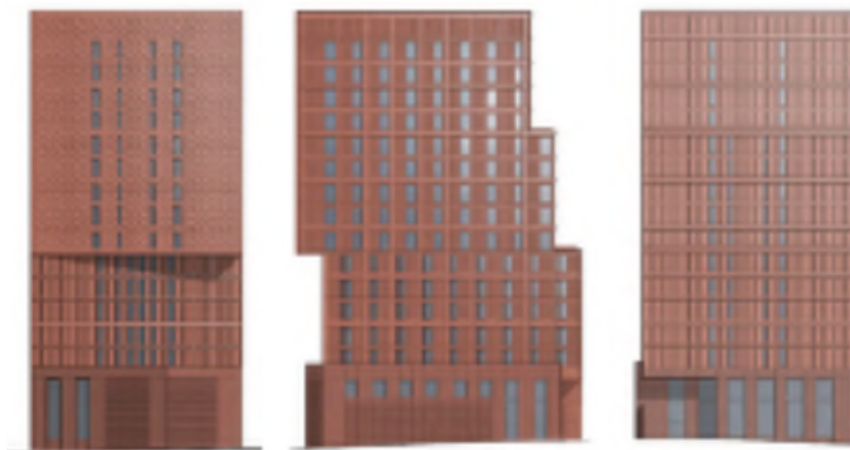
Paragraph 127 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and defence optimises the potential of the site.

The proposal would provide a sense of enclosure, define the street block, create a dense urban grain and follow the historic back of pavement building line. The scale, massing and appearance of the proposed building would deliver a high quality contemporary building which would enhance the cityscape. The building would appear as a 'carved' object which relates to the rich and robust architectural detailing on the adjacent listed buildings and those within the adjacent conservation area, notably the Grade II * Place Hotel.

The building would have a tri-partite composition typical of adjacent buildings, particularly those within the adjacent Conservation Area. This includes a clear base, middle and top, expressed through form and changes in materials.

The Ground & First level 'plinth' would have a strong visual relationship with the Lass o'Gowrie and the eastern end of Charles Street. A step back on Charles Street establishes a clear relationship with Oxford Place and reinforces the 7 storey height line along Charles Street. An additional set back at level 12 would further break down the volume of the building. The upper levels set backs would ensure that Charles Street does not become a canyon. It would create separation from buildings at Circle Square which would improve the quality of the pedestrian space.

The north elevation has a 5 storey set back above the 2 storey plinth which would break up the massing and add visual interest. This façade would be set at an angle that relates to the rail viaduct which has itself sliced through the historic street grain



The colour of the pre cast panels would be similar to the colours of the Principle Hotel. This would respond well to the listed building and the red brick of many of the buildings near to the site. Different textures on the panels would respond to the contrast of brick and tile found on many nearby buildings.

The 2 storey base clad in pre-cast stone panels and would reflect the height of the lower buildings on Charles Street, in particular the Lass ‘ o’ Gowrie. The top element would be formed from a metal parapet to provide a lighter and more delicate contrast to the reconstituted stone panels.

The proposal acknowledges the characteristics of massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner and is an appropriately designed response to context.

Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

The development of the site presents an opportunity to preserve or enhance the setting of the adjacent Conservation Areas, and preserve the setting of adjacent listed buildings and the wider street and townscape as required by the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act.

A Heritage Assessment Townscape and Visual Impact Assessment used Historic England’s updated policy guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017).

The applicant explored the retention and reuse of the existing building with a new build block on the car park containing the bedrooms. This would result in a building of 23 storeys. The form of development would have been less appropriate to its context and would have affected viability

The evidential, historical, aesthetic and communal value of 60 Charles Street has been assessed to determine if it has any special heritage interest. It was constructed

in 1914 in a simple style for J. T. Clarke & Son as their rubber stamp manufactory/warehouse. Its Edwardian construction/design means it has some local historic and architectural interest. However, it retains little original internal fabric, except for the rear workers' staircase, and some timber casement windows and supportive corbels. It was extended at roof level in the early 20th century, suffered two fires in 1942 and 2009, and has been refurbished throughout.



Figure 56 – The second floor northern room.



Figure 57 – The inserted stairs from second floor level up into the c1920s roof extension.



Figure 58 – The southern half of the roof extension.

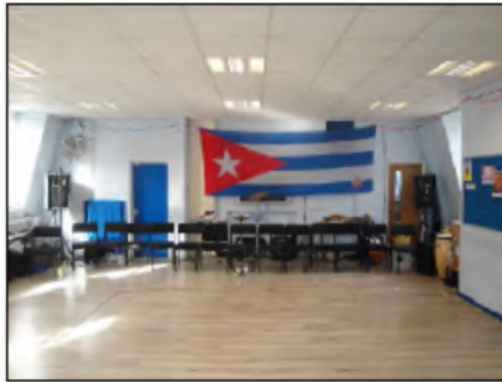
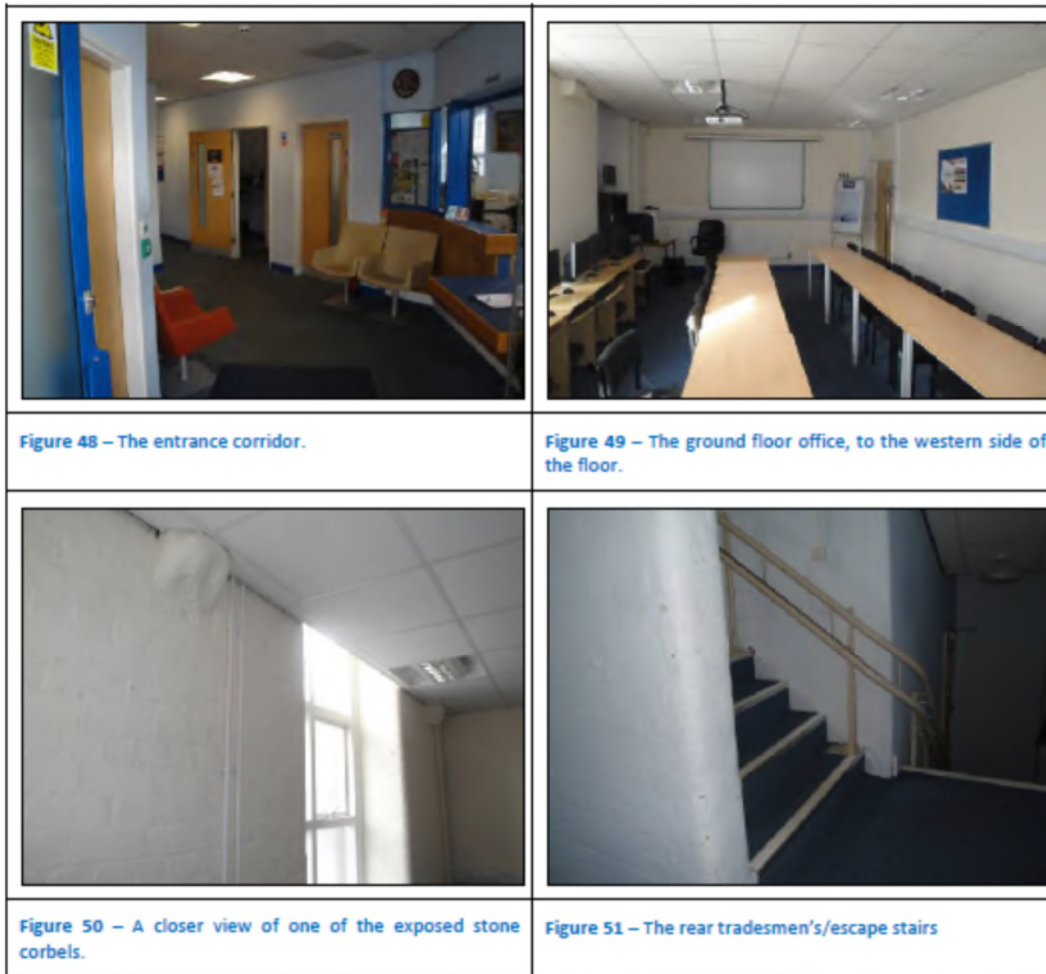


Figure 59 – The northern half of the roof extension.

The building does contribute to the setting of the rear elevations of the Grade II* Listed buildings to the southern side of Whitworth Street (i.e. to the north of the site across the railway viaduct) which form an important part of the Whitworth Street / Princess Street Conservation Area. However, it low evidential, historical, aesthetic and social value in relation to the architectural and historic interest.



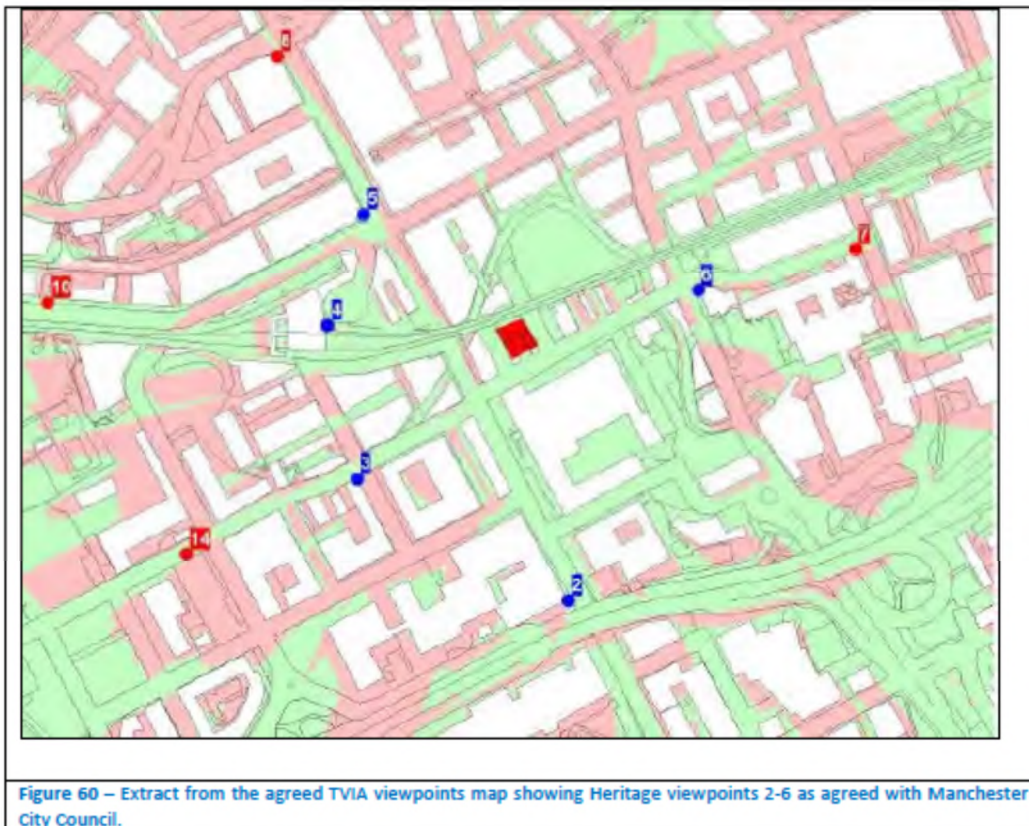
Paragraph 197 of the NPPF advocates that a balanced judgement should be taken towards demolition In relation to the scale of the buildings loss and its significance. The building is a fragmented remnant of the streetscape following the demolition the remainder of the site. This may support a case for its retention. However, this must be balanced against urban design arguments that support its demolition and whether it could be integrated into redevelopment. Its demolition would allow the comprehensive development of the application site which could benefit the setting of the Whitworth St / Princess Street Conservation Area and the setting of the adjacent listed Buildings. The harm resulting its demolition of would be mitigated and outweighed by the public benefits of the sites regeneration.

When seen from the radial approaches to the city, the city centre skyline expresses the density of the City. There are numerous tall buildings which form important elements of Manchester's skyline and they are an essential part of the character of any dynamic city.

There are historic buildings on Charles Street alongside larger, more modern developments. However, to the north, east and west the historic heritage assets remain dominant against the mid-late 20th Century development and this proposal would not change this.

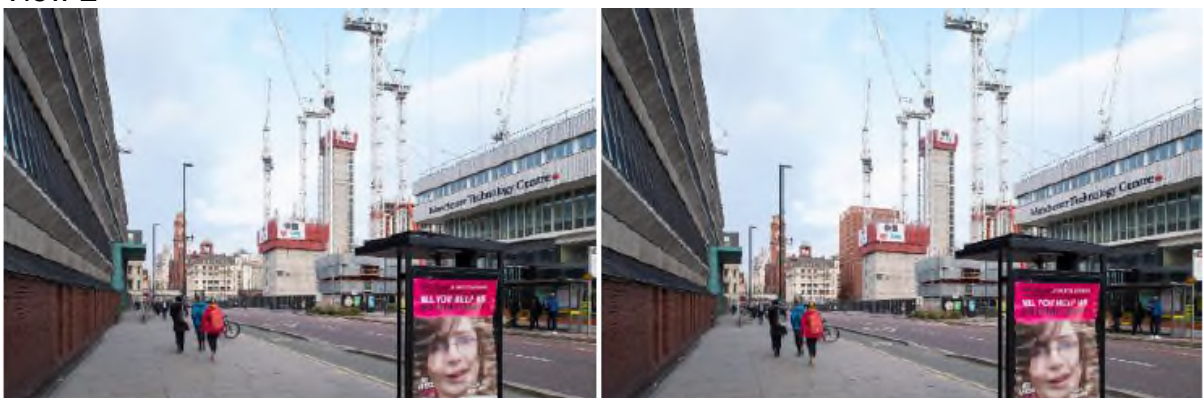
A visual assessment, agreed with Historic England, has analysed the visual impact of the scheme on the heritage significance of 5 key views using photomontage / CGI

perspectives (derived from the wider 14 views analysed for the Townscape Analysis (TVIA). View 1 from the TVIA has been omitted from this as its analysis was not deemed necessary for Heritage (hence the numbering from 2-6)



The revised Historic England guidelines recommend that: the *Scale* of the visual impact should be defined as *None, Negligible, Minor, Moderate* or *Major*; the significance of the overall impact as being *Major, Moderate, Minor, Negligible* or *Neutral*. As such a view may demonstrate *Minor Adverse* or *Major Beneficial* impact.

View 2



View 2 looks north-north-west along Oxford Road from just north of the Mancunian Way. The foreground of the view is dominated by 20th century university buildings, but the red terracotta tower of the Grade II* Principal Hotel remains prominent. The Art Deco façade of the Grade II Dancehouse Theatre can also be glimpsed beneath the more recent Holiday Inn Express building. Part of the site can be seen behind the

structures under construction on Circle Square. The development would form a significant structure, but would largely be obscured by development at Circle Square. It is some distance from the tower of the Principal Hotel and does not have an overpowering effect upon its setting. As such, the overall impact on the setting of the listed building is minor adverse.

View 3



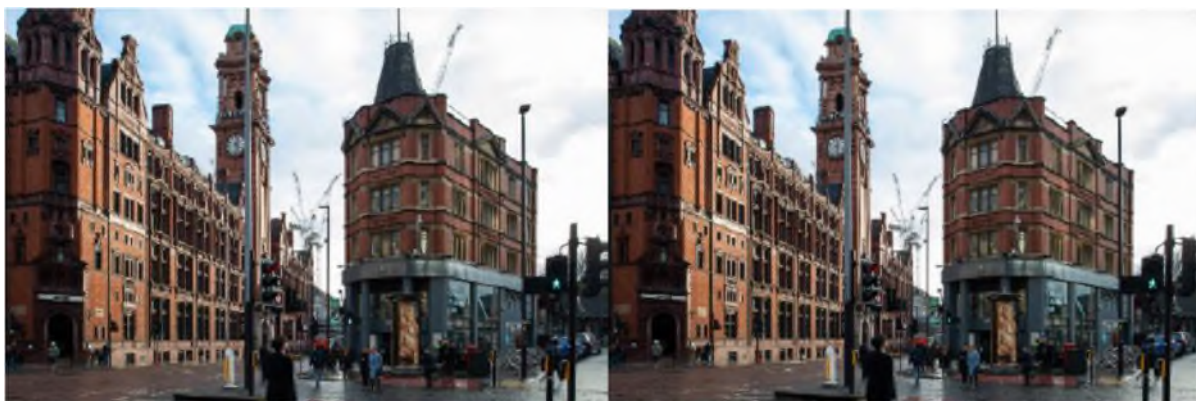
View 3 looks north-east along Charles Street towards the site and the Grade II Lass O'Gowrie. The view is dominated by recent development and has limited heritage significance, with the listed building visible in the background. The development would be just visible within the centre of the view and, in heritage terms, the overall impact on the setting of the affected listed building is neutral.

View 4



View 4 Looks east towards the site from Oxford Road Station, with the tower of the Grade II* Principal Hotel prominent. It dominates the mid-ground and the transport infrastructure associated with Oxford Road Station in the foreground. Circle Square can be seen to the rear. The proposal would be a significant new feature between the listed building and Circle Square but would largely be subservient to the listed building whose tower remains dominant. The overall impact in heritage terms on the setting of the listed building is minor adverse.

View 5



View 5 Looks south-south-east along Oxford Street at its junction with Whitworth Street. The foreground is dominated by the Grade II* Principal Hotel. With the remainder comprising an unlisted building at the approach to Oxford Road Station. Circle Square can be seen to the rear. The proposed would not be visible and the heritage impact would be neutral.

View 6



View 6 Looks west, along Charles Street with the Grade II listed Lass O'Gowrie in the mid ground and the site to the rear. The foreground is dominated by a series of unlisted later 19th century brick buildings. Elsewhere, modern residential and office buildings predominate.

The development would form a substantial new feature. However, it would be some distance from the Lass 'o' Gowrie and the heritage impact would be minor adverse.

The impact on the setting of the Whitworth Street Conservation Area would be neutral. The buildings in the conservation area would by their very nature retain their distinctive and unique character and would not be dominated or adversely affected.

The cleared site has an adverse impact on the setting of the adjacent listed buildings. The overall visual impact on the setting of the listed buildings is a combination of minor adverse and neutral in views 2 and 6 and the overall heritage visual impact is minor adverse

The active use on the gap site would enhance the streetscape by successfully integrating it into Charles Street. The principal entrance and the active ground floor uses would reactivate and revitalise the area.

The proposal would be an appropriate urban design response to the heritage assets. The site can accommodate a taller building without adversely impacting the setting of the adjacent conservation area or listed buildings and it would add a positive element to the Manchester Skyline.

In view of the above, it is considered that the scale, alignment and positioning of the new building would provide a positive addition to the skyline. It would be seen from some parts of the adjacent conservation area and in views of adjacent listed buildings but this would not have an adverse impact on the historic character of the area or the setting of buildings. The development would enhance the setting and better reveal their significance and appreciation of the listed buildings. It would remove the current adverse impacts that the cleared site has on the street scene, on adjacent listed buildings and on the adjacent Whitworth Conservation Area.

A Townscape and Visual Impact Assessment (TVIA) has assessed the likely townscape impacts and the zone of visual influence. 14 key views were agreed with Historic England. Computer models provided accurate verified images and wirelines to illustrate and inform the impact of the proposal on the agreed views and on the surrounding townscape, on a 360 degree basis. The baseline conditions were those of 2018 and included schemes under construction which should be complete when the proposal is complete.

The analysis has concluded that there would be a minor beneficial impact in views 4 and 7. In all other views, the proposal would have a negligible impact. Accordingly, the overwhelming majority of effects are not significant as this is a relatively modest in the context of neighbouring developments such as Circle Square and New Wakefield Street. The proposal complements the changing townscape character and cumulatively there is little change.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

There are no World Heritage Sites nearby. Sections 66 and 72 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings and to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 193, 194, 196 and 197.

The NPPF (paragraph 193) stresses that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to

the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly be justified.

It is considered that the impacts of the proposal on the setting of adjacent listed buildings and the adjacent Whitworth Street / Princess Street Conservation Area would be less than substantial. Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm, it should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 20 of the NPPF Planning Practice Guidance states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 127). Public benefits may 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

It is considered that the proposals would meet all of the above criteria

Whilst outlined in detail elsewhere in this report of the public benefits of the proposals these would include:

- Improving the quality of the local environment through the improvements to the streetscape;
- Putting a site, which overall has a negative effect on the townscape value, back into viable, active use;
- Regenerating a major City Centre island site containing underutilised land;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the potential of the Site to accommodate and sustain an appropriate mix of uses, providing the a use which would complement and support the regeneration of the Corridor and Circle Square;
- Positively responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects and compliments the large neighbouring commercial buildings and local context;
- Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;

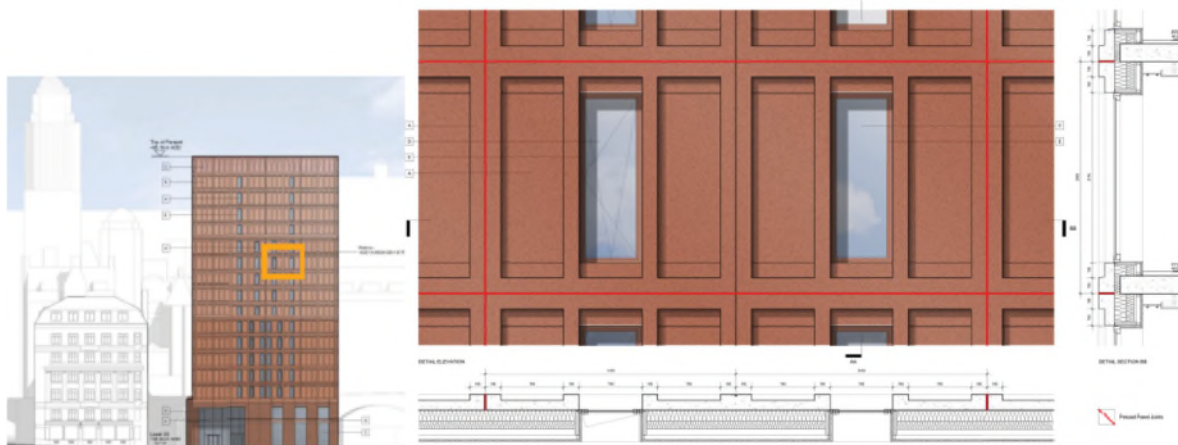
- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraph 196 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

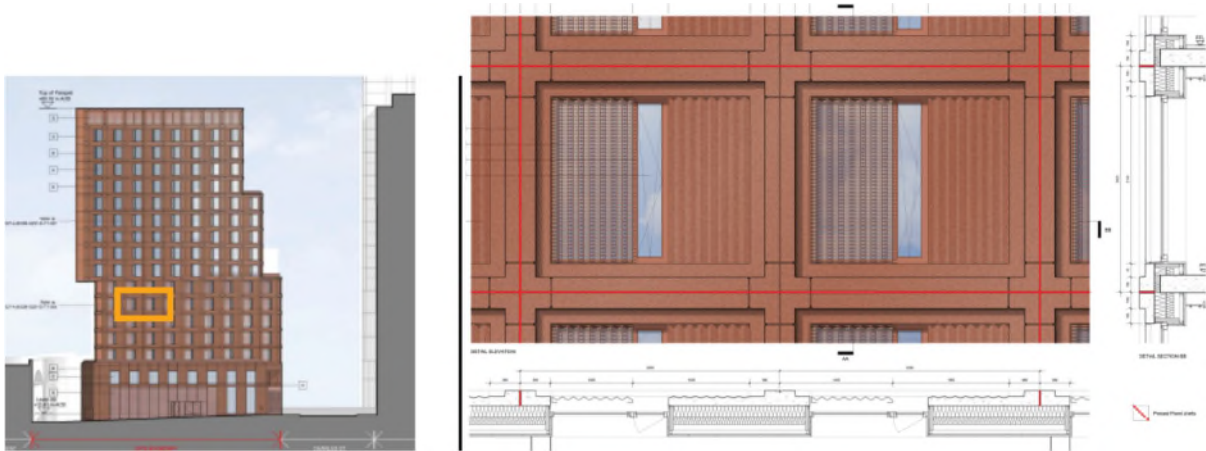
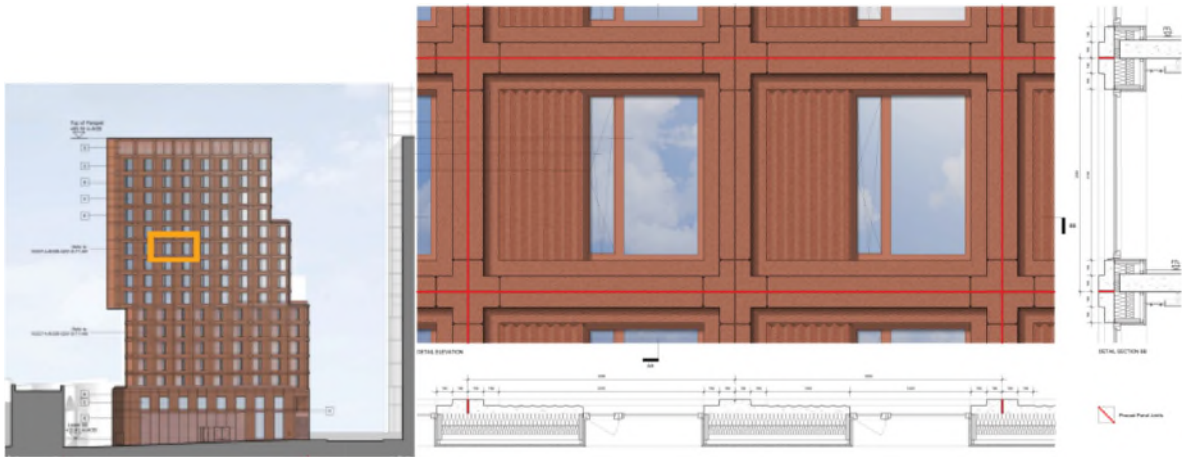
Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

The design aims to create a contemporary interpretation of the tripartite subdivision which characterises City Centre buildings. The Charles Street façade refers to the formal frontages of the Victorian and Edwardian buildings which are regimented, highly decorative and richly dressed in terracotta, stone and masonry. They displayed the wealth and success of the textile companies on which they were founded. The facade has a strong vertical emphasis, with regular ribs which provide relief, depth and texture



The façades to York Street and Mallard Street represent a contrasting less decorative response that would align more with the façade treatment found on the secondary facades of the Victorian and Edwardian buildings which characterise the adjacent conservation area. The manner in which how those facades turn corners, making the transition between the decorative and the utilitarian has also been expressed. The composition is based on the module of the hotel bedroom. This creates a simple grid, with repeating windows and textured infill panels. The finish of the panels would be acid-etched to add a richness to the facades. The windows on Mallard Street between levels 2 to 6 adjacent Oxford Place would have a perforated metal screen to increase privacy and minimise potential overlooking. The metal screen would be perforated with a repeating motif which is derived from the decorative tile patterns found in the Principal Hotel. A similar motif is used on the north gable and the screens would be hinged to allow for cleaning and maintenance.



The cantilevered north facing gable, would interface directly with the backs of the historic buildings along Whitworth Street as well as the Railway Viaduct. A texture would be applied to this elevation through the use of mouldings during the pre-cast process. This responds to the moulded terracotta tiling patterns on the Principal Hotel.



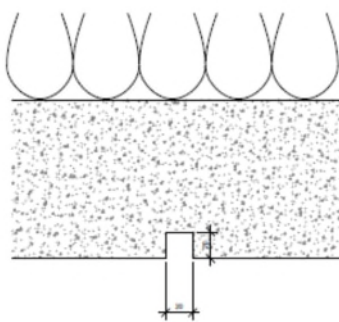
The ground and first floors form the base of the hotel and comprise the public front of house spaces and the back of house support and staff facilities. This is reflected through a subtle change in materials and responds to the scale of the buildings

towards the eastern end of Charles Street. The reconstituted pre-cast stone panels would be shot blasted to create a heavily textured, more tactile surface which exposes the aggregate of the mix. There would be a sequence of single punched windows, with a similar window-to-wall ratio of the nearby Lass 'o' Gowrie.

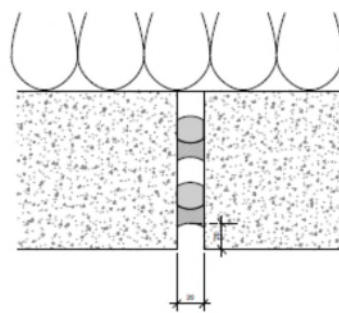


The roof level plant would be fully enclosed and the elevations extended to include the full roof storey to maintain a clean, simple form and silhouette against the sky, on the east, west and south elevations, the infill panel would be folded metal, colour matched to the pre-cast grid, providing a lighter top to the building.

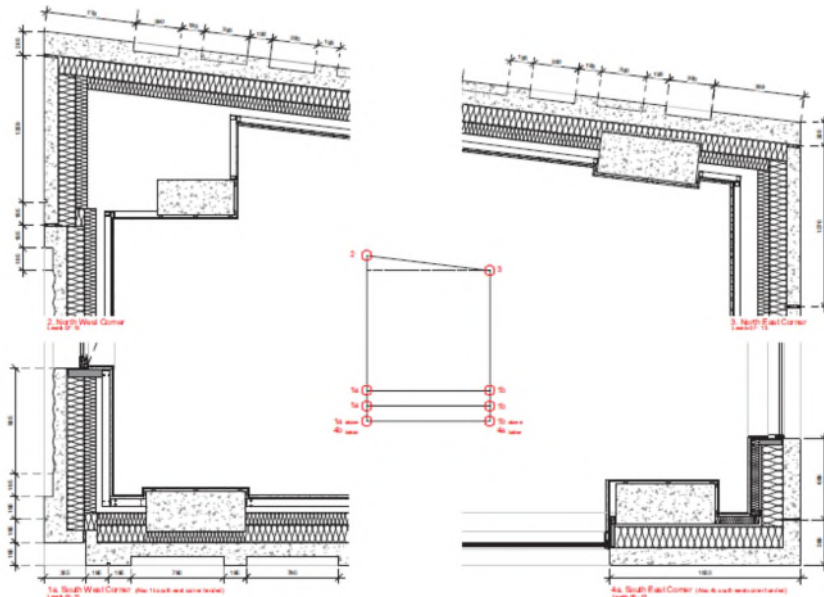
The design has minimised the amount of joints in the façade to maximise the buildings expression as a 'carved' block. The overall approach of the pre-cast panels, the textured expression and the depth of the window reveals of between 150 and 225 mm would ensure a strong relationship to the nearby Victorian and Edwardian Building's.



TYPICAL DUMMY JOINT



TYPICAL PRECAST PANEL JOINTS



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

The reinstatement of the Charles Street, York Street, Mallard Street and Viaduct frontages would enhance connections around the site adding activity and reinforcing the urban grain. This would provide passive security and improve safety on these Streets and would revitalise the area.

It necessary to improve connectivity between key regeneration areas within and around The Corridor. It is a strategic priority of the Council to link Mayfield, UMIST, Circle Square, First Street and Great Jackson Street and Charles Street is a route which must contribute to this key objective.

Credibility of the Design

A range of specialist consultants have contributed to the scheme. The regeneration and historic context has underpinned the design, particularly the proximity to the Whitworth Street / Princess Street Conservation Area and the Principal Hotel (Grade II*).

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design response is appropriate for this prominent site the range of technical expertise that has input to the application is indicative that the design is technically credible.

The proposal has been prepared by a design team familiar with the issues associated with developing high quality buildings in city centre locations, with a track record and capability to deliver a project of the right quality.

Relationship to Public Transport Infrastructure (Parking, Servicing and Access, Green Travel Plan / Cycling Provision/ Parking (including Disabled Parking provision)

– This highly accessible location would encourage the use of more sustainable forms

of transport. The proximity to shops, restaurants, bars and visitor attractions mean that many guests would access these facilities by walking.

The hotel would be marketed as a car-free but parking space is available within nearby car parks. 28 cycle spaces would be provided for guests and staff within the building. Parking for disabled people would be available in nearby multi-storey car parks. 42 bays are available at Charles Street, Chester Street and Oxford Street. In addition a further 51 will be available at Circle Square.

A condition would require a Travel Plan to be agreed prior to occupation with implementation to be monitored and revised within 6 months of occupation.

The hotel would require deliveries each day. Servicing areas and entrances would be on Mallard Street adjacent to the Viaduct and connect with the back of house facilities on the ground floor and first floors, including the kitchen and bin store.

A traffic assessment aims to minimise disruption to the highway and adjacent businesses and Highways are satisfied that the proposal is unlikely to generate any significant impact in terms of highway safety. The current car park generates traffic and activity on a regular basis. It is therefore considered that potential highway impact on Mallard Street and surrounding roads would not be significant.

Servicing frequencies indicate up to 50 two-way movements per week, which equates to approximately 7 vehicles per day, which would be negligible. Vehicles would use the proposed servicing loop, which ensures that they can access/egress Charles Street in a forward gear. Therefore any issues that currently occur with reversing on York Street would not be exacerbated. If vehicles need to pass each other, the low volumes of traffic would allow for a courtesy arrangement whereby one vehicle utilises the route around the hotel.

Highways have recommended that a Servicing Management Strategy is conditioned to manage all refuse use and delivery requirements. A scheme of highway works to include TRO amendments, redistribution of parking bays, footway improvements and the relocation of the bus stop have also been agreed in principle and are required should approval be granted.

Given the above, the proposal would not produce a significant increase in traffic flow/loading requirements on the streets surrounding the development

Sustainability

Larger buildings should attain high standards of sustainability because of their high profile and impact. An Environmental Standards Statement (ESS) and Energy Statement (ES) has assessed the physical, social, economic and other environmental effects of the proposal and how it relates to sustainability objectives. The ESS sets out measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy. The requirements for CO2 reductions set out within the Core Strategy would be met through minimising energy demand and meeting any demand efficiently through adopting the lean, clean and green energy hierarchy. The sites highly sustainable location should reduce its impact on the environment.

The development would accord with a wide range of principles that promote the energy efficient buildings. It would integrate sustainable technologies from conception, through feasibility, design and build stages and also in operation. The development would aim to achieve a BREEAM 'Very Good' rating. It would aim to minimise CO2 emissions by reducing the site's needs for energy and providing some through by renewable/sustainable means. Issues such as water, waste and biodiversity are also addressed.

Good design can minimise energy use by improving the efficiency of the fabric including its thermal performance and air tightness above Building Regulations requirements. Energy reducing and low carbon technologies would be applied. The Energy Strategy aims to improve the building thermal envelope, increasing the efficiency of the M&E services and incorporating a suitable LZC technology (either CHP or ASHP).

The following is a summary of the proposed energy efficiency measures:

- Improved u-value standards and air permeability rate
- High efficiency heat pumps (HVRF systems)
- High efficiency heating boilers and pumps
- High efficiency AHU's (incorporating heat recovery) and extract fans
- High efficiency hot water generators and pumps (including pressure boosting pumps)
- High efficiency luminaries (LED type) with intelligent lighting controls
- Building energy management system (BEMS)
- Energy metering with automatic meter reading (AMR)

Effects on the Local Environment/ Amenity

Tall Buildings should not cause unacceptable levels harm to the amenity of surrounding land and buildings in relation to sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception, privacy and overlooking. However any harm does need to be considered with reference to site context.

Privacy and Overlooking

Small separation distances between buildings is characteristic in the area and is consistent with a dense urban environment. The buildings that previously occupied the site were built to back of pavement and had windows close to those within adjacent blocks. The design incorporates privacy screens to the windows directly opposite those on the rear of Oxford Place to minimise overlooking. The proposal would re-use a long standing brownfield site which has a negative impact on the area.

Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an a manner that is appropriate to their context

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable

The neighbouring residential properties at Oxford Place, Circle Square (Plots 5 & 6) and Bracken House, and the Principle Hotel have been identified as sensitive in terms daylight. Sunlight Impacts have only been modelled for sensitive windows facing towards the site.

BRE Guidance (section 2.2.2) states that the guidelines 'may' be applied in relation to hotels where occupants have a reasonable expectation of daylight. In a city centre hotel, patrons will not typically be occupying the room during the day, rather attending business functions or sight-seeing/shopping. Therefore, it is not necessary to consider the impacts on the transient/occasional occupants of a hotel room. However, the impacts on the hotel has been analysed.

The assessment has scoped out other residential properties due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms in rooms where light is required, including living rooms, kitchens and bedrooms.

The BRE Guide recommends that the cumulative impact of adjacent consented developments should be included as part of the assessment. Schemes under construction have been included and so a separate assessment of the cumulative impact is required

Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout the demolition and construction phase. They would, however, certainly be less than the effects of the completed scheme.

Daylight Impacts (Completed Development)

The BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive, and can comprise a series of 3 tests. Only 2 of these

tests Vertical Sky Component (or VSC) and Daylight Distribution (NSL) have been carried out in relation to this proposal.

The first test VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from the centre of a window. The less sky that can be seen means that less daylight would be available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The NSL assesses how light is cast into a room by examining the parts of the room where there would and would not be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. Any reduction below this would be noticeable to the occupants.

The Guidance states that a reduction of VSC to a window more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply if figures achieved are within 0.8 times of baseline figures. The occupier would not notice such a reduction in daylight and sunlight. For the purposes of the sensitivity analysis, this value is a measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

The site has largely been cleared for a number of years and cleared parts were last occupied by 2 storey pitched roof buildings. Therefore, buildings that overlook the site have received unusually high daylight levels in a City Centre context. Therefore, the baseline situation against which the sunlight, daylight and overshadowing are measured, does not represent a typical baseline situation of a densely developed urban environment. The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.”

The Guidance acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the ‘standard target values’ should not be the norm in a city centre as this would result in very little development being built. The BRE Guide recognises that in such circumstances, ‘alternative’ target values should be adopted.

The methodology for setting alternative targets is set out in Appendix F of the Guide. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. An alternative baseline has been considered which assumes there to be a building that mirrors the height and mass of Oxford Place, Bracken House and Circle Square, set an equal distance away from the highway. This method, provides a much more contextual approach to the analysis, and reflects site specific characteristics and location.

The assessment has been carried out on the basis of layout drawings for the surrounding buildings, however it has not been possible to access properties. Floor

levels have also been assumed for the adjoining properties which dictates the level of the working plane relevant for the No Skyline assessment. Realistic worst-case assumptions have been applied.

Further advice is provided about the sensitivity of a window to change in order to understand the level of impact where the target values are not met. This location could be deemed to be one where different target values should be adapted. There should be an expectation that a higher degree of obstruction is inevitable in an area such as this, with modern high-rise buildings.

The windows in an urban location may be less sensitive to change, than those located in sub-urban, less dense areas.. The existing windows are in a city centre location where there is an expectation for a higher density of development and they are considered to have a medium sensitivity, rather than a high sensitivity, which would relate to a sub-urban site. The significance of any effect is determined by the assessment of its magnitude against their sensitivity.

The impacts of the development within this context are set out below.

The Principle Hotel

When measured against the cleared site 16/132 (12%) of windows are compliant for VSC daylight and 16/132 (12%) of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

For VSC 127/132 (96%) windows would be compliant with the BRE target. The windows that do not meet the targets are on the lower ground and ground floor, and serve storage space and the business centre.

For NSL 29/31 (94 %) of rooms would be compliant with the BRE target. One of the affected rooms would experience an alteration in between 30-40% (moderate impact), and the remaining one room would experience alterations in excess of 40% (major impact). These rooms are located in the basement, and lower ground floor.

Given the above the effect to daylight on this building is therefore considered to be negligible in significance.

Oxford Place

When measured against a cleared site 35/120 (29.1%) of windows are compliant for VSC daylight and 54/56 (96%) of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

For VSC, 22/120 (18%) windows assessed would meet the BRE target. 8 would experience change of 20-30% (minor impact) 8 would experience change of 30-40% (moderate impact) and the remaining 82 would experience alterations in excess of

40% (major impact). 45 of these windows serve bedrooms, which have a lesser requirement for daylight.

For NSL, 16/56 (29%) 56 rooms meet the BRE target. 5 would experience change of 20-30%, 6 rooms would experience change of 30-40%, and the remaining 29 would experience change in excess of 40%.

If the mirrored mass is used as the baseline for the assessment, 40/120 (33%) windows would meet the BRE target. 69 would experience change of 20-30% (minor) 21 would experience change of between 30-40% (moderate) and the remaining 20 would experience change in excess of 40% (major) .

For mirrored baseline NSL 33/56 (59%) rooms would meet the BRE target. 3 would experience change of 20-30% (minor), 3 would experience change of 30-40% (moderate) and 17 would experience change in excess of 40% (major). 15 are bedrooms.

The alternative mirror image scheme demonstrates that delivering a scheme that mirrors the scale of Oxford Place, which does not take viability or practical matters into consideration achieved only marginally better results at Oxford Place.

Given the above, the effect on daylight is considered to be moderate adverse given the city centre location and characteristics.

Bracken House

When measured against a cleared site 10/47 (21%) windows are compliant for VSC daylight and 43/44 (98%) rooms are compliant for NSL.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

For VSC, 1/47 (2%) windows meet the BRE target. 1 would experience change of 20-30% (minor) 18 would experience change of 30-40% (moderate) and 27 would experience change in excess of 40% (major impact).

For NSL, 24/44 (55%) rooms would meet the BRE target. 11 would experience change of 20-30% (minor), 6 would experience change of 30-40% (moderate) and 3 would experience change of 40% (major).

During the conversion of the building, the developer made the windows smaller, which has had a significant impact on the NSL daylight results.

If the mirrored mass is used as the baseline 1/47 (2%) windows would meet the BRE Target for VSC. 17 would experience change of 20-30% (minor), 25 would experience change of between 30-40% (moderate) and the remaining 4 would experience change of 40% (major).

For mirrored baseline NSL, 39/44 (89%) rooms would meet the BRE target. 5 would experience change of between 20-30% (minor impact).

The impact of a mirrored assessment for Bracken House are no worse than the proposal for VSC. However, when assessing the NSL a mirrored approach creates a substantially worse result. These factors would support the current proposals massing as being acceptable in terms of sunlight and daylight.

Given the above, the effect on daylight is considered to be moderate adverse given the city centre location and characteristics.

Circle Square

When measured against a cleared site 681/856 (79%) of windows are compliant for VSC daylight and 580/655 (88%) of rooms are compliant for NSL.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

For VSC, 691/856 (81%) windows would meet the BRE target. 50 would experience change of 20-30% (minor), 69 would experience change of 30-40% (moderate impact) and 46 would experience change of 40% (major impact).

For NSL, 532/655 (81%) rooms would meet the BRE target. 35 would experience change of 20-30% (minor), 20 would experience change of 30-40% (moderate impact) and 68 would experience change of 40% (major).

This building is not complete and no residents would experience change to daylight levels.

If the mirrored mass is used all windows would meet the BRE Target for VSC and all the rooms would meet the NSL target.

The results for the mirrored massing demonstrate that Circle Square would receive more daylight than it would if the proposal matched it in scale and mass.

Given the above, the effect on daylight is considered to be negligible given the city centre location and characteristics.

Sunlight Impacts

For Sunlight Impact assessment the BRE Guide sets the following criteria:

The BRE sunlight tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March;

- Receives less than 0.8 times its former sunlight hours during either period; and
- Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

As with daylight in a situation where sunlight to a window is reduced by over 20%, it does not automatically mean that sunlight to that room will be insufficient it just means that the loss may be more noticeable to the occupier of that room.

The BRE guide acknowledges that if an existing building stands close to the common boundary a higher degree of obstruction may be unavoidable, especially in urban locations. As with Daylight Impacts the BRE Guidance recommends the setting of alternative targets where existing neighbouring buildings sit close to the boundary, as is the case with Oxford Place, Bracken House and Circle Square and the again where appropriate a mirror image scheme has been used to derive these alternative targets.

Oxford Place

When measured against a cleared site 2/12 (17 %) windows are compliant for APSH criteria.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

14/14 (100%) windows would meet the BRE criteria for both Winter and Annual APSH. The effect to sunlight on this building is therefore considered to be negligible in significance.

Bracken House

When measured against a cleared site 17/46 (37 %) of windows are compliant for APSH criteria.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

None of the 46 windows assessed would meet the BRE criteria for both winter and Annual APSH. 1 would experience change of 30-40% (moderate) and 43 would experience change in excess of 40% (major). 2 would experience change of 20-30% (minor impact) and 38 would experience change in excess of 40% (major)

It is important to consider the Site's context when assessing the results, as described above which are also relevant to this part of the assessment.

As with the daylight assessment, a further assessment has been undertaken using a mirrored baseline assessment. If the mirrored mass is used as the baseline 1/46 (2%) windows would meet the criteria. 12 would experience change of 30-40% (moderate) and 31 would experience change of in excess of 40% (major). 17 would experience change in excess of 40% (major) in Winter PSH.

This clearly demonstrates that even with a building of similar massing there only a negligible improvement in results for Bracken House.

Given the above overall, considering the existing baseline figures, the effect to sunlight on this building is considered to be moderate adverse in significance.

Circle Square

When measured against the current cleared site condition 47/86 (55 %) of windows are compliant for APSH criteria.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

A total of 28 windows were assessed for sunlight within this building. All would meet the BRE criteria for both Winter and Annual APSH.

The effect to sunlight on this building is therefore considered to be negligible in significance.

Overshadowing

There are no open amenity spaces in the vicinity of the Development site that justify the need for a permanent shadowing and sunlight hour's appraisal

Additional Considerations

The impacts on daylight and sunlight at Oxford Place, Bracken House and future residents of Circle Square are of some significance. The Sunlight and Daylight Assessment and the sensitivity analysis of Comparable Streets has been included which compares the retained VSC values (using the calculation methodology set out in Appendix F of the BRE guidelines –the VSC level of the centre point of the relevant ground floor window) found in some nearby residential buildings. The streets chosen all include successful residential buildings recognised as positive well established urban environments which people chose to live in. As VSC levels do vary along many of those streets where applicable average values have been used.

The analysis from the comparable street studies in Manchester demonstrates that the ground floor windows of the relevant assessed streets experience average VSC levels of between 2% - 11% (approximately). The table below summarises the findings of the comparison exercise, and also includes the average VSC for the residential properties surrounding the proposed development.

Table 7.8: Summary of Retained VSC Levels

Address	GF Retained VSC Level
Manchester House/Asia House, Manchester	<2%
Asia House/Lancaster House, Manchester	<2%
Oxford Place	5.6%
Anvil Street, McIntosh Village, Manchester	8%
Lockes Yard, Manchester	11%
Frank Street, McIntosh Village, Manchester	11%
Circle Square	14.9%
Bracken House	19.3%

The buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context and it is generally acknowledged that when buying/renting properties in the heart of a city centre, amenity levels would less than could be expected in the suburbs; The overall effect on daylight and sunlight is considered moderate adverse.

Overall Impact on amenity of residents of Oxford Place, Bracken House and Circle Square including privacy and overlooking

The properties have been adjacent to a largely vacant for over 10 years. The buildings that previously occupied the site were built to back of pavement and if they had not been demolished, there would be views from the windows within those buildings into some of the windows within adjacent apartment blocks.

Manchester has an identified need for additional hotel accommodation and the city centre has been identified as the most appropriate location for this type of development. The proposal would re-use of a long standing brownfield site which has a negative impact on the surrounding townscape efficiently. It is considered on balance that the level of impact and the public benefits to be derived weigh heavily in favour of the proposal.

Wind

The effect of development on the wind environment at street level can have an impact on how comfortable and safe the public realm is. If it is not possible to design out all the risks associated with the wind environment, mitigation measures should minimise risk or discomfort. A Desk Study has assessed the wind environment in terms of UK industry standard. The study has considered the massing and exposure of the scheme in conjunction with long-term wind climate statistics. It draws on extensive experience in the assessment of wind flows, gained from wind tunnel testing of similar schemes within similar urban settings. The impact of topography, building shape and climate on wind condition around the site has been carried out and informed of the need for mitigation measures. It includes buildings being constructed close to the site and committed schemes which might contribute to any impact. The significance of any effects is assessed based on the suitability of wind conditions against the current or planned pedestrian activities.

The proposal is substantially sheltered from prevailing winds by surrounding developments. Its upper levels are exposed to higher-level winds from the west - south- west and northeast, however the severity of any resulting downdraughts is limited by the extent of exposed facades and the relatively modest height of the building. As a result, the proposal is expected to have negligible effect on pedestrian level wind conditions with regards to pedestrian safety, and conditions in and around the site are expected to rate as safe for all users.

The entrances to the hotel reception and bar / restaurant are within a corner recess on Charles Street. The susceptibility of this area to accelerated winds around the corner has been addressed by the provision of a porous screen extending from the corner, beneath the outer edge of the undercroft to ensure that the entrances are suitable for pedestrians.

Overall the Proposed Development is expected to have negligible effect on pedestrian level wind conditions within the surrounding area and negligible cumulative effects with consented future surrounding developments are expected.

Air Quality

An Air Quality Assessment relating notes that during construction dust and particulate matter may be emitted into the atmosphere but any impact would be temporary, short term and of minor significance and minimised through construction environmental management techniques. A Construction Management Plan would require contractors' vehicles to be cleaned and the access roads swept daily.

The site is within an Air Quality Management Area (AQMA), which could potentially exceed the annual nitrogen dioxide (NO₂) air quality objective. The principal source of air quality effects would be from more vehicle movements. The proposal would result in the removal of 40 parking spaces. The hotel would be car free and would not significantly affect air quality. A condition would ensure that emissions from energy and/or heating plant would not impact on local air quality.

The development would not result in any significant air quality issues subject to any mitigation in discharge of conditions to be attached to any consent granted.

Noise (including façade reflection) and vibration

During construction, there is potential for short-term major adverse noise impacts to occur as a result of on-site construction activities, especially during the demolition, piling and excavation phases. However, the adoption of appropriate noise and vibration monitoring and management should ensure all impacts are minimised as far as reasonably practicable. The applicant and their contractors would work with the local authority and local communities to seek to minimise disruption.

There are no amenity issues that would impact on surrounding residential properties over and above those expected in the city centre. There would be no noticeable increases in traffic. All fixed plant and equipment and operational noise from commercial activities would be specified to meet the City Councils noise criteria

The glazing would create acceptable internal noise levels. The level of noise and any mitigation measures required in relation to the operation of the ground floor bar and restaurant any plant and ventilation should be controlled through a condition.

The results of the noise calculations show an increase in noise levels on the façade of The Principal Hotel of <1dB when compared with the currently existing situation, which would be imperceptible and can be considered negligible.

The hotel would help to screen Circle Square with a reduction in train noise. The proposal would not increase noise levels from the railway or from road traffic on Charles Street, at Oxford Place. The design incorporates measures to minimise the potential for noise reflection off the façade. These include: the use of a patterned precast concrete panels from floor 7 upwards while the lower floors are a rough concrete finish; The inclusion of an angled façade to create a reflecting plane to reduce direct reflections to the hotel opposite; and, the detailing of the façade is textured. The Head of Environmental Health has raised no concerns in relation to the potential for unacceptable levels of impact from Reflective Noise.

The implementation of 'best practicable means' would minimise noise and vibration during construction such as observing hours of construction, selection of appropriate plant and equipment, the use of barriers and enclosures and the implementation of on-site management and monitoring of noise and vibration levels. The contractors would be required to engage directly with local residents and a Construction Management Plan would be required through a condition. .

TV and Radio reception

A Reception Survey has been prepared based off field work including inspection of buildings within the shadow zone notes that there are no satellite dishes or antennas facing the Winter Hill transmitter. Circle Square to the south includes tall buildings, including a 36-storey tower, between the proposal and buildings within the site's shadow. This would minimise the impact of the proposal on TV reception areas to the south. The proposal is expected to have a neutral impact upon local television reception and no mitigation is required. Should tower cranes cause interference on a greater scale than the completed development, this would be for the duration of time that the tower cranes are present.

Conclusions in relation to CABA and English Heritage Guidance and Impacts on the Local Environment.

The impact on daylight levels within some adjacent rooms would exceed BRE guidance but this has to be considered in a city centre context. Such impacts also need to be weighed in the context of the wider benefits of the proposals which are discussed in more detail elsewhere on this report

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABA and EH guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder

Increased footfall and improved lighting would improve security and surveillance. Greater Manchester Police confirm that the scheme should achieve Secured by Design accreditation and a condition is recommended.

Archaeological issues

Greater Manchester Archaeological Unit have identified potential archaeological interest of regional importance in relation to several sets of early to mid-19th century buildings of different types and functions. They have recommended that the remains should be evaluated through trial trenching, followed if appropriate by more detailed and open area excavation, to inform the understanding of the potential and significance and this should be a condition of any consent granted.

Waste and Recycling

There would be dedicated recycling and refuse areas in the ground floor. The hotel management would be responsible for moving the refuse bins to the collection areas on Mallard Street and the Viaduct elevation 3 times a week. Level access would be provided between the bin store and the public highway with dropped kerbs adjacent to the loading bay. The number of bins for each waste stream and their compliance with MCC standards have been detailed earlier in this report. Bins for each type would be clearly marked.

Flood Risk and Drainage Strategy

The majority of the Site falls within Flood Zone 2 (medium risk) with a small part of the north east corner within Flood Zone 3A (high risk). There is a planning requirement to account for climate change in the proposed design based on guidance from the Environment Agency and the Lead Local Flood Authority. The proposal includes flood risk mitigation. The bedrooms mean that the development is classified as 'vulnerable, and considerations in relation to a Sequential and Exception Tests are necessary.

The Exception Test considers the vulnerability to flood risk and must demonstrate that:

- There are sustainability benefits that outweigh the flood risk and;
- The new development is safe and does not increase flood risk elsewhere

The Sequential Approach is a risk-based approach aims to direct the most vulnerable types of development towards the areas of least risk within the site.

Sites are not precluded from development purely based on risk where that risk can be appropriately managed. Therefore, the City Council do not require a sequential test as set out in the NPPF, but rather, require that at any development classed as 'vulnerable' is situated in the least vulnerable areas. The Site's city centre location and previously developed nature mean it is well suited for the proposal. It would

support council's overarching growth aspirations and make the best use of what is effectively a windfall site.

In terms of the highest modelled water level on site for the 1 in 100 + Climate Change event. To manage that risk the finished floor level (FFL) of the building has been confirmed as acceptable by the Environment Agency. Flooding from the River Medlock would remain a risk due to the proximity of the site. The flood waters would be allowed to enter the building so as not to impact upon the existing storage areas to reduce this risk. Other mitigation methods include flood doors to the substation and raising sensitive equipment and kit above the anticipated flood level. As the flood risk is managed and safe and dry access and egress is achievable, the risk is deemed acceptable.

Flood risk from other sources is considered low and acceptable with mitigation. The development does not increase the impermeable area, surface water flows are restricted to less than existing and there is no loss of flood storage as storage is provided beneath the building and does not increase flood risk elsewhere.

The flood risk is considered to be acceptable. The proposal is safe, does not increase flood risk elsewhere and would therefore meet the Exception Test.

SUDS are being considered for both water quantity and water quality and would be confirmed upon completion of a feasibility review. The proposal would not increase impermeable area and surface water runoff restricted to the permitted flow granted by United Utilities.

Limited external works are proposed and the building line is to the back of the public footpath leaving no space for swales or filter trenches. The perimeter footpath is public highway and therefore would not be altered to permeable paving.

Roof covers the majority of the site, it is therefore considered that a green or blue roof is the best option for the inclusion of Suds. The drainage strategy sets out the potential for a number of solutions on the roof which would form part of the Suds management and there is scope for a blue roof or hybrid blue / green roof option. The latter would have added benefits in terms of improving biodiversity. The final solution will be secured by way of a condition and would be governed by the residual roof space once plant requirements taken into account and the capacity of the roof structure to support a particular type of roof is known.

Any increase in foul water discharge would be insignificant in flood risk and drainage terms with foul and surface water flows discharged into the public sewer network.

There is a risk of pollution to the watercourse, groundwater and drainage during construction. Good environmental practices Contractor including training to operatives should mitigate against this risk although accidental spillages cannot be ruled out completely. This requirement could form part of the requirements of a Construction Management Condition which could be attached to any consent granted.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

The proposals would have no adverse effect on statutory or non-statutory sites designated for nature conservation. None of the habitats within the site are of ecological value in terms of plant species composition and none are representative of natural or semi-natural habitats or are species-rich. There are no examples of Priority Habitat and no invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) are present within the site. The presence of bats is reasonably discounted.

An Ecology Report proposes 2 bird nesting boxes on the north facing plant room, or if this conflicts with equipment it could be on a purpose built wall elsewhere. This would be a condition of any consent granted. The pavements around the site aren't wide enough to accommodate trees. There are potential biodiversity benefits that would be derived from the inclusion of a green or green/ blue hybrid roof as detailed above.

The opportunities to increase green infrastructure and habitat expansion is limited but some could be realised as part of the Suds management.

Contaminated Land Issues

A phase 1 Desk Study & Phase 2 Geo- environmental Report have assessed geo-environmental information based on desktop / published sources, a site walkover survey and a review of intrusive investigation and remediation reports conclude that site remediation is not necessary. A watching brief should monitor the situation during the site preparation process. The site presents a low risk to future users and construction workers.

Disabled access – The building would be accessible to all and is designed to meet accessible standards. All feasible and practicable measures have also been incorporated into the design. 14 rooms would be fully accessible. Escape stairs and internal ramps, internal doors, the entrance area and door, the reception area and business suite refreshment area would be fully compliant. Provision for disabled parking has been covered earlier in this report.

Ceiling track hoists would be included within 2 of the accessible rooms and there would be 2 mobile hoists on site. A condition would require the level of demand to be monitored for a 12 month period to establish if further hoists are required.

Local Labour - A Local Labour Agreement document confirms that opportunities would be maximised and this would be secured by planning conditions. The Council's Work and Skills team would agree the detailed form of the Local Labour Agreement.

Airport Safeguarding - Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding who have found no conflict with any safeguarding criteria.

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed development would not adversely impact on any relevant protected characteristics.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

- Attract new visitors to this part of the City Centre, which would increase local expenditure and in particular, in the independent cafes, bars, restaurants and shops close to the Site;
- Promote regeneration in other areas of the City Centre and beyond;
- The proposal would not cause harm to the natural environment and would reduce carbon emissions through the building design. It would provide job opportunities for local people through the agreement required to discharge the local labour agreement condition that would be attached to any consent granted.
- Will provide access to services and facilities via sustainable modes of transport, such as through cycling and walking. The proposed development is very well located in relation to Metrolink, rail and bus links;
- Will not result in any adverse impacts on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Will not have a detrimental impact on protected species; and
- Will regenerate previously developed land with limited ecological value in a highly efficient manner

Response to Panel Comments

The majority of the comments have been dealt with above, however the following is also noted:

The north east façade faces the viaduct, which from an acoustic and operational basis, presents a constraint to large expanses and / or numbers of windows.

Response to Objectors comments

The majority of the comments have been dealt with above, however the following is also noted:

- The need for any mitigation required by the EIA Regulations (2017) has been considered and would be secured through conditions.
- Sufficient information has been submitted about potential detrimental / adverse impact on surrounding neighbours, heritage assets and protected species to enable the Planning and Highways Committee to determine the application based on this report and Officers recommendations.
- The application description and submitted documentation and the actual proposals are consistent. It is not unusual common for the Local Planning Authority to amend the description to reflect what it considers to be the most appropriate summary of the proposal. The only two elements that have changed is how the proposed height is described and the details of the proposed ancillary uses. The description of the development is correct in terms of the number of storeys (or plant level) proposed. The second change simply includes reference to the technical Use Classes associated with the ancillary

uses, thereby providing additional detail. The Description ensures the summary of what is proposed is as clear as possible. Ultimately, the details of the proposal are comprehensively set out and described within the submitted documentation, which ensures there can be no doubt of what is proposed.

- The southern, Charles Street elevation is viewed obliquely at pedestrian level, with the lower tier (ground level 06) providing the interaction to the streetscape. The number of windows within the lower tier has been increased from 20 to 30. The ground and first floor would contain approximately 42% glazing and 58% Solid with double height windows. The scheme will improve the environment on Charles Street and a S106 for improvement works is not required. Any S106 for the whole of Charles Street would need to be coordinated in conjunction with other applications coming forward in the area.
- The building was put up for sale and the sole leaseholder has elected to surrender their lease from September 2019, when the building becomes vacant. The inadequacies of the building have been set out above. There is no information about the number of people who employed full time. The Manchester Business Centre's website, suggests that the centre is used for seminars and short term office space. This suggests that the number of permanent staff employed on-site by MBC will be low, as the business depends on re-letting the space to third parties on a temporary basis. In the light of the lack of available detail on existing employment numbers, the applicants have used the HCA's Employment Density Guide (3rd Edition) to estimate employment based off an approximate total floorspace (GIA) of 930 sq. The maximum employment density identifies a maximum figure of 77 FTE jobs, which would only be possible if the building was fully utilised. In reality, the actual employment density is likely to be lower.
- There are 2,234 car parking spaces within 500m and planning permission for a further 1,091 spaces at Circle Square. The closest is 150m with 244 spaces. This car park is open 24 hours a day and is accessible by wheelchair. It is considered that there is sufficient car parking capacity within the local area.
- Mouncey Street will be stopped up to support the redevelopment of the Site. Mouncey Street only provided access to a service yard and now the surface car park. It would not be possible to achieve the comprehensive redevelopment of the Site without stopping up the highway. The City Council's Highways Team have agreed in principle to the stopping up.
- A further round of notification took place after the submission of a Façade Reflection Report. It concludes that baseline levels differ between ground level and 4th floor level due to the effect of the railway. Measurements were taken at ground level and at an elevated position above the viaduct. It is considered that the baseline noise level has been adequately assessed and the Head of Environmental Health has not raised any concerns.
- Plant would be specified in accordance with relevant air quality criteria.
- The bar and restaurant use would be ancillary to the main hotel. The bar/restaurant element would comprise 375 sq. m i.e. 3% of the overall floorspace. These ancillary uses are only accessible from within the hotel with access gained through the lobby via the main entrance off Charles Street. The hours of operation for the restaurant and bar are not known and would be a pre-occupation condition.

Cumulative impacts A cumulative impact assessment has considered whether there are any significant major, moderate, minor or negligible impacts on the environment during the construction and operational phases of development.

During construction there will be some minor / moderate adverse and minor / major adverse impacts on neighbouring residential properties. This would be short term arising from noise and vibration potential dust impacts during construction works. Impacts from construction would not be significant provided appropriate mitigation is put in place. There would be no significant effects on the highway network to local streets and key roads (construction and operational)

The cumulative impacts to designated and non-designated heritage assets would be negligible (construction) and negligible to minor adverse (operational). All impacts on views, visual setting and townscape would be negligible to minor adverse with the main effects being on views and setting of the Principle Hotel and Lass 'o' Gowrie pub.

There will be minor moderate adverse (construction) and moderate to major beneficial (operational) impacts on water resources. Impacts on sunlight and daylight levels would be negative to moderate adverse (construction) and negative to moderate adverse (operational). Impacts of wind would be negligible to minor adverse (operational) and negligible impacts from commercial plant and equipment and cumulative noise from use of new commercial premises, including music and patron noise (operational)

The impacts relating to the construction phase are temporary and predictable. The cumulative effects of the operational phases would not be unduly harmful.

The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and these measures are capable of being secured by planning condition. Overall given the densely developed City Centre location with mitigation as described in this Report it is considered that there will be no unduly harmful cumulative impacts as a result of this development

Conclusion

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

The proposals would be consistent with a number of the GM Strategy's key growth priorities. It would deliver a high quality building and regenerate a site which is principally characterised by a poor quality environment. The site is considered to be capable of accommodating a building of the scale and massing proposed whilst avoiding any substantial harm to the setting of adjacent listed buildings or the adjacent Whitworth Street Conservation Area.

There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and the character of the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that the harm is outweighed by the benefits of the development.

The impacts modelled within the submitted EIA technical chapters have been fully considered in relation to the officer recommendation with respect to this application

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 Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included ongoing discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

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

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

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

(a) Site and location plan 10227-A-B5D8-G100-XP-AL-001 and 10227-A-B5D8-G100-XP-AL-002;

(b) Dwgs 10227-A-B5D8-G200-XP-AL-001, 10227-A-B5D8-G200-P-00-001, 10227-A-B5D8-G200-P-MZ-001, 10227-A-B5D8-G200-P-01-001
10227-A-B5D8-G200-P-02-001 R01, 10227-A-B5D8-G200-P-07-001, 10227-A-B5D8-G200-P-12-001, 10227-A-B5D8-G200-P-16-001,
10227-A-B5D8-G200-P-RF-001, 10227-A-B5D8-G200-P-RF-002, 10227-A-B5D8-G200-E-N-001 R01, 10227-A-B5D8-G200-E-E-001 R01,
10227-A-B5D8-G200-E-S-001 R02, 10227-A-B5D8-G200-E-W-001 R01, 10227-A-B5D8-G200-S-AA-001, 10227-A-B5D8-G200-S-BB-001, 10227-A-B5D8-G200-S-CC-001, 10227-A-B5D8-G200-S-DD-001, 10227-A-B5D8-G251-D-TY-001 R01, 10227-A-B5D8-G251-D-TY-002 R01,
10227-A-B5D8-G251-D-TY-003 R01, 10227-A-B5D8-G251-D-TY-004 R01, 10227-A-B5D8-G251-D-TY-005 R01, 10227-A-B5D8-G251-D-TY-006 R01, 10227-A-B5D8-G251-D-TY-007 R01;

(c) Stopping up area 10227-A-G200-SK-203 ;

(d) Demolition 10227-A-B5D8-JC20-P-00-001;

(e) Recommendations in sections, 3, 4 and 5 and 6 of the Crime Impact Assessment Version C dated 29/01/19;

(f) Recommendations within Shed Flood Risk Assessment dated Nov 2018 as amended by dwgs C0001 S2-1 (Proposed Drainage Strategy) and C0006 S2-2 (Flood Storage GA);

(g) Measures detailed within JH Partners Energy Strategy Report dated 07-02-19 and SAL Environmental Standards Statement and BREEAM Pre-Assessment Rev. B 18.1.2019;

(h) GEOENVIRONMENTAL APPRAISAL of land at CHARLES STREET, MANCHESTER Prepared on behalf of Logik Developments (Charles Street) Limited Report 6027/1A January 2019 by Calabrian and Certificate of Calibration dated 18 05 18;

(i) Waste Management and Servicing Strategy by Curtins Ref: 70489-CUR-00-XX-RP-TP-003 Revision: V03 Dated: 28 January 2019 as amended by Dalata Waste Management Plan stamped as received on 12-04-19;

(j) Recommendations and mitigation measures as set out within the Environmental Statement: Land at 60 Charles Street and adjacent car park, Manchester February 2019 and associated Appendices;

(k) Deloitte's e-mail dated 17-05-19 in relation to ceiling hoists and mobile hoists for disabled people;

(l) James Hind's e-mail dated 15-05 19 in relation to materials.; and

(m) DESIGN INTENT - QUALITY NOTE within PLANNING SUBMISSION
ADDENDUM PANELLISATION DESIGN INTENT | MAY 2019
10227-A-B5D8-RP-ADM-002 | 00 by SimpsonHaugh

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan polices DC18.1 DC19.1, DC20 and DC26.1.

3) The demolition of the existing buildings on the site shall not commence unless and until a Demolition Method Statement including the boundary treatment to the site during and following demolition has been submitted to and approved in writing by the City Council as Local Planning Authority.

The approved Method Statement shall be adhered to throughout the Demolition period.

For the avoidance of the doubt the demolition of the buildings would not constitute commencement of development.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

4) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development and drawings to illustrate details of full sized sample panels that will be produced. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and details of the glazing and a strategy for quality control management; and

(b) All samples and specifications shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

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

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

Any further development must not compromise any existing remedial measures previously installed at the site as part of planning permission . Upon completion of the works, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to ensure that the existing remedial measures have not been compromised.

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. Additionally, that the current works shall not compromise the protection afforded by earlier remedial measures the existing development has had installed as part of planning permission ****. Pursuant to policies DM1 and EN18 of the Core Strategy.

6) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted

to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- Mitigation against risk of accidental spillages into watercourses
- Communication strategy with residents and local businesses which shall include details of how there will be engagement, consult and notify them during the works

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

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

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

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

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

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

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

8) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The

approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

9) 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.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- Utilisation of green/blue roof solutions as per the Flood Risk Assessment and Drainage Strategy. Shed, Jan 2019);
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building - Hydraulic calculation of the proposed drainage system;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to Core Strategy policies EN08 and EN14

The development shall be constructed in accordance with the approved details within an agreed timescale.

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

- (a) Verification report providing photographic evidence of construction as per design drawings;
- (b) As built construction drawings if different from design construction drawings;
- (c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or

any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To 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. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

11) Prior to the commencement of development a programme for submission of final details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building on all site boundaries; and
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include consideration of bat boxes and bricks, bird boxes and appropriate planting;
- (c) Green / Blue Roof

and relevant details shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme submitted and approved above.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied.

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) and to ensure that a satisfactory measures to enhance biodiversity are incorporated within the development in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

12) Prior to occupation of the development a scheme for the acoustic insulation of any plant or externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26

13) Before the development commences a scheme for acoustically insulating and mechanically ventilating (a) the hotel and (b) the bar / restaurant against noise from adjacent roads and railway line and any noise transfer from the bar/ restaurant use

to the hotel rooms above, shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

The approved noise insulation scheme shall be completed before each of the approved uses commence.

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation and any non compliance shall be suitably mitigated in accordance with an agreed scheme .

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

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

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

Reason: In accordance with NPPF Section 12, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

15) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant paragraph 170 of the National Planning Policy Framework and Core Strategy policy EN14 and EN17.

16) The development shall be carried out in accordance with the Crime Impact Statement Version C dated 29-01-18. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

17) Prior to commencement of development an air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority. For this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance>

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

18) No development approved by this permission shall commence until the details and position of the compensatory void storage openings have been submitted to the LPA. The void openings shall provide a minimum of 3m² of open area to the façade in the areas shown on SHED drawing no. C0006 rev S2-2.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To ensure risk is not increased elsewhere by displacement of flood water

19) The window(s) at ground level, fronting onto Charles Street shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

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

20) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

21) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, before the development hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

22) Prior to implementation of any proposed lighting scheme details including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of occupants within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

23) No part of the development shall be occupied unless and until details of a parking management strategy for hotel guests has been submitted to and approved in writing by the City Council as Local Planning Authority. Any approved Strategy shall be implemented in full at all times when the development hereby approved is in use

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

24) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority as

detailed within the Interim Travel Plan Curtins Ref: 70489/ITP Revision: V02 Issue Date: 07 January 2019 . In this condition a Travel Plan means a document which includes:

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

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

25) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday deliveries etc. shall be confined to 10:00 to 18:00

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

26) Before any part of the development hereby approved is first occupied details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority

A service management plan to detail final arrangements in relation to both refuse collection and deliveries. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/unloading.

The development shall thereafter be fully implemented in accordance with these details.

Reason - In interests of highway safety pursuant to Policy DM1 of the Core Strategy.

27) (a). Three months prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

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

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

(b). Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

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

28) Prior to the first use of the hotel hereby approved commencing, a scheme of highway works and details of footpaths reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- a. Relocation of 2 x parking bays and existing pay machine;
- b. Relocation of existing bus stop (subject to necessary consents);
- c. Proposed layby on Mallard Street;
- d. Vehicular crossovers reinstatement/new and resurface footways (in York Stone or another similar high quality material) around the perimeter of the site on the Charles Street, Mallard Street, York Street and Viaduct facing street (where the use of an alternative material can be considered due to it not being a principle route); and
- e. Installation of dropped kerbs are required on Mallard Street, with a build-out of the footway to increase the capacity of the footway adjacent to delivery entrance point (for the avoidance of doubt tactile paving and dropped kerbs should be implemented where appropriate to cater for pedestrian movement)

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

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

29) The development hereby approved shall include for full disabled access to be provided to all areas of the hotel via the main entrances and to the floors above via lifts.

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

30) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

31) Before any use of the ground floor Bar/ Restaurant use hereby approved commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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

32) Final details of the method of extraction of any fumes, vapours and odours from the hotel / restaurant kitchen shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

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

33) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and

the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Polices DM1 and SP1

34. On commencement of the hotel use provision of hoists within the rooms for disabled people shall be on the basis of 2 track hoists and 2 mobile hoists. Final details of the number of mobile and ceiling mounted hoists shall be submitted to an agreed in writing not more than 12 months following the use of the hotel commencing. The details shall include an evidence based assessment/evaluation of the demand for this facility by guests. The approved details shall be fully implemented and retained thereafter.

Reason - To ensure that adequate provision of hoist facilities for guests pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy (2012).

Informatives

1) All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement to be funded by the applicant

2) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

3) Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially effect your permission.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 122644/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national

planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
 Environmental Health
 Corporate Property
 MCC Flood Risk Management
 Oliver West (Sustainable Travel)
 City Centre Renegeration
 Greater Manchester Police
 United Utilities Water PLC
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Ecology Unit
 Wildlife Trust
 Greater Manchester Pedestrians Society
 Network Rail
 Planning Casework Unit
 Greater Manchester Archaeological Advisory Service
 Manchester Airport Safeguarding Officer
 National Air Traffic Safety (NATS)
 Civil Aviation Authority

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:

Refuge Building Oxford Road, Flat 33, Oxford place 7 Oxford Road Manchester and Apartment 77, Grove House 35 Skerton Road MANCHESTER

Relevant Contact Officer : Angela Leckie
Telephone number : 0161 234 4651
Email : a.leckie@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
119100/FO/2018	5th Mar 2018	30th May 2019	Rusholme Ward

Proposal Erection of a part two, part three, part four and part five storey building to provide 8 ground floor A1 retail / A2 financial and professional services at ground floor and 35no. apartments above with associated access, parking and landscaping arrangements

Location Former Hardys Well Public House, 257 Wilmslow Road, Manchester, M14 5LN

Applicant Eamar Developments (UK) Ltd, C/o Agent

Agent Mr Tom Collins, nineteen47, Pure Offices, Lake View Drive, Sherwood Park, Nottingham, NG15 0DT

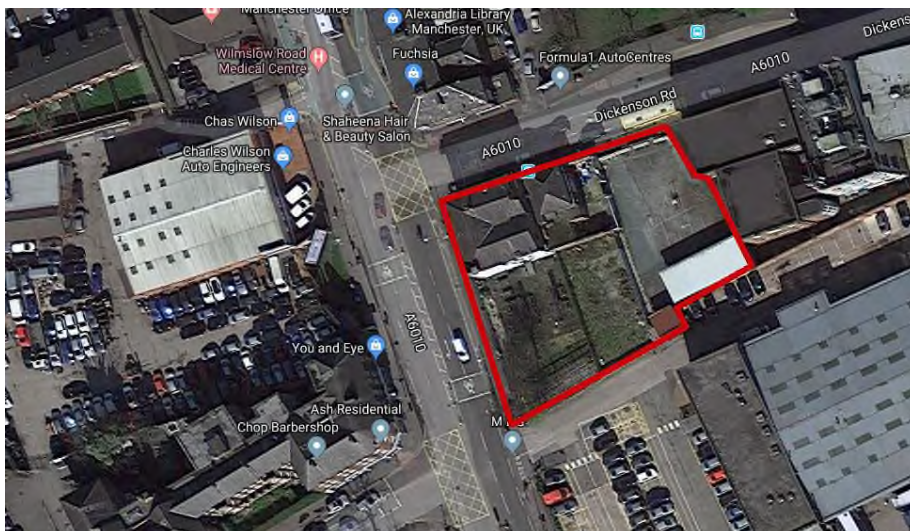
Description

Members will recall that at the Planning and Highways Committee meeting on 11 April 2019, the Committee resolved to defer determination of this application in order to undertake a site visit before making a decision. The recommendation of approval remains unchanged.

The site lies on the east side of Wilmslow Road, to the south of the junction with Dickenson Road at the south end of Rusholme District Centre.

The site measuring 0.19 hectares comprises a vacant two storey public house known as Hardy's Well, the pub closed in July 2016. To the south of the public house fronting Wilmslow Road lies the former beer garden. To the rear of the building is a single storey extension and hard surfaced car parking area accessed from Dickenson Road.

The site is bounded by commercial premises to the north that front Wilmslow Road and residential to the north east, residential to the east on Dickenson Road, the former Bus Depot to the south and commercial premises to the west, such as Charles Wilson Garage. There are 7 trees within the site, 6 of which are protected trees to the south of the site in the former beer garden fronting Wilmslow Road.



Hardy's Well was well known as a pre-match drinking venue prior to Manchester City games at Maine Road and has Lemn Sissay's first piece of public poetry painted on the southern elevation. Whilst the building is not listed and is not located within a Conservation Area, it is considered to be a building of local interest and has clear historical value that contributes to the character of Rusholme District Centre in this location. The property was listed as an Asset of Community Value in 2015, it was removed from the register after it was sold in June 2017. The poem to the side elevation contributes to the cultural heritage of Rusholme District Centre.



The application that is submitted, as amended, retains the former Hardy's Well public house. A part three, part four storey extension would run to the south facing Wilmslow Road, the extension would be substantially setback to allow the Lemn Sissay's poem to remain and show deference to the historic building of local interest. The extension would be constructed utilising red brickwork, with contrasting brick soldier lintels and cills in blue glazed brick (taking a cue from the blue mosaic on the existing building), the windows would be aluminium with some structural glass to enclose balconies. The fourth floor would be setback further and be constructed using glass curtain walling with an aluminium finish to the eaves detail. At ground floor there would be four A1/A2 units proposed with shop fronts with internal roller shutters and designated signage areas behind the glazing. The units would sit behind a landscaped courtyard in the location of the existing beer garden to be enclosed by railings similar to those currently in situ.

The former Hardy's Well building itself would be retained and refurbished (existing timber windows and the parapet with Hardy's sign would be refurbished), accommodating an A1 / A2 at ground floor with residential accommodation above.

To the Dickenson Road frontage there would be a further extension that would be part three storey and part four storey immediately adjoining the retained pub building replicating the scale and arrangement of the extensions to the Wilmslow Road frontage. The height of the extension would then increase to five storey in height as the building extends to the east, bringing the building to the same height as the building to the rear known as the Telephone Exchange. The use of materials for this extension would be consistent with the materials to the extension to the Wilmslow Road frontage.

Car parking would be provided in a ground and basement car park below the proposed building including manoeuvring space for smaller service vehicles and a secure room for cycle parking. Servicing for larger HGV's would be carried out from Dickenson Road. Bin stores for both the commercial and residential units would be provided by the access to the car park from Dickenson Road. A landscaped garden area would be provided for the benefit of the occupiers of the residential units at first floor level.

The applicant has confirmed that they will be building out the site and retaining ownership of the whole building.

History

In 2015 the car park to the rear was utilised for a hand car wash operation during the day following an appeal against the refusal of application reference 106476/FU/2014/S1 for the change of use of part of pub car park to hand car-wash and erection of a canopy.

This application was originally submitted in March 2018 for the erection of a six storey building to provide 903 sq. m A1 retail floor space at ground floor and 62 no. apartments above with associated access, parking and landscaping arrangements. The application as originally submitted was not supported and has seen an exchange of a number of sets of revised plans in order to address concerns expressed. Revised plans were reconsulted upon in January 2019.

Consultations

Publicity – The development was advertised in the Manchester Evening News as a major development. A site notice was placed next to the site boundary. A map showing the extent of residents and businesses notified of the application is set out at the end of this report.

Local Members - We have held further consultations with our residents on the revised planning submission for this very prominent site.

The major changes that have been secured - enabling the original Birch Villa structure to be retained and reducing the number of flats very significantly to 35 - are

widely and warmly welcomed, as is the retention of a paved patio area with trees to the side of the Villa on the Wilmslow frontage of the site.

However the development of the site as proposed continues to raise very serious concerns. Of these we want to focus on four key issues.

1. The critical mismatch between the ambitions of the proposed development - to provide 35 flats each with on-site parking in the double basement parking and the actual location of the Hardy's Well site.

This is a corner site positioned alongside two very busy traffic light junctions, at Dickenson Rd/ Wilmslow Rd and Wilmslow Rd/ Platt Lane, and has a bus-stop on Dickenson Rd immediately adjacent to the designated roller-shutter controlled entryway to the basement car parking. Wilmslow Rd is a major artery into the City Centre. The Dickenson Rd now carries a much heavier east-west traffic flow circumventing the bus gate on Oxford Rd.

Cars seeking to exit and either join or cross queueing traffic, and cars queuing to enter or to turn across traffic to enter, will clearly exacerbate the congestion on both Dickenson and Wilmslow roads, especially in peak periods. As will servicing vehicles for the retail units and refuse management vehicles - it is not clear that there is space for them to enter into the site in its current layout.

Given the strong public transport provision along Wilmslow Rd, wouldn't development on this site be ideally suited for flats marketed for modern residents wanting to walk, cycle and use public transport, thus saving the costs involved in the deep excavation required for on-site parking, and enabling more affordable accommodation to be provided of the kind our Ward needs?

2. Retail over-development, with 8 units planned: how are these to be serviced? where are customers to park?

3. The lack of any communal area for the flats residents, and potentially available for community use: wouldn't it be appropriate for at least part of the ground floor of the original Birch Villa / Hardy's Well to be designated for social use as a communal space?

4. The lack of any Section 106 funding for local / public amenities. Such funding could, in particular, provide for a zebra-crossing further along Dickenson Rd where local parents and children cross to and from St James Primary School.

Resident comments

18 objections have been received from 17 separate addresses in relation to the revised scheme that is the subject of this report. The comments are as follows:

- Changes are welcomed, however the scheme has some way to go.
- Given the strong public transport provision along the Wilmslow Rd, wouldn't development on this site be ideally suited for flats marketed for modern residents wanting to walk, cycle and use public transport, thus saving the costs involved in the deep excavation required for on-site parking (which

would be disruptive during construction), and enabling more affordable accommodation to be provided. The proposal are not compliant with policy T2, which aims at promoting walking, cycling and use of public transport. Development of a car park was allowed at Rusholme Gardens and the Council need to be consistent.

- Parking in Rusholme is at 'crisis point,' any plans must not add to the horrendous problem. Traffic is at a standstill and the noise and exhaust fumes are a health risk. Visuals submitted with the application do not convey the traffic situation.
- Ingress / egress to/from the car park will create serious congestion around Dickenson Road / Wilmslow Road junction.
- How are the retail units to be serviced? Where are customers to park?
- Refuse strategy does not look to be addressed properly, a layby for refuse/service vehicles should be introduced.
- Why is there a need for further units when there are empty units in the centre.
- Lack of communal space within the development for residents / lack of recreational space for bicycles and prams to be accommodated with public seating.
- Lack of Section 106 for local / public amenities such as a crossing on Dickenson Road
- Do not agree with the Heritage Statement that the building is a heritage asset of limited significance. The pub should be kept separate from the rest of the development so that it stands out.
- Mosaic facades should be restored
- Density of development is too high
- Are the changes in levels between the existing building and additions feasible?
- The scheme will bring traffic chaos, during construction, associated with access and servicing complicated by the presence of a bus route and bus stop
- The development does not offer parking for electronic vehicles
- The construction would adversely impact upon the movement of mobility scooters
- Concrete covering over drained land would cause flooding, which will impact upon the movement of mobility scooters.
- There should be community use included in the scheme as the property is an Asset of Community Value.
- Is it safe to dig down into the ground to create a basement car park and cause structural damage to surrounding houses? Where are the emergency access points?

Rusholme & Fallowfield Civic Society - Although this amended application is a great improvement on the original one, there are still several areas of concern that we have. Specifically,

1. There is no new application form, that describes the lowering of flats from 62 to 35, or the increase in residents/traders' parking spaces. This information can be gleaned from the Rubbish document and the floor plans, but it should be clearer.
2. As a result it is not clear whether these new flats will be for sale or rent.
3. There is no new "affordable housing" statement.

4. There is no traffic management plan.

Positive comments:

- a) Welcome the reduction in number of apartments and the fact that they all have N, S or W facing windows
- b) Like the fact that Hardy's Well pub is retained in its entirety
- c) Like the community outdoor space, which is now South facing (rather than boxed in with much less light as the previous application)

However:

- a) Feel that vehicle access into and out of the building is still a major problem. Dickenson Rd is an extremely congested road. During construction access will be very difficult; following construction there will need to be very regular access for rubbish and maintenance vehicles and delivery vans/bicycles at all times of day; in addition to residents' own cars
- b) Are concerned at the inclusion of car parking in the scheme. Development is close to excellent public transport links and a segregated cycle lane. The Council aims to limit car driving as much as possible, to prevent CO2 emissions; therefore this would seem an admirable scheme to be built and marketed especially to "people without cars"
- c) If there were no car parking facilities provided on site the cost of the development would drop greatly, which would enable the flats to be much cheaper
- d) If there were no car parking facilities provided on site, the construction time would be much shorter and the impact on Dickenson Road users much less.
- e) Encouraging car owners to rent/buy these properties encourages yet more cars - visitors and families with more than one vehicle. These would need to park in the available streets around, which is already a serious problem.
- f) Unconvinced about the need for shops on the ground level. The RDC retail area is struggling, with shops everywhere attempting to be turned into restaurants or fast food place (with the exception of the barbers). And the commercial sense of this area finished quite clearly before Dickenson Rd, and thereafter becomes residential. It would be preferable to perhaps add community facilities instead of retail - a community centre room, a launderette, the rubbish bin storage, bicycle storage, delivery and maintenance vehicle access. An additional flat could be located in the ground floor of the old pub.

Consider that the amended planning application is still contrary to a number of Manchester City Council's adopted planning policies.

Core Strategy - Policy SP1 Spatial Principles. This policy requires that development in all parts of the City should:- Make a positive contribution to neighbourhoods of choice including:- creating well designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents. The siting of the access to and from the proposed development will still introduce significant risks to the safety of pedestrians, cyclists and motorists using the busy A6010 Dickenson Road.

Core Strategy - Policy H1 Overall Housing Provision. This policy states that Within

the Inner Areas in North, East and Central Manchester densities will be lower but generally around 40 units per hectare. This proposal is in the Inner Area in Central Manchester, and proposes a density of 35 units in 0.19 hectares. This is a density of 175 units per hectare. This represents a significant over-development of the site.

Core Strategy - Policy H1 Overall Housing Provision (contd). This policy also requires that the design and density of a scheme should contribute to the character of the local area and be designed to give privacy to both its residents and neighbours.

The footprint and density of this proposal does not contribute to the design principles that are characteristic of the nearby multi-storey buildings - Platt and Worsley Courts. The amenity space provided is very overlooked. The development has not been designed to give privacy to both its residents and neighbours. Also, the proposal does not address the future deficiencies in physical infrastructure likely to arise from the requirement for up to 35 vehicles, plus service and delivery vehicles.

Core Strategy - Policy C2 District Centres. This policy states that Development will support thriving district centres. This development proposal will result in significant additional capacity in the RDC. There is little need for additional retail units, and this development might result in older units remaining vacant and thereby affect the vitality and viability of the existing units in the district centre.

Core Strategy - Policy C5 Central Manchester District Centres - There is further capacity for approximately 3,000 square metres of convenience and 1,500 square metres comparison retail development in the area up to 2027. Additional floorspace will be delivered in Hulme and Longsight, whilst more moderate provision is expected in Rusholme. Additional retail development will be supported in Rusholme, but this should complement the distinct commercial character of the District Centre. Capacity for additional retail in Rusholme can be adequately provided in other centres, including Hulme and Fallowfield. The improvement to the quality of the environment in Rusholme and Longsight is a priority to help retain and attract shoppers and visitors.

This proposal includes 903 square metres of A1 - Shops Net Tradable Area. The same developer has another site in development at the northern end of the RDC that will introduce 1030 square metres of A1, A2 and A3. Taken together, this is not "moderate provision" in the RDC.

Core Strategy - Policy C10 Leisure and the Evening Economy This policy states: New development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted.

The RDC is expressly excluded from MCC's Hot Food Takeaway Supplementary Planning Documents March 2017, so it is possible that the use of some or all of the units could be changed to A3 or A5 and become part the night-time economy, with all the problems that are already generated by such premises in the RDC, including transient noise, inconsiderate parking, litter and fly-tipping.

Core Strategy - Policy T1 Sustainable Transport. This development proposal seems to prioritise car-owning residents.

Core Strategy - Policy T2 Accessible Areas of Opportunity and Need. The proposal does not meet the minimum standards in Appendix B, nor does the application include a proportionate Traffic Impact Assessment, given that there are likely to be access issues during the construction phase and when the building is occupied.

Core Strategy - Policy EN2 Tall Buildings Proposals. It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable. This is a relatively tall building incorporating two storeys underground.

The applicant must demonstrate that the proposal is viable and deliverable - and that it is possible for the building construction activities to be managed on such a relatively small plot situated on such a busy corner. The developer has another site in development at the northern end of the RDC. This development is taking a very long time to complete and has necessitated the closing of the adjacent public road, Banff Road, for many months.

Core Strategy - Policies EN4 - EN9 Carbon Emissions/Climate Change/Green Infrastructure etc. The applicant seems to be seeking to maximise the revenue-generating capacity of the site, and this might be at the cost of sustainability. The application is for a residential development of 10 or more units, Policy EN 6 requires an energy statement to be submitted as part of the Design and Access Statement.

This statement doesn't seem to have been supplied. Also, in Policy EN 9, MCC encourages green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas. The development proposal in its current form has too little regard for this set of policies.

Core Strategy - Policy EN19 Waste. This Policy states that MCC will Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met... Encourage communities to take responsibility for the waste they create through the provision of accessible facilities. The applicant's waste management plan does not show how both construction and demolition waste will be minimised; or location plans showing the proposed collection point and the route the collection vehicle will take.

With respect to the Council's Saved UDP:

Citywide Development Control Policies - DC6. Housing On "Backland" Sites
 DC6.1 The Council will not normally grant consent for residential development on "backland" sites, that is, sites with limited access to a road because they are surrounded by housing or other uses. DC6.2 b. access and parking arrangements do not significantly increase noise and disturbance for occupiers of existing adjoining dwellings. During the construction period, access and parking arrangements for

works vehicles are likely to significantly increase noise and disturbance for occupiers of adjoining dwellings.

The proposed and existing dwellings retain adequate levels of private amenity space;

All the tests set out in the policy would be applied before planning permission could be considered.

Consider that the amended planning application is still contrary to a number of Manchester City Council's adopted planning policies. On this basis, we request that the planning department determines/recommends refusal of the application in its current form. That said, we are very open to proposals to bring this key Rusholme District Centre (RDC) plot into use, and would welcome a few remaining changes from the developer for more a sympathetic development that is in line with MCC's planning policies.

When the above points are taken into consideration, this planning proposal appears to be demonstrably contrary to a number of the Council's stated planning policies. The Council must, therefore, refuse planning permission.

Moon Grove Residents Association -

Vehicular access to the premises would appear only to consider provision for the tenants to access the basement parking. This access is on Dickenson Road and very close to the traffic lights that manage access into Wilmslow Road.

The Dickenson Road and Wilmslow Road junction is normally busy and the planning application would appear to wholly disregard this matter.

The slightest traffic problem adjacent to the traffic lights at this junction rapidly causes congestion and tailbacks particularly on Dickenson Road.

Where will delivery vehicles park, when delivering goods and services to the commercial premises in this development?

Internet shopping is very much normal household behaviour - the tenants of the 35 apartments will expect their parcels to be delivered to their homes, Where will white van drivers considerately park their vehicles?

Both commercial and residential tenants will need their waste to be collected, several different times a week. How will large bin lorries access the yard to collect large commercial bins?

How will residential tenants access the basement if they drive from Wilmslow Road into Dickenson Road, as they queue to turn right across the westerly heading traffic then other vehicles behind them will block Wilmslow Road as a tailback develops. At present the tailbacks along Dickenson Road can reach Wallace Avenue, this often means that residents of Stanley Avenue, Moon Grove and Wallace Avenue have in difficulty in leaving their street by car, (all three are cul-de-sac).

One further consequence of this situation is that cars are already using Hall Road and Birch Grove as 'Rat-runs', this will bound to become a serious problem if no further consideration is given to this potential problem.

The only practical remedy is to remove one of the retail units adjoining the proposed vehicle access point on Dickenson Road and the apartment above, together with providing a yard at this point the enlarged access will make a substantially improved and safer development.

Platt Claremont Residents Association – Any comments received will be reported to Committee.

Manchester Civic Society - Manchester Civic Society objects to this proposal, although they welcome the improvements made so far to the original scheme.

Hardy's Well was listed as an [Asset of Community Value](#) in 2015 as a result of an application by the [Rusholme and Fallowfield Civic Society](#). The existing facade is a Non-Designated Heritage Asset. They do not agree with the Heritage statement that Hardy's Well is 'a heritage asset of limited significance'.

The parapet to the northern, western and eastern elevations has mosaic tiled signage which formerly read 'Birch Villa' but has more recently been painted over once the building became known as Hardy's Well in the later 20th century. This attractive signage originally comprised gold and blue tiling.

The southern elevation contains a poem by Lemn Sissay, commissioned for the site by Andy Pye, the then landlord of the pub, in the mid 1990s. Mr Sissay, MBE, is now the current Chancellor of Manchester University.

Retention and restoration of fabric - The interior still contains attractive original windows, some stained glass, some leaded lights, together with some mahogany fittings.

Manchester Civic Society disagrees with the proposal in the Heritage statement that the 'removal of fixtures and fittings..... will result in the loss of historic fabric considered to be of some limited aesthetic and historic value but the level of harm is minimal'. Believe that the windows and mahogany fittings should be retained, even if they are moved within the building. The mosaic facades should be restored and paint removed to reveal their original glory.

Density - The density proposed here, of 175 units per hectare is far too high for the locality. Policy H1 (Overall Housing Provision) envisages around 40 units per hectare for a site such as this. The proposal represents a significant over-development of the site.

Communal Value - Although the developer states that '*the building is considered to be of limited communal value due to its longevity of use as a public house, serving the population of Rusholme village and gradually expanding, reflecting the suburbanisation and population expansion of the area*' we disagree. Even now, it is

a handsome element of the street scene of both Wilmslow Road and Dickenson Road and much loved by the multitudes who, over many decades, have travelled past it from the south into the city centre along the popular bus route to the city.

Inadequate documentation of amendments - It is difficult for a layman to assess from the limited information provided how the levels between the original buildings and the proposed additions can be resolved. Are they feasible?

Unnecessary retail and food outlets - This development is at the southern end of the 'Curry Mile' replete with shops, some vacant. There is no need for a mixed development of shops and residential here.

Manchester Civic society sees these amendments as an improvement on what had previously been floated. Whilst we welcome the improvements made so far, they still have some way to go.

Highway Services – Following specific issues being raised further comments have been provided from Highways, as follows:

The existing access point from Dickenson Road is to be retained. This entrance is set at an appropriate distance away from the Wilmslow Road/ Dickenson Road junction, providing in excess of 10m. Highways accept that this provides appropriate visibility for vehicles accessing/ egressing the site.

The applicant has scaled back the current proposals, reducing the number of units considerably and therefore decreasing the number of vehicles associated with the site.

Whilst it is acknowledged that queue lengths are considerable particularly during the morning and evening peak periods, vehicles accessing the site are unlikely to cause any significant impact. Highways have insisted that there is an appropriate stacking distance provided from Dickenson Road to the proposed roller shutters to ensure that vehicles do not block the carriageway.

Keep Clear markings could be considered adjacent to the entrance to maintain access for vehicles entering/ exiting onto Dickenson Road. Amendments to the existing Traffic Regulation Orders could also be considered, both of which could form an off-site highways works condition.

Residential servicing requirements are proposed on-street as large service vehicles cannot manoeuvre internally given the compact site layout. Highways accept that the frequency of residential waste collection is minimal and when taken outside of peak commuter periods, is unlikely to cause any network implications. All further servicing, including that for the commercial units can be accommodated within the internal site. This should be clearly stated within a Servicing Management Strategy and be conditioned to any future consent.

Neighbourhood Team Leader (Arboriculture) - The proposal is to remove T1, T2, T3, T4, T5 and T6 which are all protected by a Tree Preservation Order.

The trees are in a prominent position on Wilmslow Road and should be a consideration in this development and therefore they object to the proposals for this site from an arboricultural perspective.

Environmental Health – Recommend conditions with regards to delivery hours, opening hours of the commercial premises, acoustic insulation, construction management, Refuse, Air Quality, Contaminated Land and External Equipment Insulation.

Greater Manchester Police - Recommend that a condition is put in place to ensure that development takes place in accordance with recommendations of the Crime Impact Statement.

Greater Manchester Ecology Unit – Have no objections to the application on ecological grounds.

MCC Flood Risk Management – Conditions are recommended relating to surface water and maintenance of a sustainable urban drainage scheme.

Manchester Conservation Areas and Historic Building Panel - The Panel noted that the Hardy's Well building is of good quality Italianate style and the drawings do not convey its quality. They welcomed its retention.

The Panel would like to see a thorough restoration of the elevations including all of the original windows and return them back to traditional style sliding sashes. The Panel noted a metal window and leaded windows at the side and said that these should be retained and repaired.

The Panel would also like to see the restoration of all original features such as the mosaic / tiles and any other detailing including railings.

The Panel queried the floor level and how they worked with both buildings and noted that the floors seemed to cut through the windows of the existing building which would have a detrimental effect on the elevations.

The Panel noted a level of discrepancy between the drawings which was of concern and suggested a lack of rigour.

The Panel would like to see a much better junction between the existing and new buildings. They suggested that the existing single storey building should be retained as it is a good part of the building and would provide a good link between the two.

The Panel noted that the design looked as if a large section had been taken out of the 5 storey building in an abrupt way.

The Panel noted that there may have been a preference to bring the development forward to reinstate the buildings at the back of pavement and that artwork on the gable end should not dictate good urban design. They stated that this would also have the benefit of removing the area of landscaping to the forecourt that currently looked poorly designed. The Panel stated that if this area is to remain to the front

then it should either have residential behind at ground level with this area as amenity space for the residents with a good boundary treatment, or it should be a high quality landscape scheme again with a good boundary to prevent parking.

The Panel questioned the viability of retail units to Wilmslow Road and noted that the floor to ceiling heights in these units would not provide enough flexibility for a variety of commercial uses.

The Panel noted that the massing wasn't ideal but could be a lot worse. They observed the roof overhang as being an awkward feature lacking in substance and suggested a true parapet detail that would give longevity.

The Panel noted that the vertical blue brickwork didn't connect well with the base and its use needs to be carefully handled.

The Panel noted that there was a lack of consistency in the drawings and there needed to be clarity over what was happening with the floors and levels.

The Panel would like to see advertising giving proper consideration.

Policies

Relevant Local Policies

Local Development Framework

The relevant development plan in Manchester is the Core Strategy Development Plan Document 2012-2027 (the "Core Strategy"), adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The proposals are considered to be consistent with the following Core Strategy Policies SP1, H1, H5, H8, C2, C5, EN1, EN3, EN4, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2 and DM1.

Policy SP1 - Spatial Principles. This sets out the key special principles which will guide the strategy. Development in all parts of the City should "make a positive contribution to neighbourhoods of choice including creating well-designed places that enhance or create character, make a positive contribution to the health, safety and wellbeing of residents, consider the needs of all members of the community regardless of disability and protect and enhance the built and natural environment." The development would reuse previously developed land to improve the built environment and local character.

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

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

Policy H5 – Central Manchester Housing Policy. Central Manchester, over the lifetime of the Core Strategy, will accommodate 14% 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 or adjacent to the Regional Centre (Hulme and Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed use schemes. The development proposals would accord with policy H5 of the Core Strategy.

Policy H8 – Affordable Housing. Policy states that affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development would not be above the site size threshold but would be above the unit number threshold.

A Viability Appraisal has been submitted to the Local Planning Authority regarding the provision of affordable housing. The appraisal demonstrates that the proposed scheme cannot support affordable housing. This issue is discussed in more detail below.

Policy C2 – District Centres. The proposal would contribute to the vitality and viability of Rusholme District Centre through the provision of employment and housing and efficient use of land positively contributing towards regeneration.

Policy C5 – Central Manchester District Centres. The policy states that additional retail development will be supported in Rusholme that complements the distinct commercial character of the District Centre. The improvement of the quality of the environment in Rusholme is a priority to help retain and attract shoppers and visitors. This application proposes a complementary commercial offer that would improve the environment.

Policy EN1 - Design Principles and Strategic Character Areas. The site currently has a building on site with a façade that has historic architectural features. The proposal involves the retention of this structure, the extensions to the building would be of a good quality design, and would enhance the character of the area and the overall image of Manchester. The positive aspects of the design are discussed in more detail below.

Policy EN3 – Heritage. The proposal would have an impact on a building of local interest. This is discussed in more detail later in the report.

Policy EN4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development. The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN9 - Green Infrastructure. The development includes tree planting and landscaping to a roof terrace.

Policy EN14 - Flood Risk. A Drainage Strategy has been submitted and this is discussed in more detail below.

Policy EN15 - Biodiversity and Geological Conservation. The redevelopment is considered to have an acceptable impact upon ecology.

Policy EN16 - Air Quality. The proposal would be highly accessible by all forms of public transport.

Policy EN17 - Water Quality. The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN18 - Contaminated Land and Ground Stability. A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 – Waste. The development would be consistent with the principles of waste hierarchy.

Policy T1 - Sustainable Transport. The development incorporates electronic vehicle charging points for 3 vehicles. There would be 100% cycle parking provision. It is noted that there is 100% car parking for the residential element of the development, however there is a notable on street parking pressure in this locality and it is considered that the scheme does encourage a modal shift away from car travel to more sustainable alternatives.

Policy T2 - Accessible Areas of Opportunity and Need. The proposed development would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

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

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- That development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;

- Accessibility to buildings, neighbourhoods and sustainable transport modes;
- Impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage.

These issues are considered full, later in this report.

Saved UDP Policies

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

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

National Planning Policy Framework

The NPPF sets out the Government's planning policies for England and how these are expected to be applied and is a material consideration in the determination of all planning applications.

There are three overarching objectives to sustainable development: economic, social and environmental:

- an economic objective, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation; and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective, supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective, contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, use natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused in

locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context paragraph 110 states that applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

Paragraph 117 indicates that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Paragraph 127 confirms that 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; create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 197 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals would create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles and expectations of the revised National Planning Policy Framework.

Other Material Considerations

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

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

Residential Quality Guide

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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

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.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

Legislative requirements

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

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

The proposal is below the thresholds at Schedule 2 of the EIA Regulations and it is not located within a 'sensitive area,' as such, the proposals do not comprise 'Schedule 2 development' and a Screening Opinion was not sought.

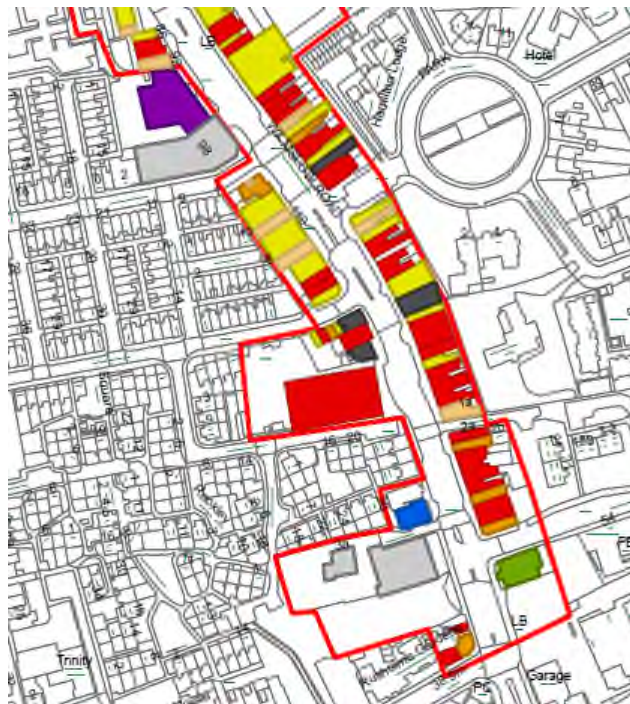
Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

Issues

The principle of the proposed development

The principle of a mixed A1 retail and A2 financial and professional services offer in this location is acceptable as the site is located at the southernmost tip of Rusholme District Centre. Until a recent alteration to the Use Classes Order the existing public house on the site could have been converted to an A1 use without the benefit of a further application for planning permission.

Policies C2 and C5 of the Core Strategy support development that provides complementary employment and housing uses whilst using land efficiently, regenerating the District Centre, improving the environment and supporting vitality and viability. Concerns have been raised with regards to the need for the commercial floor space in this location, however the site is located within the Rusholme District Centre and is identified in the adopted Core Strategy as an appropriate location for mixed use development. The amount of floor space for A1 use (retail shops) and A2 use (financial and professional services) is approximately 900 sqm which is considered to be an appropriate level of provision to support the vitality and viability of the District Centre. This scheme is therefore considered to contribute positively towards achieving the objectives set out within the adopted development plan policies.



Map showing extent of southern extent of Rusholme District Centre including the site of the former Hardy's Well

The proposals would provide for 35 accessible, sustainably located residential units brought forward as part of a mixed use development that accord with the standards set out in the residential quality guide in accordance with the aspirations of policies H1 (Housing) and H5 (Housing in Central Manchester) of the Core Strategy.

Density

Comments have been received stating that a density of 35 units in 0.19 hectare is inappropriate representing overdevelopment of the site. Policy H5 states that high density housing will be permitted within or adjacent to the Regional Centre (Hulme and Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed use schemes. The National Planning Policy Framework states that planning policies and decisions should support development that makes efficient use of land.

Affordable Housing

Policy H8 requires that development should contribute to the City-wide target that 20% of new housing is affordable. 20% is used as a starting point for calculating affordable housing and homes should be available for social or affordable rent or affordable home ownership. If this is not provided on site, an equivalent financial contribution should be made to off-site provision.

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

Should a viability assessment demonstrate that a scheme cannot deliver affordable housing, the applicant may request an exemption from providing affordable housing, or provide a lower proportion, a variation in the mix of affordable housing, or a lower commuted sum. Examples of these circumstances are set out in part 4 of the Policy H8.

The application proposes 35 apartments for private rent. The proposal would redevelop a brownfield site and create active street frontages in a prominent position. It would be a quality scheme in terms, of its appearance and would comply with the Residential Quality Guidance. It also delivers a significant component of commercial space whilst maintaining a building of local interest that affects the overall viability of the scheme. All these matters have an impact on the scheme's overall viability.

A viability report that has been assessed and verified by the Council, demonstrates that it is not possible to provide a contribution towards affordable housing in this instance. This is based on a site value of £1,038,012. Construction costs are £5,410,417 with total costs at £6,575,560.81. Based on the inputs and outputs this would lead to a residual land value of -£1,123,576 equating to a -13.6% deficit for the development, however, the developer has set out that whilst they are making a loss on this site they believe the development is deliverable, as it is intended for the applicant to retain ownership, with revenue to be collected as rent from tenants over a very long-term period.

The Councils modelling of the viability suggested that the construction cost would be broadly similar as the cost of converting the old building will be substantial. However some appropriate adjustments have been made to the other inputs such as rental values, yields and the Base Land Value, The result being a marginally negative profit figure albeit improved from that communicated in the viability assessment submitted.

An argument was put forward by objectors that if the basement car park is omitted then this would bring the development into the realms of profitability that could contribute towards making the apartments proposed more affordable. The applicant has provided the figures for the development without the basement car parking and the development would still not be able to support a contribution for affordable housing. The residual land value without the construction of the car park would be - £926,232. However, it must be noted that the submitted scheme includes the car park and this is the scheme which is required to be assessed.

The figures above clearly demonstrate that the scheme is not viable, but that the developer believes that the scheme is deliverable as a long-term investment.

The viability report has been tested by the Council and it has been agreed that it would not be possible for the development to make provision on site or a financial contribution towards offsite affordable housing without undermining viability.

The applicant has agreed to enter into a legal agreement which will include a provision for a reconciliation which would require a contribution to be paid if values change at an agreed point, there would also be provision for a future review mechanism so if the residential units are to be retained as a rented scheme or are changed from rented to sale at a future date.

Highway Safety

The access for the proposed development would remain in the same location as the historic access to the public house car park. The roller shuttered entrance to the car park would be operated by remote activation.

A number of the objections raised focussed on concerns related to the proximity of the access/egress of the proposed development to the junction of Wilmslow Road with Dickenson Road. The junction has become busier in recent history as people adjust to the new highway arrangements with regards to the Oxford Road bus corridor. The applicant submitted a Transport Statement to accompany the application and provided further information with regards to tracking to satisfy questions raised by Highways. The number of trips generated by a development of 35 residential units with 8 small scale commercial units is not forecast to place any undue additional pressure upon the highway network.

This same access was used in 2015 for hand car wash use for park of the car parking area for the public house. In the appeal inspectors decision notice she stated:

'A number of concerns have been raised regarding highway and pedestrian safety issues that may result from the scheme. However, I note that there is no objection to the scheme from the Highway Engineer. In the light of this, and observations made during my site visit, I am satisfied that the existing highway network would be able to cope with any additional traffic movements created by the proposed development, and that the proposal could operate in a way that would not be detrimental to highway or pedestrian safety.'

The use as a hand car wash placed more pressure upon the highway in this location than the proposed development would.

A request has been made for payments for offsite contributions towards the costs of a pedestrian crossing on Dickenson Road. However, given that the development would not place significant pressure on the highway network and would not be generating a significant increase in the local population in this location it is not considered that the obligation could be substantiated. Any requirement to mitigate harm must be proportionate to the harm caused and in this case it would not be reasonable to require mitigation through the provision of a crossing. It must also be noted that the use as a public house had the potential to generate significant numbers of pedestrian movements.

Car Parking

The National Planning Policy Framework and the policies of the Core Strategy do place emphasis on sustainable development in locations that are well served by public transport asking that developers support a modal shift away from reliance of the car. The development proposals provide 36 spaces within a ground and basement car park.

The 36 spaces would be provided for the 35 residential units proposed. They would include for disabled car parking and would provide 3 No. electronic vehicle charging points.

No car parking facilities are provided for the staff or for visitors to the proposed A1 / A2 ground floor uses. Given the location in a District Centre location this is considered to be acceptable.

There is a localised parking issue in Rusholme associated with the use of the centre and car parking associated with the nearby hospitals that has been expressed in a number of the objections received.

It has been raised that planning permission was granted for the development of a car parking area adjacent to flats to the opposite side of Wilmslow Road known as Rusholme Gardens. Planning permission was granted on the grounds that land to the rear of the existing flats (which was largely occupied by outbuildings used for the storage of appliances) was improved, involving the demolition of outbuildings and laid out for car parking for the use of the flats.

The level of car parking provision is appropriate for the scheme having regards to the particular circumstances of this site. The car parking has been provided to serve the

residential use to minimise the likelihood of additional parking on nearby residential streets that are suffering from an on-street parking problem.

Cycle Parking

Cycle Parking has been provided within the secure basement parking area for 42 spaces (35 units and provision for the staff of the commercial units), development is located in a sustainable location with regards to cycle travel being located adjacent to the enhanced Oxford Road cycle network. It is considered that the level of provision is acceptable.

Servicing

Servicing for larger vehicles is proposed from the kerbside along Dickenson Road (as was previously the case with the servicing for the former public house) with smaller vehicles servicing internally within the site's curtilage. Highways consider this to be acceptable on this occasion given that Dickenson Road comprises two-lanes and the servicing requirement is anticipated to be minimal. This arrangement is common place in the District Centre.

It is recommended that a Servicing Management Plan be conditioned to any approval of the application, in order to manage all deliveries associated with the various units and allow for effective scheduling of servicing vehicles accessing the site.

Refuse

Refuse collection is to take place weekly by private waste contractor, with dedicated refuse storage areas) for both the residential units and commercial units provided within the site, located near the service stair and corridor adjacent to the car park entrance area. It would be the responsibility of the residents and the commercial operators to place the bins at the collection point on Dickenson Road and return bins to the store following collection. There is adequate space within each of the apartments to accommodate recycling facilities within the kitchen, residents on upper floors have access to a lift to convey waste to the refuse store. A waste management strategy has been submitted to accompany the application that Environmental Health have confirmed provides sufficient capacity for both residential and commercial bin storage (including appropriate levels of bins for separated waste).

Residential – 0.43m² has been provided per apartment for container space. Space to manoeuvre and access containers individually has also been provided so that each container can be accessed and removed for collection individually. There will be containers for glass, cans, paper and general waste.

Commercial – 4 x 1100 general waste, 1 x 1100 pulvable recycling, 1 x 1100 mixed recycling, 1 x 1100 food waste, 1 x 1100 industrial waste

The City Council acknowledge that waste management in Rusholme District Centre has caused difficulties and as such a condition is recommended that the bin storage accords with the information submitted.

Heritage

The application was accompanied by a Built Heritage Impact Assessment prepared by Cotswold Archaeology. The former Hardy's Well was named after Hardy's Brewery and was formerly known as Birch Villa, which has existed on site since 1837. The building was extended in the early 20th Century with a large single storey function room to the rear with an extension to the cellar following the ground floor footprint. A new internal stair was also inserted and there was an internal remodelling. Internally much of the earlier spatial layout was lost as the requirements for larger spaces resulted in the opening up of the ground floor bar area. The building is said to have undergone significant internal alteration which greatly limits its heritage interest. Mahogany and stained glass features have been relocated from their original positions.



The significance of the building is said to lie in its architectural and historic interest as an example of a prominent but decoratively restrained Victorian public house situated on the main road into Manchester from the south. The statement shows cognisance that the late 20th Century poem by Lemn Sissay is important.

An objector has been critical of the report in that it states that there is minimal harm to a heritage asset of limited significance. The building is, in fact, recognised as a heritage asset in the document submitted by the applicant. It is a building of local interest that the developer has been encouraged to retain in its entirety since earlier iterations of plans submitted. To address concerns that had been expressed about the levels internally and how the scheme would be fitted out, the applicants have confirmed in writing that the existing first floor timber structure within Hardy's Well will be retained as existing in its existing location and that existing windows on Wilmslow Road and Dickenson Road would be replaced with traditional sliding sash timber windows.

Paragraph 197 of the National Planning Policy Framework states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining an 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.

Following amendments to the application, it is considered that the scheme will cause minimal harm to the building and will secure its long term retention as a part of a redevelopment scheme that would provide regeneration benefits to the area. A condition is recommended for a schedule of works to the building to ensure that features of merit (stained glass windows / decorative tile panels) noted within the heritage assessment are maintained or reutilised.

Asset of Community Value

The former Hardy's Well Public House was registered as an Asset of Community Value in 2015, however it was removed from the register after it was sold in June 2017.

Urban Design

With regard to the Manchester Conservation Areas and Historic Building Panel's comments about the setback of the extension to Wilmslow Road, it would usually be the case, that buildings sit to the back of footpath to replicate the local pattern of development. Setbacks in the street scene often create areas for anti-social behaviour to occur and there is an issue with incidents of anti-social behaviour in this location as evidenced by the information contained within the Crime Impact Statement.

The driver behind the setback is to pay respect to the historic and local interest of the former Hardy's Well public house and to try to retain the poem to the southern elevation of the building. The earlier submitted plans showed a six storey building that subsumed the former Hardy's Well and had a glazed atrium to the Wilmslow Road which offered views through the poem on the southern elevation, however, this was not considered to provide adequate views through to the poem.

Greater Manchester Police provided a Crime Impact Statement to assess the creation of this setback, they are satisfied subject to the incorporation of internal roller shutters and maintenance of visual openness of the courtyard created to the Wilmslow Road frontage. The landscaping plan submitted shows a conservation type flag to the site frontage enclosed by a wall with railings atop with planted areas within conservation edging behind. Three extra heavy standard 4 – 6m street trees would have canopy of a sufficient height to maintain views into the courtyard area.



Layout plan showing the Wilmslow Road frontage site layout



Proposed ground floor layout plan

In street scene terms with regards to Wilmslow Road it is considered that the significant setback maintains the former Hardy's Well as the focal feature to the corner of Wilmslow Road and Dickenson Road. There is a currently a gap between the former Hardy's Well and the former First Bus depot where the beer garden was (although records indicate that a structure covered this land until 1989, in 1908 a large marquee was erected to house comedy shows, this was then used as a car works from 1951 until 1989). A condition is recommended to prevent any inappropriate structures from being placed on this land.



Wilmslow Road frontage

In street scene terms the impacts of the proposals upon Dickenson Road can be seen in the image below. It is considered that the back of pavement proposals would significantly improve the current street scene, which sees the entrance to a car park which has been utilised as a hand car wash and has recently had unauthorised storage of containers. The scale of the proposals is considered to be acceptable having regards to the height of the property immediately to the east.



Dickenson Road/Wilmslow Road junction view

Amenity Space and Green Infrastructure

The proposals include a substantial first floor amenity space for the 35 residential units proposed. This would include lawned areas, feature paving, areas for seating, one sheltered and the planting of 11 trees.



First Floor outdoor amenity space

A number of the apartments have balconies to provide further amenity spaces. It is therefore considered that having regard to the on-site provision and the proximity to Platt Field Park, the development would be adequately catered for with regards to amenity provision.

The 7 trees to be removed, 6 of which are protected are defined by the arboricultural survey to be category C trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm.

The proposed three trees to the landscaped courtyard to the Wilmslow Road frontage would be extra heavy standard 4 – 6m street trees added to the 11 trees proposed to the amenity space, this would provide 14 trees for 7 poor quality trees to be removed. The loss of trees would be justified by the need for housing and commercial development as part of an appropriate mixed use development in a District Centre location.

Sustainability

The agent has stated that the building is designed to be environmentally friendly with reduced energy usage and heat losses to be better than the current Building Regulation standards. Natural ventilation will be via opening windows and some mechanical ventilation to kitchens and bathrooms be designed to be energy efficient. A condition has been attached to secure compliance with this commitment.

Air Quality

The scheme proposed would be located in a sustainable location and provides for 42 cycle parking spaces and 3 No. electric charging points. The scheme itself would provide for only a further 35 residential units and 8 small scale commercial units and the amount of traffic associated with such a development is not considered to be substantial. Subject to the requirement of appropriate controls through a Construction Management Plan, it is considered that the proposals would have an acceptable impact upon air quality.

Accessibility

The apartments will be accessible as the ground floor units will have level access and the upper floor are accessible through the provision of a lift. 2 No. disabled car parking spaces have been provided within the ground floor car parking spaces.

Residential Amenity

The extensions to the existing Hardy's Well building would be setback significantly from the Wilmslow Road frontage and would be additionally separated by a four lane carriageway with significant footways to either side from property to the west at Charles Wilson garages and to the commercial parade turning the corner with Platt Lane. The proposals would have no impact with regards to loss of light or overlooking due to the separation distances involved which are estimated to be 31m. The existing building to be retained would be some 25m from property to the west.

To the north lies the gable of No 255 Wilmslow Road, which turns the corner onto Dickenson Road at the end of a terrace of commercial properties. There are four first floor windows that appear to provide light to a first floor office, that look towards the development site. At this point the building would be maintained at 2 storey in height, although the extension down Dickenson Road would increase in height to part three,

part four and part five storey development to the back of footpath separated by c. 15m. It is not considered that the proposals would have such any undue impact on these windows as would warrant the refusal of consent.

Further down Dickenson Road the development would be opposite an MOT centre which is set back behind a deep forecourt and the gable of a house which is setback, has no windows and is screened by dense tree planting. It is not considered that the development proposals would have any impact on light availability or with regards to overlooking in this location.

To the eastern boundary lies the two storey blank gable of the telephone exchange building. The five storey extension in this location would not have any impact upon the amenity of the adjoining building. The telephone exchange building rises further to the east and has three windows facing towards the development proposals, however given their orientation and the separation distance proposed of 13m it is not considered that these windows would be adversely impacted upon. There are windows to the west elevation of a projection to the rear of the telephone exchange building that would be predominantly looking out upon the first floor roof terrace proposed. To ensure that privacy is retained to the outdoor amenity space and to neighbouring sites it is considered necessary that a privacy screen be installed along the outer boundary of this amenity space. An appropriately worded condition is proposed for these details to be approved.

To the south the site adjoins a former bus depot which has a large surface area car park to the Wilmslow Road frontage. The office building which is setback significantly in the site does have 9 windows at first floor to the north elevation, the building is away from the shared boundary by 10m and the proposals in this location, oriented to the north, would be predominantly one storey with the landscaped terrace on top.

There are two windows proposed to the south elevation of the proposed extension to the Wilmslow Road frontage for a first and second floor bedroom. These would need to be obscurely glazed to protect the amenity of the residents of the proposed building.

The windows to the rear of the Dickenson Road extension would be significantly separated from property boundary to the south (by 14 – 22m) with the rooftop terrace and its tree planting in the intervening distance to prevent there being any overlooking from the south facing windows proposed.

It is considered that the proposals would not adversely impact upon residential amenity with regards to overlooking or loss of light subject to the imposition of the condition with regards to two windows as detailed above.

Noise

It is anticipated that the main sources of noise would be related to traffic noise given the sites location adjacent Wilmslow Road and Dickenson Road and from activity associated with the commercial uses in Rusholme District Centre and adjacent sites.

The application proposals have been assessed by Environmental Health officers who have recommended the imposition of appropriate planning conditions to ensure that residential and commercial accommodation are appropriately insulated and that the hours of the ground floor commercial units are to be agreed prior to their first use then the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Permitted Development

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

The applicant has indicated that the proposed residential properties may be sold or rented in the future. It is therefore considered necessary that a condition be attached to any approval for the submission and approval of a residential management strategy to provide details of how properties in the development would be managed.

In addition it is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's.

Quality Residential Guidance

There would be 10 No. 1 bed apartments, 21 No. 2 bed apartments and 4 No. 3 bed apartments. They would all meet the space standards set out in the quality residential guidance.

Conclusion

The scheme proposed would provide housing of a good standard and employment in Rusholme. The site is currently not being used efficiently and the development proposals would deliver regeneration benefits that would contribute positively to the vitality and viability and environment of Rusholme District Centre. The scale and massing of the development as amended that retains the former Hardy's Well public house, which is a building of local interest, responds to the site specific context and has regard to its relationship to neighbouring properties.

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 Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation MINDED TO APPROVE subject to the signing of a legal agreement which will include a provision for a reconciliation, which would require a contribution to be paid if values change at an agreed point, there would also be provision for a future review mechanism so if the residential units are to be retained as a rented scheme or are changed from rented to sale at a future date.

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and has been determined in a timely manner.

Conditions to be attached to the decision

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

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

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

Site Location Plan (F05-EA-03A)
 Existing Block Plan (F05-EA-01A)
 Existing Ground Floor (F05-EA-S-01)
 Existing First Floor (F05-EA-S-02)
 Existing Basement (F05-EA-S-03)
 Existing Elevations (F05-EA-S-04)
 Existing Elevations (F05-EA-S-05)
 Proposed Basement (F05-EA-07H)
 Proposed Ground Floor (F05-EA-5 Rev J)
 Proposed First Floor (F05-EA-8 Rev K)
 Proposed Second Floor (F05-EA-9 Rev K)
 Proposed Third Floor (F05-EA-12 Rev D)
 Proposed Fourth Floor (F05-EA-21 Rev B)
 Proposed Landscape Layout (2922-102 Rev F)
 Proposed Elevations (F05-EA-10 Rev M)
 Proposed Elevations Dickenson Road (F05-EA-13 Rev J)

Proposed Elevations / Courtyard Sections (F05/EA/14 Rev L)
 Proposed South Facing Side Elevation (F05/EA/15 Rev F)
 Swept Path Analysis 2070-SP01 Rev B
 Proposed wall abutments between existing and proposed junctions
 (F/05/EA/22 Rev A)
 Section Details at 1:20 Secret Gutters, Balconies and Handrail and Curtain
 Walling and Parapet (F05/EA/23 Rev A)
 Proposed Wilmslow Road Elevation indicating new boundary wall, fence
 and gate (F05/EA/25)
 Arboricultural Survey
 Transport Statement
 Bat and Ecology Survey
 Affordable Housing / Viability Statement
 Design and Access Statement
 Heritage Impact Assessment
 Drainage Statement
 Phase 1 Geo-Environmental Desk Study
 Waste Management Strategy proforma
 Crime Impact Statement reference 2007/0956/CIS/01

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

3. Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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

4. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement reference 2007/0956/CIS/01.

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

5. Notwithstanding the information submitted, no development shall commence prior to the submission of further details with regards to the sustainability performance of the development proposed. The development hereby approved shall only be carried out in accordance with measures detailed in the submitted sustainability performance information submitted.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the

Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework (NPPF).

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

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

7. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
 - a. Verification report providing photographic evidence of construction as per design drawings;
 - b. As built construction drawings if different from design construction drawings;
 - c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

8. All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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

9. No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

10. Notwithstanding the approved plans within three months of the commencement of development details of the hard and soft landscaping scheme for the site shall be submitted and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

11. Prior to first occupation of the development the cycle parking shall be implemented in full and made available for use. The approved scheme shall remain available for use whilst the development is occupied.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

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

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

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

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

Bedrooms (night time - 23.00 - 07.00) 30 dB L_{Aeq} (individual noise events shall not exceed 45 dB $L_{Amax,F}$ by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L_{Aeq}

Gardens and terraces (daytime) 55 dB L_{Aeq}

Reason - To secure a reduction in noise from Wilmslow Road and Dickenson Road; in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

14. The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 10dB below the L_{A90} (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

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

15. Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (L_{A90}) in each octave band at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

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

16. The waste management arrangements shall be carried out in accordance with the Waste Management Strategy received by the City Council. The approved details shall then be implemented and be in place prior to the first use of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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

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

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

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

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

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

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

19. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

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

20. Prior to the first occupation of the development hereby approved, a detailed servicing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy, including, shall be implemented and be in place prior to the first occupation of the student accommodation and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing arrangements are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

21. Prior to the commencement of the development a detailed construction /demolition management plan and outlining working practices during development shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN15, EN19 and DM1 of the Manchester Core Strategy.

22. Prior to occupation of the commercial premises a schedule of the proposed opening hours shall be submitted in writing to the local planning authority for consideration.

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

23. The landscaped courtyard in front of the commercial units fronting Wilmslow Road shall be kept clear of any obstruction. No structures shall be erected at any time to maintain the openness of the frontage.

Reason – In the interests of visual amenity and to reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

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

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

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

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

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

25. a). Three months prior to the first occupation of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

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

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

(b). Within 6 months of the first occupation of the development, a Local Labour Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Labour Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

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

26. Notwithstanding the details as set out in condition 2 above a Schedule of Works for the retained former Hardy's Well Public House building shall be submitted for approval.

Reason - In the interests of visual amenity and because the proposed works affect a building which is of historic interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies EN3 of the Core Strategy.

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

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

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

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

29. The window to the south elevation of the proposed building to bedrooms in apartment 9 and 22 should be obscurely glazed. The window shall be obscure glazed to a specification of no less than 5 of the Pilkington scale and shall be retained at all times thereafter.

Reason - In the interests of residential amenity and to ensure a satisfactory development, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

30. Prior to the first use of the first floor outdoor private amenity space a scheme for the provision of a privacy screen to its eastern and southern boundaries shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be installed prior to the first use of the space and shall be retained in perpetuity thereafter.

Reason – In the interests of privacy of the users of the outdoor amenity space and to reduce the opportunities for overlooking adjacent properties pursuant to policy DM1 of the Core Strategy.

31. Prior to the first occupation of the development hereby approved full details of the ongoing maintenance and management of all the soft and hard landscaping approved under condition 10 of this approval shall be submitted to and approved in writing by the City Council as local planning authority. The approved landscaping shall be managed and maintained in accordance with the agreed details thereafter.

Reason – To ensure that the approved hard and soft landscaping scheme for public and private amenity areas is appropriately managed and maintained pursuant to policy DM1 and EN9 of the adopted Core Strategy.

32. Prior to the first use of the residential element of the development hereby approved, a robust management plan for the letting of the residential accommodation shall be submitted for approval in writing to the City Council, as Local Planning Authority. The approved management plan shall be implemented from the first occupation and be retained in place for as long as the development remains in use.

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

33. The commercial premises, can be occupied as A1 and A2. The first use of each of the commercial units to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission subject to the requirements of the Town and Country Planning (General Permitted Development) Order 1995.

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

34. Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

Keep Clear markings adjacent to the entrance to maintain access for vehicles entering / exiting onto Dickenson Road, including any amendments to existing Traffic Regulation Orders.

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

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

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: 119100/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
 Neighbourhood Team Leader (Arboriculture)
 Environmental Health
 Corporate Property
 Greater Manchester Police
 Greater Manchester Ecology Unit
 Flood Risk Management
 Rusholme & Fallowfield Civic Society
 Moon Grove Residents Association
 Platt Claremont Residents Association

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

Relevant Contact Officer : Jennifer Connor
Telephone number : 0161 234 4545
Email : j.connor3@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
122963/FO/2019 and 122963/LO/2019	1st Apr 2019	30th May 2019	Whalley Range Ward

Proposal Retention of temporary marquee for 3 years and associated listed building consent

Location British Muslim Heritage Centre, College Road, Manchester, M16 8BP

Applicant Trustees of the British Muslim Heritage Centre, British Muslim Heritage Centre, College Road, Manchester, M16 8BP

Agent Mr Saghir Hussain, Create It Studio Architects, Universal Square, Devonshire Street North, Manchester, M12 6JH

Description

This report relates to the planning application to retain an existing temporary marquee for a further 3 years and for associated listed building consent.

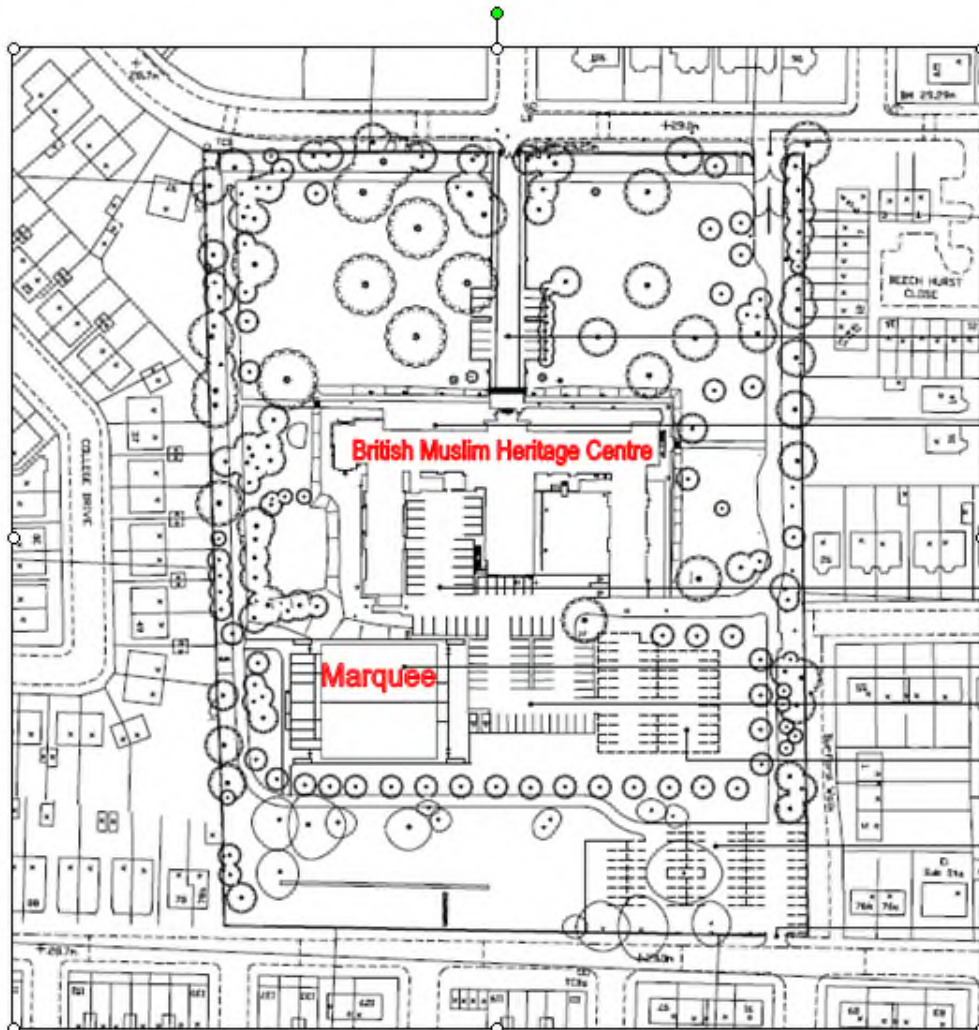
The British Muslim Heritage Centre is a grade II* listed building, set in extensive landscaped grounds between College Road and Clarendon Road in the Whalley Range Conservation Area. Boundary treatment includes a stone wall and railings to College Road, and the gate posts and entrance are grade II listed. This entrance is, however, rarely used and the main vehicle access is currently taken from the north east corner of the site on College Road. To the Clarendon Road boundary the wall is red brick with stone coping and patterns of slightly recessed panels, there is also an access to Clarendon Road. The building sits fairly centrally within the site with more formal gardens to the north and hard standing and grassed areas to the south. There is significant, mature tree cover around the site. The area surrounding the site is predominantly residential, mainly a mix of terraced and semi-detached housing but with some larger detached properties in spacious grounds.

Planning Permission and Listed Building Consent (100277 and 100278) were granted in September 2013 for the siting of a marquee located on the hard standing and grassed area to the south of the west wing. The marquee provides a large floor space for functions, such as weddings, attended by up to 600 people. The marquee was erected shortly after approval was granted and the structure is a standard, white pvc and glazing construction with an internal area of 900 sq m. The height to eaves level is 4m and to the ridge is 8.9m. The structure also has ancillary accommodation for kitchens, toilets and bin storage, and it includes ramps and an entrance canopy.

The consent was granted for a temporary period of 3 years with hours of use from 9.00 am to 10.30 pm seven days a week, although it was stated at the time that it would be unlikely to be in use every day. The aspiration was to bring in funding from these activities to contribute towards longer term proposals for the site and the listed building.

Since the original consent, permission has been granted for a further three years under application reference 112122/FO/2016/S1 (accompanied by application 112123 for the renewal of the listed building consent to October 2019.)

A further application to vary the hours of use condition to allow the use of the marquee until 1.30am for night prayer during Ramadan 2018/2019 was approved under reference 116225/JO/2017.



Consultations

Local Residents –

Objections have been received from 10 separate addresses in relation to both applications.

The following reasons for objection have been made in relation to both applications:

- The noise from the operation of the business based in the marquee is a problem. The pa system regularly continues past its allotted time at night regardless of planning conditions. Fireworks displays have occurred at 11pm. There is noise

break out from the kitchen from clearing up, staff shouting and the van being packed up and driven away.

- The marquee has caused the death of a large birch tree to a boundary due to root disturbance from the hardstanding installed for the kitchen area.
- The smell of cooking oil from the kitchens is pervasive.
- This was meant to be a temporary application for 5 years, not a recurring application.
- The centre was meant to be for worship and education, however, it is increasingly being utilised as a venue for parties and weddings. Functions within the main building would reduce overall disruption. The community do support the British Muslim Heritage Centre.
- Car Parking is inadequate leading to parking on grassed areas within the grounds. Many cars park offsite blocking driveways and cause noise disturbance late at night from people shouting, doors slamming and music from car radios.
- Car park management is poor and people become frustrated and beep their horns late at night. Security personnel are often present at the beginning of the night and not employed until the end of the event. Security use walkie talkies that are noisy.
- Cars arrive to pick up staff until 1am with revving engines and car radios.
- Is there a travel plan to encourage not travelling by private car to the site, it seems to have had little effect.
- People dispersing from the site cause noise disturbance.
- There is a history of noise complaints.
- They have erected numerous unauthorised sheds and outbuildings. They have not regularised breaches of planning control with regards to the entrance into College Road and continue to fix banner advertisements to the fence).
- There are frequent backyard fires on the property.
- The composting area is beginning to be of concern in the event of land slippage onto the adjoining walls.
- Request for the exit gate permitted by application 099604/FO/2012 to be constructed and utilised.

Highway Services

The main site access is from College Road, an alternative access to Clarendon Road can be used for larger events.

MCC Highways have no objection to the retention of the marquee for a further three years. The Centre currently provides 190 car parking spaces for use by staff and visitors, which given previously provided car share and trip data appears sufficient for the current use. It is suggested that arrivals and departures at functions will be outside of traffic peak times. Based on the trips estimated (160 trips) and that these are likely to be spread over an hour, it is accepted that there is unlikely to be a material impact on local highway safety or network operation.

A number of initiatives were previously proposed to manage traffic at the site when large events are being undertaken:

- The Centre will be closed to visitors.

- Car parking area will be signposted
- Parking marshalled during large events
- Segregated areas provided within the site for use by taxis and minibuses.
- The travel plan should be updated regularly.

Environmental Health

Have reviewed the application together with the Licensing & Out of Hours team it is noted that there have been a significant number of complaints received by that team within the last few years, made by surrounding residents regarding noise associated with the use applied for (vehicle noise, security/parking staff, PA system). There is concern that the increased use of the marquee for wedding parties etc. will cause disamenity to nearby residents if robust control measures are not in place.

It is recommended that the applicant agrees to a restriction of numbers of events per year and on certain days of the week - for example weekdays and Sunday evenings are generally accepted to be more sensitive than Friday or Saturday evenings when many people may not need to get up for work the following day. We would also need to consider Bank Holidays.

If a restriction of numbers of events can be agreed upon it is recommended that the following conditions generally based on the existing permission 112122/FO/2016 are imposed:

1. No part of the site outside of the marquee shall be used other than in accordance with a schedule of days of operation as approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a schedule of days and hours of operation as approved in writing by the City Council as local planning authority.
2. Whilst the marquee is in use in accordance with the schedule approved in writing by the City Council as local planning authority, then the marquee shall not be used outside the following hours:- 9.00 am to 10.30 pm. All music and the PA system shall be turned off at 10.00 pm.
3. Any externally mounted ancillary equipment shall be acoustically insulated in accordance with the scheme approved in writing by the City Council as local planning authority under approval 112122/FO/2016.
4. * The premises shall be acoustically treated in accordance with the scheme approved in writing by the City Council as local planning authority under approval 112122/FO/2016. **Noise limiter on PA system.*
5. * Before the use of the marquee re-commences, a management strategy shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall include details of car park marshalling and other measures to reduce the impact of traffic and comings and goings on nearby residents. The details of the approved scheme shall be implemented when the development recommences and shall remain whilst the use or development is in operation.

**Other measures include:*

- *Acoustic barriers between on-site queuing traffic and closest residential areas - locations and details to be agreed.*
- *The use of earpieces by staff instead of walkie-talkies, controls on staff shouting etc.*
- *The submission of vehicle egress routes to prevent all vehicles exiting by the same gate (we understand that the Clarendon Rd gates are not currently used and only one of the 2 exits on College Rd is used).*
- *A method of providing site contact details to surrounding residents to enable complaints to be made directly to the premises management during events and for any such complaints to be suitably resolved.*
- *Communications to event attendees regarding on-site anti-social behaviour, for example revving vehicles, and methods for site staff to address such anti-social behaviour.*

Greater Manchester Police

Any comments received will be reported to Committee

Whalley Range Forum

Any comments received will be reported to Committee

Policies

National Planning Policy Framework

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was revised in July 2018 and is a material consideration in the determination of all planning applications.

There are three overarching objectives to sustainable development: economic, social and environmental:

- an economic objective, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation; and improved productivity ; and by identifying and coordinating the provision of infrastructure;
- a social objective, supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective, contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, use natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context paragraph 110 states that applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

Paragraph 117 indicates that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Paragraph 127 confirms that 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; create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 185 of the Framework stipulates that local planning authorities should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

Paragraph 189, requires applicants 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. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 190 states Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage assets conservation and any aspect of the proposal.

Paragraph 192 states that in determining planning 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;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals would create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles and expectations of the revised National Planning Policy Framework.

The Development Plan

Manchester's Core Strategy Development Plan Document forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaces a large number of policies in the Unitary Development Plan although a number of the UDP policies remain extant.

Policy SP1 sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs. It also sets out the core development principles, including: creating well designed places, making a positive contribution to health, safety and well-being, considering the needs of all members of the community, and protecting and enhancing the built and natural environment.

Core Strategy Policy EN3 and Saved UDP Policies DC18.1 and DC19.1

These policies address historic and heritage features, particularly conservation areas and listed buildings. The aim is to preserve or enhance the historic environment, including the character, setting and accessibility of areas and buildings of acknowledged importance.

Policy DM1 (Development Management)

This policy covers issues which need consideration in determining applications for planning permission, and seeks to ensure that new development contributes to the overall aims of the Core Strategy. The issues which should be considered are those which will ensure that detailed aspects of new development complement the Council's broad regeneration priorities and particularly by contributing to neighbourhoods of choice.

Saved UDP Policy DC26 - The application is supported by an acoustic assessment and it is considered that proposal would not have an adverse impact on nearby residential accommodation, subject to the recommendations being implemented.

Other Material Considerations

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

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

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

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

Legislative Requirements - Section 72 of the Planning (Listed Building and Conservation Areas) Act imposes a general duty as respects conservation areas in exercise of planning functions and requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Sections 16(2) and 66(1) of the Act state that decision makers must have "special regard to the desirability of preserving the building or setting or any features of special architectural or historic interest which it possesses."

Issues

Principle

Consent was initially granted for the marquee for a temporary period only - as the structure itself is of a temporary nature and not considered appropriate for long-term or permanent use. In addition it was considered that the type of activities proposed may not be suitable in such a structure in this residential location on a permanent basis, and a temporary permission allowed this to be assessed. BMHC confirmed that the structure was needed for a temporary period only in order to raise funds for the maintenance and up-keep of the listed building and in order to allow time to draw up a permanent proposal for the site which could incorporate a function space. These principles have not changed as a result of this planning application and the marquee is still in a good state of repair, consent for the temporary marquee would expire in October 2022.

Conservation Area and Listed Building

Given the size of the marquee, high boundary treatments and tree cover around the site, and the location at the rear of the main building, it is considered that views of the marquee from outside the site itself are limited and its impact on the character of the Whalley Range Conservation Area and the setting of the Grade II* Listed Building are minimal. The structure is temporary and would cause less than substantial harm. On balance the level of harm is considered less than substantial and justified by the public and community benefits of the proposals.

Residential Amenity

The original approval was granted on a temporary basis and conditions were attached which it was felt would limit any adverse impact on residential amenity,

particularly in relation to fumes and odours, storage and disposal of refuse and noise associated with the use. However, the conditions were not addressed at an early stage and a number of complaints were received about the operation of the site, particularly in relation to noise. In relation to the second application to renew the temporary consent, further work was undertaken on behalf of the applicant and commitments made in relation to the management of the site. The additional information was carefully considered and additional restrictions imposed, as well as recommending that the period covered by the renewal consent in 2016 was only for three years, not five as applied for.

Noise levels were reviewed and an additional report submitted setting out the criteria for mitigating noise levels from the two main sources, the plant and PA system, involving additional acoustic insulation and installation of a noise limiter. The noise created by people leaving the marquee late in the evening could not be controlled by such means and therefore a management strategy was submitted to mitigate this impact.

It is important in considering this planning application to ensure that the concerns of nearby residents are fully assessed and that sufficient mitigation and controls are put in place to minimise any on-going and future impacts.

In brief, measures to reduce the impact on nearby residents previously involved:

- A noise limiter which has been installed on the PA system as specified in the acoustic assessment report. This is to the satisfaction of Environmental Health, subject to a condition requiring that the limiter is in use at all times.
- Odour and acoustic insulation has been installed on mechanical plant, including silencer(s) and odour filters as necessary.
- There are speed restriction signs already on the site, but security guards will also be present at events to help manage traffic flow and parking.
- Security guards help to monitor noise levels at the site boundaries.
- The PA system is turned off at 10 pm allowing guest 30 minutes to leave the premises and this will be enforced by the on-site security staff.

When the application to extend hours during Ramadan was considered the submitted acoustic report confirmed that the limiter had been installed and was conditioned to be in use at all times. This in effect meant that the noise generated by the sound system within the marquee would be at an acceptable level at all times throughout the day, which represented an improvement over and above the previous practice on site.

An application to discharge conditions followed the application to extend the hours, this included a Management Strategy and up to date travel plan information from June 2018. This information was specifically relevant to the operation of the marquee during the period of Ramadan as the application related to an increase in the hours of operation during Ramadan.

In light of the comments received from Environmental Health and in order to safeguard the amenity of neighbouring occupiers it is considered that a condition

requiring a Management Strategy for the operation for the whole of the further three years (not just for Ramadan) is included.

This strategy would reinforce that the site should be carefully managed to ensure any disturbance outside of the marquee is mitigated including the closure of the centre at times that the marquee is in use. The strategy would state that the event management team should be present for the whole of the evening and that they would ensure the managed access and egress of vehicles and pedestrian and ensure access via College Road and egress via Clarendon Road at all times, rather than just for large events.

A request for the restriction of the number of events throughout the year and for a physical acoustic barrier was made by Environmental Health, however, the existing British Muslim Heritage Centre, which was built as an educational institution and changed utilising permitted development rights to a the Heritage Centre has no restrictions currently placed upon its operation or the number of events that can be held throughout the year. The conditions would therefore not have the required effect as the wider building could still be used for large functions. The recommendation to have a Management Strategy for the temporary marquee throughout the whole year would effectively control the intensity of the use of the whole site and the management of the arrival and dispersal of those utilising the site. Subject to adherence to the abovementioned Management Strategy condition it is not considered that the use of the marquee would cause such harm to residential amenity that would warrant withholding planning consent. This is particularly important to address the concerns raised by people living nearby.

Highways

There are 190 parking spaces on site and the parking at large events are marshalled. When large events are held at the marquee, the Centre will be closed to visitors to minimise traffic. Highways Services consider that the car park would be of sufficient size to cater for attendees at the largest events, without significant overspill into the surrounding residential area. The comments received from Highways with regards to the provision of cover to the Sheffield cycle stands is not considered to be appropriate having regards to the temporary nature of the marquee.

Highways require that any Management Strategy would state that the Centre would be closed to visitors, would set out car parking signposting, would expressly state how the car park would be marshalled and would detail the location of a taxi drop off area.

A travel plan was conditioned on the variation of the hours application for the temporary marquee and this was discharged. A further travel plan is required for the continued use of the marquee.

Subject to adherence to the abovementioned conditions it is not considered that the use of the marquee would cause such harm to highway safety that would warrant withholding planning consent.

Trees

The continued use of the temporary marquee would not have any impact upon the trees on site.

Public benefits

For proposals that are likely to cause less than substantial harm to the significance of a designated heritage asset, the NPPF states that the harm should be weighed against the public benefits. It is acknowledged that there are public benefits to be derived from the extension of the use of the marquee for functions that would fund the long term economic future of the listed building. The use a single space for congregation will continue to allow the use of a one entrance and one exit system which will aid crowd control and enable a greater reduction to any disturbance to the local community. The local planning authority are aware of the alleged breaches of planning control and are in discussions with the applicant who have committed to address the issues raised.

Conclusion

The retention of the marquee for a further temporary period would contribute towards maintaining the long-term future use of the listed building and would continue to provide a community asset. The addition of appropriate conditions are expected to limit the impact of the proposal on residential amenity. On balance the level of harm is considered less than substantial and justified by the public and community benefits of the proposals.

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

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

Recommendation APPROVE

Article 35 Declaration

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 application, particularly in relation to the impact on residential amenity, and the application has been determined in accordance with the policies within the Development Plan.

Conditions to be attached to the decision for application 122963/FO/2019

1. The further retention of the temporary marquee is hereby granted for a limited period of time only. This consent expires on 31 October 2022, and the structures, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within six months in accordance with a scheme to be submitted and approved by the local planning authority before this permission expires.

Reason - The proposal is of a temporary nature and in accordance with Policies SP1, DM1 and EN3 of the Core Strategy and Saved Policies DC18.1 and 19.1 of the UDP.

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

Location Plan referenced A1038-A-G100-P-00

Site Plan referenced A1038-A-G100-P-01

Proposed Plan referenced A1038-A-G200-P00

Proposed Plan & Elevation referenced A1038-A-G200-P-01

Design and Access Statement dated March 2019

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. The temporary marquee shall not be used outside the following hours:- 9.00 am to 10.30 pm seven days a week. In addition the noise limiter detailed in the acoustic report ref: 12416-170531—L1 shall be in use at all times.

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

4. Before the continued use of the marquee commences a management strategy must be submitted to and approved in writing by the City Council as local planning authority. The strategy must detail the closure of the centre during events within the marquee, include details of car park marshalling and other measures to reduce the impact of traffic and comings and goings on nearby residents, car parking signage and taxi drop off area. The strategy must detail the use of the Clarendon Road exit. The details of the approved scheme shall be implemented when the continued use commences and shall remain whilst the use or development is in operation.

Reason - To ensure a satisfactory development and in the interests of amenity and traffic safety pursuant to Policies SP1, EN3 and DM1 of the Core Strategy and saved Policy DC18.1 of the Unitary Development Plan for the City of Manchester.

5. Within one month of the date of this consent a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

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

Reason - To assist promoting the use of sustainable forms of travel to the temporary marquee, pursuant to policies SP1 and DM1 of the Core Strategy.

**Conditions to be attached to the decision for listed building consent
122964/LO/2019**

1. The further retention of the temporary marquee is hereby granted for a limited period of time only. This consent expires on 31 October 2022, and the structures, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within six months in accordance with a scheme to be submitted and approved by the local planning authority before this permission expires.

Reason - The proposal is of a temporary nature and in accordance with Policies SP1, DM1 and EN3 of the Core Strategy and Saved Policies DC18.1 and 19.1 of the UDP.

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: 122963/FO/2019 and 122964/LO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

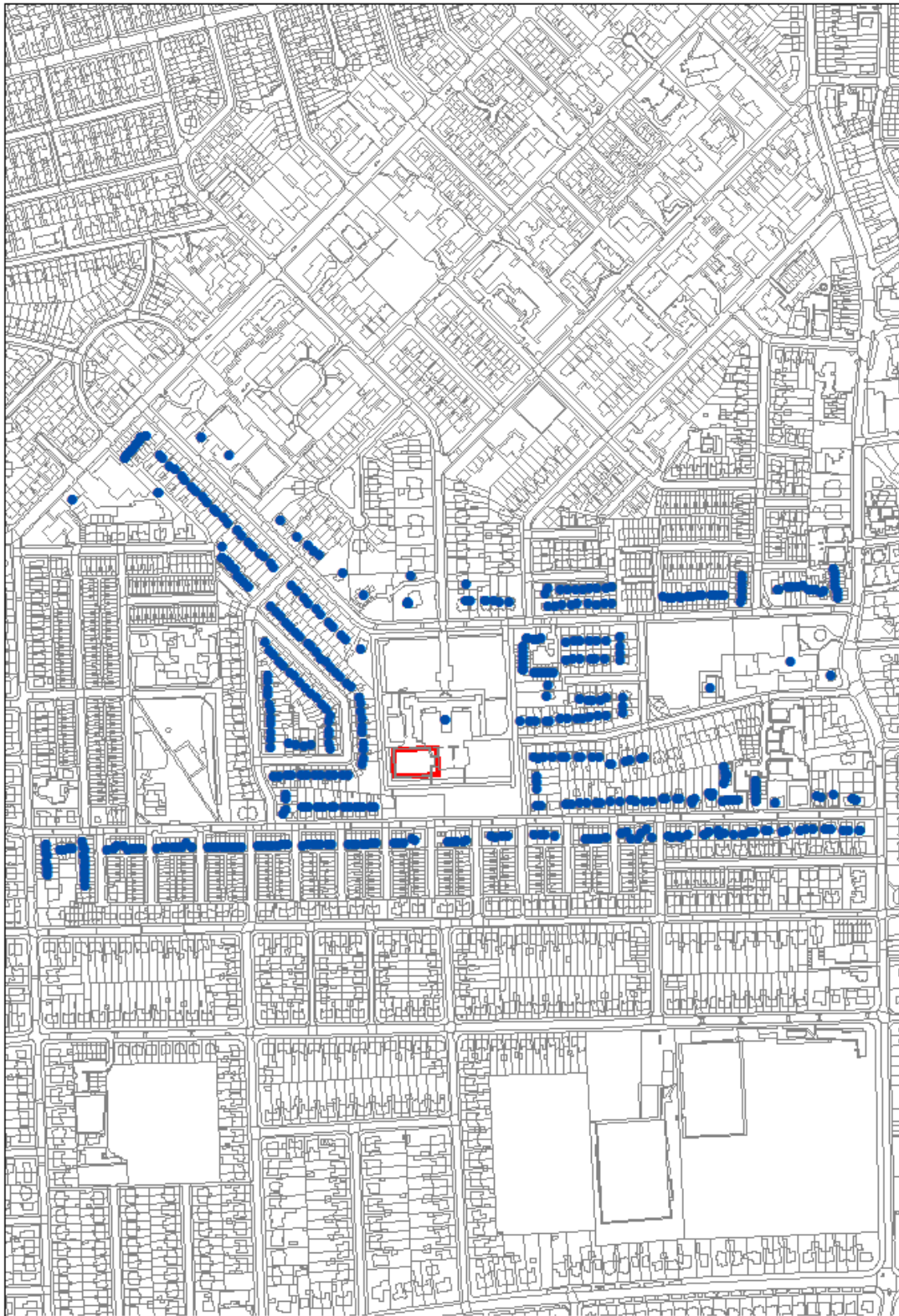
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health

Greater Manchester Police
Whalley Range Forum

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

Relevant Contact Officer : Jennifer Connor
Telephone number : 0161 234 4545
Email : j.connor3@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121011/FO/2018	5 th Sept 2018	30 th May 2019	Didsbury East

Proposal Erection of a part 2/part 3 storey terrace of four dwellings (3 bedrooms) and one detached 2 storey dwelling (3 bedrooms) following demolition of existing commercial buildings and garages

Location 88 School Lane, Manchester, M20 6GH

Applicant Mr Marc Silcock , Kamani Property, 6 Tariff Street, Manchester, M1 2FF,

Agent Mr Harry Calder, Calder Peel Architects, 20 - 24 Market Court Church Street , Altrincham, WA14 4DW

Introduction

This application was placed before the Planning and Highways Committee on 11th April 2019 and at that meeting the committee deferred deliberation in order to allow Members to undertake a site visit. Prior to that the application was placed before the Planning and Highways Committee on 14th March 2019 and at that meeting the committee were *Minded to Refuse* the proposal due to a lack of car parking provision for two of the proposed dwellings.

Following the meeting the applicant sought to engage with officers in order to address the concerns raised by Members. Revised drawings were received on 29th March and include the following amendments:

- All of the proposed dwellings have off-street parking provision (the detached dwelling has two spaces; two of the terraced dwellings have two spaces, while the remaining two have one space each).
- In accommodating the car parking spaces the ground floor footprint of the two central terraced dwellings extends further back into the rear garden area.
- The bins are now stored at the rear of the dwellings, with the central two terraced dwellings having access to School Lane via a footpath for the purpose of refuse collection.
- The design of the Ladysmith Road front and rear elevation has been amended to accommodate the car parking spaces and rear outrigger

The introduction of the additional car parking spaces would ensure that all of the units have an off-street parking provision. This would ensure that any impact resulting from the development on the existing levels of pedestrian and highway safety enjoyed along Ladysmith Road would be minimised.

The design of the proposed terrace has been amended in order to incorporate the two additional parking spaces in undercroft type parking spaces. The introduction of these two spaces has resulted in the central two terraced dwellings now having a single storey outrigger 1 metre in depth. Due to their size and siting it is not considered that these outriggers would not have a detrimental impact upon the levels of residential amenity enjoyed by adjoining neighbours on Ladysmith Road or the future occupant of proposed detached dwelling fronting School Lane.

The revisions to the scheme now see the bins stored at the rear of all the dwellings. This is welcomed and it is acknowledged that siting them in these locations would not have a detrimental impact upon the existing levels of residential and visual amenity enjoyed within the vicinity of the site.

The revised layout and amended elevations of the terraced element are shown below and the following report reflects the details shown in this revised scheme.





Description

88 School Lane is a commercial property located at the junction of School Lane and Ladysmith Road. The property is denoted by a white X on the photograph below. The property is currently vacant and the site has been secured with hoardings.

Immediately adjoining the site there are residential properties, namely nos. 90 School Lane and no. 3 Ladysmith Road. On the opposite side of Ladysmith Road and School Lane there is a combination of dwellings and commercial properties with residential uses above.



The applicant is proposing to erect a part two/part three storey terrace of four dwellings at the corner of School Lane and which extends down the Ladysmith Road frontage. The properties would be three bed dwellings and following the submission of a revised scheme all would have off-street parking facilities (2 x one car parking space and 2 x two car parking spaces) In addition, to the terrace of four dwellings, the applicant is also proposing to erect a detached two storey dwelling which would front School Lane and be sited to the side of no. 90 School Lane. That property would also have three bedrooms and off-street parking for two vehicles.

Originally, the applicant proposed to erect a terrace of five 3 storey dwellings and one detached three storey dwelling on the site but following concerns about the size of the proposal and the number of units proposed the scheme was amended to that now before the committee.

The applicant has previously obtained planning permission at appeal (APP/B4215/A/09/2110844, allowed on 3rd February 2010) for the erection of a 3 storey building to form shops on the ground floor with three self-contained flats above. That permission was never implemented.

Consultations

Local Residents – Following receipt of the revised drawings local residents were notified and one letter of objection has been received, the comments are as follows:

- Overbearing and overshadowing – The revised drawings still seems to suggest that 3 Ladysmith extends around 1.5m beyond the common front 'building line' along Ladysmith Road. In fact, only the (mostly glass construction) porch and (open) bin store extend beyond the common line. The upper floor, which hosts a bedroom, aligns to the original front building line. This would still lead to the proposed buildings extending beyond the existing (actual) building line of Ladysmith Road.
- Security, lighting and loss of amenity - Following on from the previous point, the bin store at 3 Ladysmith is open and easily accessible. At the moment the open nature of its surroundings do not pose a concern with regard to security. However, having an extended building line so close to 3 Ladysmith will impact light at night time and create a 'blind spot' outside 3 Ladysmith. Secluded blind spots are known to encourage and significantly increase the likelihood of criminal activity.
- Over development/overcrowding - The size, nature and density of housing proposed does not appear to be in keeping with the area and would therefore seem to constitute overdevelopment. The proposed size and density of the properties would still seem likely to develop a feel of overcrowding and introduce a lower standard of living due to the increased density of people within a significantly reduced land footprint.
- Shared party wall provisions - What provisions and protections will be extended to 3 Ladysmith during the process of knocking down the garages that form part of the party boundary and indeed, are directly connected to 3 Ladysmith Road?

Six letters of objection were received in relation to the original scheme and the revision which reduced the scale and number of units proposed, the points raised are as follows:

- The proposal will sit in front of the established building line on Ladysmith Road. While the applicant has made a number of concessions it is still considered that the proposal will be over bearing.
- Being located in front of the recognised building line the development creates a blind spot outside of no. 3 Ladysmith Road, this will reduce security.
- The size, nature and density of housing proposed is not in keeping with the area and still constitutes overdevelopment. The living space footprint has not changed significantly from the original proposal. The proposed size and density of the properties would therefore still seem likely to develop a feel of overcrowding and perhaps introduce a lower standard of living due to the increased density of people within a significantly reduced land footprint.
- Vehicles accessing the proposed parking spaces will prove a danger to pedestrians. The only comparable 'town house' development in the area has arranged it's parking set back around 15 feet from School Lane, respecting the existing building line and perhaps in recognition of the need for a higher level of safety whilst negotiating entry or exit of the integrated garages onto a pavement space used extensively by school children.
- The provision of parking spaces is welcomed. However, if the new buildings are rented out there could be a 'parking overspill' into Ladysmith Rd which is already difficult/impossible to park on. If the tenants in the planned properties could be advised to use their drives to park when they are available it would go some way to helping the situation that already exists with the present neighbours.
- The proposal will restrict sunlight into nearby gardens and dwellings and have an impact on privacy.
- The proposal will exacerbate existing parking problems and cause congestion.
- The proposal would constitute overdevelopment as the number of units proposed is too great for the side of the site.
- The three storey nature of the building is out of character with the area.

Ward Members – A letter of objection in relation to the original scheme has been received from Councillor Andrew Simcock, his concerns are as follows:

- The proposal constitutes overdevelopment of the site.
- The development is not attuned to the local street scene. The houses should be facing School Lane not Ladysmith Road. There are good examples of houses and flats of a similar height on School Lane but not on Ladysmith Road.

Highway Services – Highway Services have made the following comments:

- The vehicle movements generated by the proposal are considered unlikely to impact highway operation or safety.

- The revised scheme indicates that the two central properties offer no in-curtilage parking. It is acknowledged that the surrounding highway network is already subject to high demands for on-street car parking. Ideally, each property should provide in-curtilage parking, however given the previous use at the site, it is accepted that a similar level of on-street parking will be generated.
- It is acknowledged that the houses will have sufficient secure amenity space to store bicycles if required.
- Should the planning application be approved, the applicant will be required to enter into a Section 278 agreement to reinstate redundant vehicular crossing and provide new ones.
- A Construction Management Plan is recommended for this development.

Environmental Health – Suggests the imposition of two conditions concerning waste management and contaminated land.

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

Bats – The buildings comprise a two storey commercial building with a pitched gable roof together with two garages. The buildings were inspected internally and externally on 27th July 2018 and no bats or signs of bats were found during the survey. However, potential bat roosting features were identified and a further emergence survey was recommended. A dusk emergence survey was carried out on 1st August 2018, no bats were seen to emerge from the buildings at the time of the survey and only a low level of Common pipistrelle activity was recorded in the locality. No further bat surveys are therefore considered necessary at this time and work can commence with a low risk to roosting bats.

Notwithstanding the above, bats are mobile in their habits and can and do turn up in the most unlikely places. If bats are found or suspected at any time during the works, work should cease immediately and advice sought from a suitably qualified bat worker. GMEU suggest that an informative to this effect be placed on any permission.

Birds – The buildings were considered to have some potential to support nesting birds, although no nesting birds were seen during the surveys. All birds, with the exception of certain pest species, and their nests are protected under the terms of the Wildlife and Countryside Act 1981 (as amended). GMEU therefore recommend that demolition should not be undertaken in the main bird breeding season (March-July inclusive), unless nesting birds have found to be absent, by a suitably qualified person. GMEU recommend that a condition to this effect be placed on any permission.

Biodiversity Enhancement – In line with Section 11 of the NPPF, it is recommended that opportunities for biodiversity enhancement be incorporated into the new development. These should include:

- Bat bricks and/or tubes within the new development
- Bat boxes

- Bird boxes
- Native tree and shrub planting

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

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

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

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

Paragraph 59 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 68 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 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 105 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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

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

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

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

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

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which in this instance are:

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity and landscape.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

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 – Adopted in 2007, the guidance states in paragraph 2.13 that 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. Projections and setbacks from this line, such as bays, foyers and entrance halls, can help to create visual emphasis; they should not, however, reduce safety by creating hidden areas, or accessibility by making obstructions, nor detract from the visual continuity of the frontage.

Paragraph 2.14 states that it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.15 states that although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations. In established residential areas, significant variation in height may not be appropriate.

Issues

Principle of the Proposal – While the predominant character of the area is of two storey dwellings, it is noted that there are a number of examples of three storey dwellings and apartment buildings located along School Lane, most noticeably in this instance nos. 97 to 105 School Lane, which are diagonally opposite the application site. Given this, the residential nature of the area and the fact that the three storey element of the proposal is located at the corner of School Lane and Ladysmith Road, the principle of the proposal is considered acceptable.

Furthermore, the provision of family housing complies with Policy H6, which promotes the provision of such accommodation outside of District Centres.

Notwithstanding this, consideration must be given to the proposal's impact upon the existing levels of residential and visual amenity enjoyed in the locality of the site, particularly by those residents who adjoin the site, and upon the levels of pedestrian and highway safety enjoyed along School Lane and Ladysmith Road.

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 (SS) for residential developments.

The amount of floor space proposed for each dwelling, all of which are 3 bed properties and that required under the space standards is detailed below:

- House type A, 2 storey – 90.56m² (SS - 87m²)
- House type B, 3 storey – 154.65m² (SS - 90m²)
- House type C, 2 storey – 87.64m² (SS - 87m²)
- House type D, 2 storey – 95.25m² (SS - 87m²)

As can be seen above the proposal complies with the space standards.

Design – Though the proposal would utilise traditional materials, the design of the dwellings is contemporary in nature and takes its design cues from nos. 97 to 105 School Lane, a terrace of 3 storey flat-roofed dwellings and the flat roofed apartment block, which is also 3 storeys high, at nos. 106 to 110 School Lane.

The brick elevations, a mix of red and lighter brick, are punctuated with recessed vertical glazing, enclosed by grey aluminium frames, and dark metal cladding panels. This variety of materials and planes adds interest to the elevations. The use of flat roofs, evident elsewhere on School Lane, allows the provision of generous accommodation whilst also keeping the overall height of the development below the ridges of the dwellings on Ladysmith Road. Siting the three storey element at the School Lane and Ladysmith Road junction provides a focal point and this is emphasised further by the inclusion of brick detailing panels on this element.

This design approach is welcomed and can be seen below:



Detached dwelling, School Lane elevation



Terrace of four dwellings, School Lane elevation



Terrace of four dwellings, Ladysmith Road elevation

Residential Amenity – The eastern elevation of the proposed detached dwelling is located approximately 1 metre away from the boundary with no. 90 School Lane and 3 metres from the property itself. Located within this elevation are three windows – two lounge/diningroom windows on the ground floor and one obscurely glazed bathroom window at first floor. The southern elevation of proposed detached dwelling is located approximately 11 metres away from rear boundary garden with no. 3 Ladysmith Road. Given these distances and the presence of existing and proposed obscurely glazed windows, it is not considered that the erection of the detached dwelling would impact on the level of privacy enjoyed by the residents of no. 90 School Lane and no. 3 Ladysmith Road.

The side elevation of the proposed terrace would be located approximately 2.6 metres away from the side elevation of no. 3 Ladysmith Road. Within that elevation there would be two narrow windows, one to the ground floor lounge and the other to the first floor bathroom, with the latter being obscurely glazed. Given the nature of the proposed windows and that fact the one at first floor would be obscurely glazed, it is not considered that they would lead to a reduction in the levels of amenity enjoyed by the residents of no. 3 Ladysmith Road.

The front elevations of the terrace and detached dwelling would be sited 18½ metres and 21½ to 27½ metres away from the dwellings on the opposite side of Ladysmith Road and School Lane respectively. These elevations consist of a mix of habitable and non-habitable rooms. Given the distance between the proposed and existing dwellings and the fact that both elevations overlook the public realm, it is not considered that the windows in the front elevations would lead to a reduction in privacy and subsequently existing levels of residential amenity. This relationship across a highway is similar to many others within this area of Didsbury.

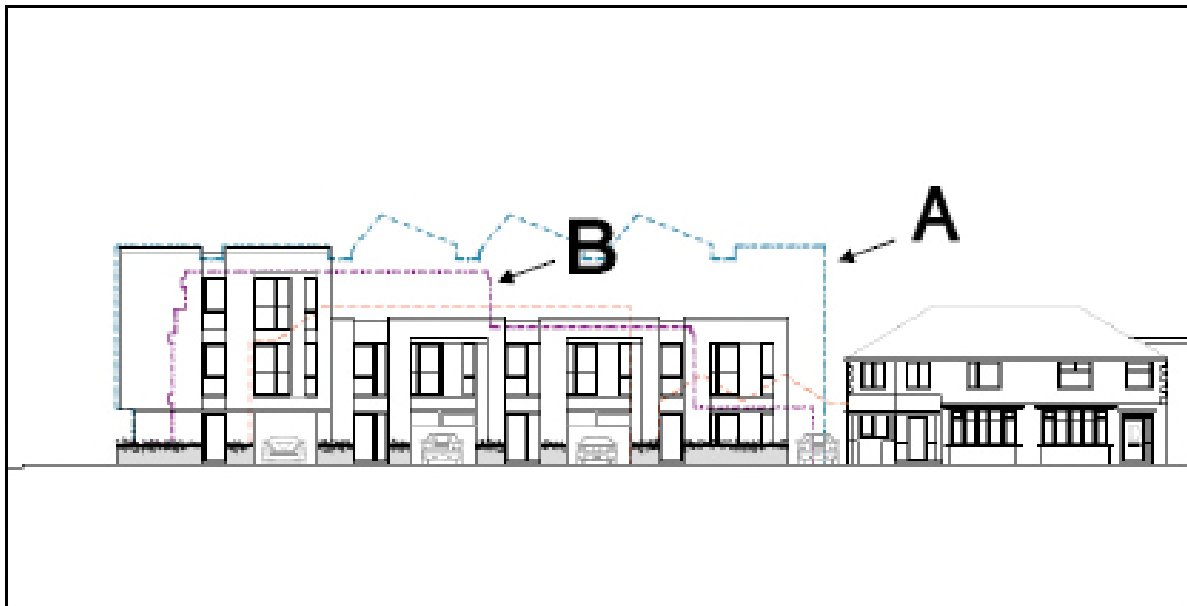
Local residents have raised concerns about overshadowing. While it is acknowledged that the proposal is closer to no. 3 Ladysmith Road than the existing building, it is considered that as the development is only 2 storeys high in this location it would not lead to undue overshadowing of no. 3 Ladysmith Road. In terms of the impact on no. 90 School Lane, given the orientation of the proposed detached dwelling and the fact that it is also only two storeys in height, this element of the development would not lead to undue overshadowing.

In conclusion, it is considered that the siting of the dwellings in the location proposed, along with the type and number of windows in all of the elevations, would ensure that there is no undue loss to the levels of privacy enjoyed by the residents of no. 90 School Lane and no. 3 Ladysmith Road nor lead to undue overshadowing.

Permitted Development Rights – In order to further reduce the impact of the proposal upon neighbouring residents and to prevent the overdevelopment of the site, it is proposed to attach conditions removing Permitted Development Right for domestic extensions/outbuildings and to prevent the conversion of the dwellings into Houses in Multiple Occupation.

Scale and Massing – Concerns have been raised about the three storey nature of the proposal and how this is at odds with the scale of dwellings in the area. While Ladysmith Road is made up solely of two storey dwellings, three storey dwellings and apartments blocks are located on a number of sites along School Lane. Given that the three storey element of the proposal is located at the junction of School Lane and Ladysmith Road, it is considered that siting the three storey element at this location is acceptable and not at odds with the overall character of the area.

Originally the applicant did propose to erect a three storey terrace along the Ladysmith Road frontage. However, following concerns about its scale when compared with the neighbouring dwellings the applicant reduced the proposal to two storeys, in addition to also reducing the number of units proposed. The drawing below is of the Ladysmith Road frontage and compares the scale of the scheme as now proposed, the original proposal (A - blue dotted line) and the apartment scheme approved at appeal (B - purple dotted line). As can be seen the overall height of the proposal has been significantly reduced along this frontage and is now more in keeping with the scale of the existing dwellings.



In terms of the massing, this has been broken up by using contrasting and recessed panels of cladding and brick and vertical glazing. This can be seen in the elevational drawings located earlier in this report.

Siting – The proposed detached dwelling respects the established building line that runs along the southern side of School Lane. The terrace of four dwellings follows the Ladysmith Road building line though it does sit forward of the one on School Lane. However, as the element that does sit forward is located at the corner of those two roads and is 3 storeys in height, thereby forming a focal point, this is considered acceptable. It should also be noted that the existing building sits forward of the School Lane building line.

Visual Amenity – Given the design and siting of the proposed dwellings and the fact that they have been reduced in size and massing to that originally submitted, it is not considered that they would have an unduly detrimental impact upon the levels of visual amenity enjoyed along School Lane and Ladysmith Road.

Amenity Space – Sufficient private amenity space would be provided for the future occupants of the proposed dwellings with each house incorporating rear gardens areas.

Boundary Treatment – Originally railings were proposed along the School Lane and Ladysmith Road frontages but as boundary walls are the predominant feature in this neighbourhood the applicant has been requested to amend the proposal accordingly.

Ecology – It is considered prudent to attach a condition limiting the demolition of no. 88 School Lane to outside of the bird nesting season, unless further surveys reveal an absence of nesting birds. In addition, a condition requiring the use of bat bricks and/or bird boxes within the dwellings and the site is also suggested.

Landscaping – The applicant has been requested to explore the provision of a number of street trees along School Lane if none can be accommodated within the site itself.

Pedestrian and Highway Safety – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along School Lane and Ladysmith Road. It is also considered that any traffic movements generated by the residential development would be less than the previous commercial uses (deli, gym and shop) that have operated from the site in previous years.

Car Parking – Following the submission of an amended scheme, all of the proposed dwellings would have an off-street parking provision. Two of the terraced dwellings and the detached dwelling would have two car parking spaces each, while the remaining two terraced dwellings would have one car parking space each. Given the proximity of the site to the Didsbury Village Metrolink station and the Didsbury District Centre, through which regular bus services run, this level of parking provision is considered acceptable in this instance.

Cycle Parking – As acknowledged by Highway Services, sufficient space exists within all five dwellings for the storage of cycles.

Waste Storage – Environmental Health have confirmed that the submitted waste management strategy is acceptable and have requested that it be conditioned to ensure future compliance with it. The strategy states that four separate 240 litre recycling wheelie bins for each dwelling would be provided and would provide facilities for the recycling of garden/food waste, glass, metal, plastics, paper/cardboard and general household waste. In addition, internal facilities in the form of waste food caddies (23 litres) would be provided to aid further recycling.

Revisions to the scheme now allow for all four bins to be stored at the rear of each dwelling.

Accessibility – The site is nominally flat and wheelchair access from School Lane and Ladysmith Road is unobstructed. In addition to the level access, the interior layout of the proposed dwellings is considered acceptable. The level threshold leads to a hallway, off which stands a W.C., the kitchen, lounge and dining areas, while the upper floors offer spacious circulation space.

Given the above and the fact that the development has been design in accordance with Part M of the Building Regulations the accommodation is considered acceptable in terms of accessibility.

Crime and Disorder – Concerns have been raised about the siting of the proposal and the impact this has upon the security of no. 3 Ladysmith Road. As the development lines up with the forward most part of no. Ladysmith Road it is not considered that the proposal would lead to the creation of any “blind-spots” and as a result compromise safety.

The standard Secured by Design condition is suggested in this instance.

Environmental Standards – The dwellings would be constructed to Part L of the Building Control regulations, which equates to level 4 of the Code for Sustainable Homes scheme. In addition, the dwellings would be fitted with ducting to enable the future provision of vehicle electrical charging points.

Air Quality – The erection a five dwellings in this location would not have an unduly detrimental impact upon the air quality experienced in the vicinity of the site. A construction management plan condition would be attached to any consent granted to ensure that dust suppression measures are implemented while the development is being built.

In terms of the running of additional households in this location, it is not considered that the comings and goings associated with the dwellings would have an unduly detrimental impact upon air quality.

Sufficient space exists within the curtilage of the site to allow for the storage of cycles while the integral garage and other dwellings would have an electrical connection, therefore allowing for the future connection of a vehicle electrical charging point. Both of these measures reduce reliance on the traditional motor vehicle.

Conclusion

The siting and massing of the proposed dwellings is comparable with that in existence on School Lane and Ladysmith Road. While the design is of a style not seen on Ladysmith Road, contemporarily designed dwellings can be found on a number of sites along School Lane. As a result it is not considered that the proposal would have a detrimental impact upon the character of the area or existing levels of visual amenity. In addition to the above, given the siting of the proposal it is not considered that the proposal would give rise to disamenity or overlooking.

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 Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Conditions to be attached to the decision

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

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

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

- a) Drawing no. 18075 (PL) 001D, stamped as received on 29th March 2019
- b) Drawing no. 18075 (PL) 170, stamped as received on 30th January 2019
- c) Drawing no. 18075 (PL) 181B, stamped as received on 29th March 2019
- d) Drawing no. 18075 (PL) 182A, stamped as received on 29th March 2019
- e) Drawing no. 18075 (PL) 200C, stamped as received on 29th March 2019
- f) Drawing no. 18075 (PL) 210A, stamped as received on 30th January 2019
- g) Drawing no. 18075 (PL) 250C, stamped as received on 29th March 2019
- h) Drawing no. 18075 (PL) 251C, stamped as received on 29th March 2019

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Above-ground construction works shall not commence until samples and specifications of all materials, including window frames, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

5) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

6) Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

7) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 5th September 2018 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy (2012).

8) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and/or bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy (2012).

9) Demolition works shall not take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of the building for active birds' nests immediately before the building is demolished and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy (2012).

10) Before first occupation the first floor windows in the eastern elevation of the detached dwelling and the southern elevation of the terrace shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

11) 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 part of any dwelling shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1, H7,H8 and DM1 of the Manchester Core Strategy (2012).

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

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

13) Above-ground construction works shall not commence until a landscaping treatment scheme, including tree planting, boundary treatment and bin store design, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the dwellings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

14) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN08 and EN14 in the Manchester Core Strategy (2012) and national policies within the NPPF and NPPG.

15) 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 or extensions shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential and visual amenity, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

16) Prior to the commencement of the development hereby approved or any phase thereof a Construction Environmental Management Plan must be submitted to and be approved by the City Council as local planning authority and thereafter implemented in accordance with those approved details. The Construction Environmental Management Plan must show how the main construction effects of the development are to be minimised, with include detailed mitigation measure such as:

1. details of construction and demolition waste management;
2. details of pollution prevention;
3. dust control measures;
4. details of any lighting scheme proposed during construction;
5. details of site access, working and safety zones, together with temporary fencing proposals for the site access and site perimeter.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

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: 121011/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Greater Manchester Police
 Greater Manchester Ecology Unit
 Didsbury Civic Society
 United Utilities Water PLC

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

Representations were received from the following third parties:

Greater Manchester Ecology Unit
United Utilities Water PLC

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



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
122464/FO/2019	6 th Feb 2019	30 th May 2019	Sharston Ward

Proposal Revised Drawings - Erection of 2 no. 4 bedroom bungalows and 1 no. 2 bedroom bungalows with parking, gardens and amenity space

Location Land At Junction Of Honford Road And Broadoak Road , Manchester

Applicant Mr Graham Morley , Wythenshawe Community Housing Group, C/o Agent,

Agent Mr Brendan O Donovan, AEW Architects, The Zenith Building, Spring Gardens, Manchester, M2 1AB

Description

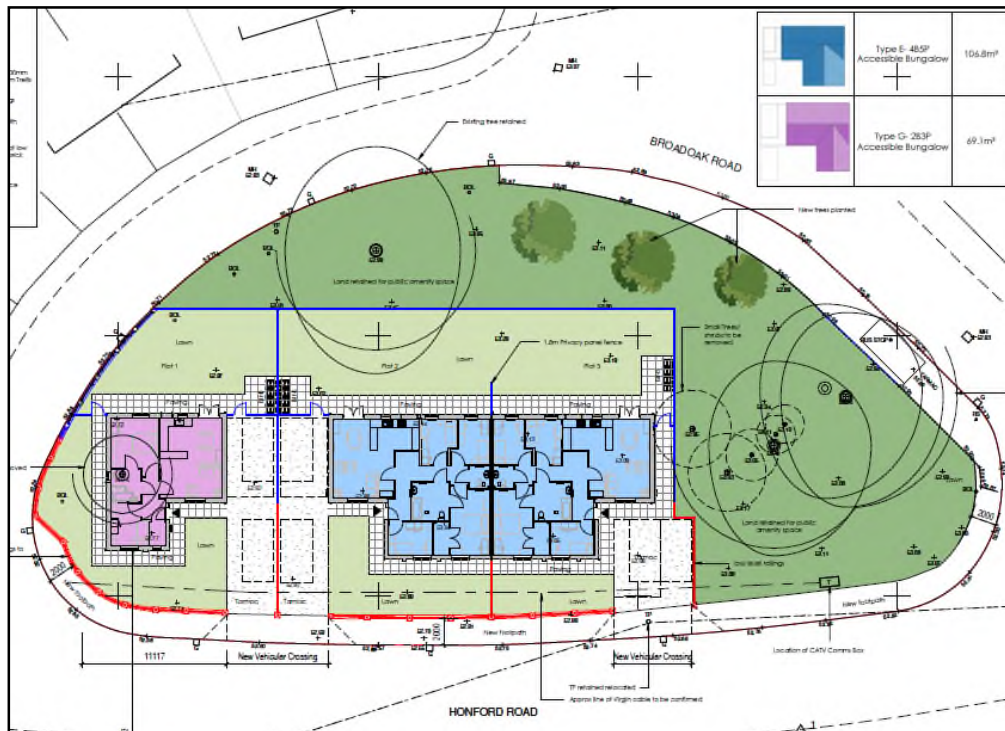
The application site is approximately 0.3 hectares in size and consists of the informal open space enclosed by Broakoak Road and Honford Road. The site consists mainly of a maintained lawned area and a number of mature trees. On the opposite side of Broakoak Road and Honford Road there are a number of 2 storey semi-detached dwellinghouses, as well as a community centre. The site is shown below, annotated by a white star. The site annotated by a white square is also subject to an application (122466/FO/2019) by the same developer and that report can be found elsewhere on this agenda.



The developer is proposing to erect three bungalows on the site, consisting of:

- 1 x 2 bed 3 person bungalow, with a floorspace of 69m², and
- 2 x 4 bed 5 person bungalows (pair of semi-detached), with a floorspace of 106.8m².

Each of the properties would have two parking facilities, bin storage at the rear and enclosed private amenity space. To facilitate the proposal a hawthorn tree (category B1) is to be felled, along with the under-storey hawthorns beneath the three retained oak trees. Approximately 775m² of the site would remain accessible to the public. The proposed layout is shown below:



Originally the applicant proposed four properties which would have resulted in the loss of the three oak trees on the right of the site. However, the scheme was amended in order to retain those three oak trees.

Consultations

Local Residents – 36 letters of objection have been received from local residents, the main points raised are as follows:

- The proposal will have a detrimental impact upon the character of the area and the ethos of the Wythenshawe Garden City.
- Most other green spaces in the area have been built on and the parks that remain are too far away for the children and elderly to get to.
- The children need somewhere to play and be active.
- The addition of additional dwellings will bring with it additional cars which will exacerbate existing traffic problems.
- The site is often used by the community so its redevelopment will impact on people who live nearby.

Correspondence has been received from a local resident who expressed interest in living in one of the bungalows.

Mums' Mart Community Association – Object to the proposal for the following reasons:

- Building on this site will erode the historic character and visual appearance of the neighbourhood. The Core Strategy Development Plan Document states that Wythenshawe is characterised by its 'green open space such as tree lined roads, wide green verges, parks, woodlands and river corridors' recognising how it was built as a 'garden suburb'.
- Furthermore, historian of municipal housing John Boughton points out, the Wythenshawe estate was built as part of the Garden City movement, aiming for 'cottage dwellings in parkland surroundings'. Designer Barry Parker built on the garden-city ideal by bringing in the innovation of 'neighbourhood units set around green spaces and tree-lined roads'. There is concern that the historic heritage of the garden city layout, character and original design of houses built around small green informal, amenity, public spaces, such as this site will be seriously damaged.
- Mums' Mart has been working with local residents to explore alternative uses for the community greens. Both greens are an important part of the community hub character of this part of the neighbourhood, linking with the church grounds, where monthly markets, Friday lunch clubs, family fun days, and all sorts of other community activities spring out from. Members of the local community who saved the church from closure in 1997, over many years of hard work have turned it into the thriving community hub that it has now become. Our consultation also identified that a range of local residents are very willing to participate in the development and maintenance of the Greens in partnership with WCHG and the MCC.
- Building on this site will adversely impact on the health and wellbeing of the whole population in our area, and in particular on our children. This informal amenity green spaces is used for informal outdoor play by local children, by older people for dog walking, occasional family and community picnics. Losing these public amenity sites would remove an important area of 'breathing space', impacting negatively on achieving healthier lifestyles, and on mental health in the area. The two sites together form the last largest accessible open space in our local area.
- The new draft Greater Manchester Spatial Framework 'Greater Manchester's Plan for Homes, Job and the Environment' (January 2019) identifies that a key challenge for Greater Manchester is to 'Deliver the highest possible quality of life for all residents, and address existing problems such as health disparities and air quality that currently detract from it'. Building on the greens will actively work against this goal, as health and wellbeing outcomes for our area are already low. Additionally, the Greater Manchester Strategy's vision states that Greater Manchester will be: 'A place where people live healthy lives and older people are valued'. This planning application shows a disregard for local people's health and wellbeing.
- Green space that is located very nearby and is easily accessible is also key in our area, where many people experience poverty and travelling further distances to reach local parks or natural open space is a challenge. People living in our local area are within the most deprived 10% of people living in England.

- The applicants' submission states that several green spaces and parks are accessible within close proximity to the site including Haveley Road children's play area to the north, Kirkup Gardens to the south, Rodger's Park to the west and Hollyhedge Park to the east'. These formal children's play space sites are not within walking distance of our local area. Therefore they are not accessible to local children, especially as parents want to be able to see their children playing.

Neighbourhood Officer (Arboriculture) – The application in its original layout would necessitate the removal of G1 - 3 x Oak with an under-storey of Hawthorn and T1 - Hawthorn, all of which are very prominent trees within the street-scape and are one of the last remnants of the farmland hedgerow prior to the estate build.

These trees are an important public amenity and highly visible to surrounding properties and local long term residents would have grown up familiar with their presence. This location is relatively devoid of large trees particularly of this quality and these should be protected and retained at all costs. A possible solution would be to remove the proposal for plot 4 altogether and using arboricultural supervision on site to ensure the tree protection is adhered to, preventing any damage to the retained trees.

Comments in relation to the revised scheme are awaited.

Environmental Health – Suggests the imposition of refuse storage and contaminated land conditions.

Highway Services – Highway Services have made the following comments:

- The addition of the residential units is unlikely to generate any significant intensification of vehicle trips, with no network impact likely.
- The indicative site layout is accepted in principle, with access gained from Honford Road.
- The installation of two vehicular crossings is required to facilitate driveway access.
- In excess of 100% car parking has been provided on private driveways which in principle is accepted to reduce any requirement for vehicles to park on-street.
- Each residential unit should offer secure and sheltered cycle parking.
- The proposed boundary treatments are accepted in principle, with visual permeability maintained from an appropriate height.
- In-curtilage bin storage has been provided for each property, with kerbside collection noted from Honford Road which is accepted in principle.

United Utilities – Suggests the imposition of drainage conditions.

Greater Manchester Police – No objections and suggests the imposition of a condition requiring the applicant to achieve Secured by Design accreditation.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

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

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

Paragraph 59 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 68 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 96 states that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

Paragraph 97 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a. an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c. the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 105 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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 H7, *Wythenshawe* – The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

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. This site is in the area defined as Wider Wythenshawe, policy EN1 defines the character of this area as:

“Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920s to the 1960s, with some later infill developments and industrial zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres. The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape.”

Policy EN9, *Green Infrastructure* – This policy states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN10, *Safeguarding Open Space, Sport and Recreation Facilities* – This policy states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. It states further that proposals will be supported that:

- improve the quality and quantity of accessible open space, sport and recreation in the local area
- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity
- improve access to open space for disabled people.

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

or

- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and
 - a. it could not fulfil other unsatisfied open space, sport or recreation needs, and
 - b. a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or

or

- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

Policy EN12, *Area priorities for Open Space, Sport and Recreation* – This policy states that the priorities for open space, sport and recreation in the City, set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas, include for Wythenshawe the improvement of existing facilities and sites.

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 as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

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 – The provision of fully accessible bungalows within a predominantly residential area, and which would free up much needed family accommodation, is considered acceptable in principle. However, in this instance they are to be erected on public open space and the loss of part of this space must be assessed against the relevant Core Strategy policies.

In addition, the potential impact of the proposal upon existing levels of residential and visual amenity, as well as pedestrian and highway safety, must be investigated.

Need for the Accommodation – The applicant has confirmed that there is a very high demand for properties suitable for a permanent wheelchair user. The bungalows proposed are able to have facilities in them that are not always possible to provide by converting an existing home, such as hoist access direct from bedroom to bathroom and so they can therefore meet long term needs. Manchester Move struggles to rehouse wheelchair users often due to access difficulties and lack of internal space for a wheelchair. This development will help facilitate the future rehoming of disabled residents and free up much needed family accommodation.

Loss of Open Space – The City Wide Open Space, Sport and Recreation study was undertaken in 2009 in order to inform open space policies for the Core Strategy. In that document open space is classified as one of following:

- City Park
- Local Parks
- Natural and semi-natural open space
- Amenity green space
- Provision for children
- Provision for young people
- Outdoor Sports facilities
- Allotments
- Cemeteries and churchyards
- Green corridors
- Civic Spaces

Given its size, location and function the application site is categorised as amenity green space and is referenced as such in the study (2009). Despite its category, due its size, and fact that it is enclosed on all sides by roads, it is not of the greatest quality.

Paragraph 6.1 of the 2009 study states that amenity green space is most commonly found in residential areas and includes informal recreation spaces and green spaces in and around housing. It continues by stating that this amenity space fulfils a primary purpose of providing opportunities for informal activities close to home or work and such spaces are also often used for landscaping purposes.

Paragraph 6.2 states that amenity green spaces can have an overlapping function with parks, recreation grounds and natural areas and provide informal opportunities for children's play where there are no other facilities. It states that it is important therefore to consider the provision of amenity green spaces in the context of other types of open space.

At the time of the study Wythenshawe had higher levels of amenity green space than the minimum standard, i.e. 0.6 hectares per 1,000 head of population, compared with the minimum standard of 0.4 hectares. In addition the study found through mapping that most residents have access to amenity green space and that while minor pockets of deficiency were evident, when amalgamating all the different types of provision listed above all residents have access to at least one of these types within the appropriate distance of their home.

It is noted that the loss of an accessible area of open space is a cause for concern for local residents and this is fully understood. The space is well maintained and the correspondence received shows that it is valued by the local community. However, it is important that the overall public benefits of the scheme are recognised and the context of the site is fully assessed.

There is alternative open space provision within the recommended accessibility distances set out within the study. There are a number of amenity green spaces within the recommended 10 minute (480 m) walking time and the following facilities are also available:

- a public playpark and large open greenspace approximately 125m to the south of the site,
- basketball courts approximately 407m to the east,

In addition to these alternative facilities, it should be noted that not all of this site is to be redeveloped for housing, with approximately 775m² remaining for use by members of the public. Given this, the abundance of open space facilities that exist in Wythenshawe (as detailed below) and the number of alternative sites that are within the recommended 10 minute walking distance, the loss of part of this amenity space is considered acceptable, especially in the context of providing fully accessible bungalows.



Visual Amenity – As the site consists predominantly of a maintained grassed area and semi-mature/mature trees, the erection of three bungalows on part of it would have some impact upon the current levels of visual amenity enjoyed within the vicinity of the site. However, given the nature of the proposal and the fact that 775m² of the site would remain open to the public, this impact upon visual amenity is considered acceptable in this instance. It must also be noted that the surrounding area is characterised by housing.

Character of the Area – Wythenshawe was laid out using the principle of the garden city movement, the result of which was low rise residential suburbs interspersed by substantial landscaping which consisted of mature trees and front boundary hedging and communal green spaces. While the mature trees are still evident, the majority of the front boundary hedging in this neighbourhood has been replaced by low fencing/walls. In addition, several of the green spaces have been redeveloped with small infill residential schemes.

As this proposal would introduce additional tree planting and a portion of the open space would be retained it is considered that the character and layout of the pattern of development would not be impaired to such a degree so as to warrant refusal.

Residential Amenity – The front elevations of the proposed dwellings, which consist predominantly of habitable room windows, would be sited 29 metres away from the dwellings on the opposite side of Hanford Road. Given the distance between the proposed and existing dwellings and the fact that both elevations overlook the public realm, it is not considered that the windows in the front elevations would lead to a reduction in privacy and subsequently existing levels of residential amenity. This relationship across a highway is similar to many others within this neighbourhood.

The rear elevations of the proposed dwellings consist of a mix of habitable and non-habitable room windows. These proposed elevations would be approximately 25 to 32 metres away from the front elevations of nos. 90 to 96 Broadoak Road. Given the distances between the existing and proposed dwellings and the landscaping and proposed boundary treatment that exists between them, it is not considered that the proposal would have an unacceptable impact upon the levels of privacy and residential enjoyed by the residents of Broadoak Road.

It is considered that the siting of the dwellings in the location proposed, along with the type and number of windows in all of the elevations, would ensure that there is no undue loss to the levels of privacy enjoyed by the residents of properties that overlook the site.

Given the height and siting of the proposed dwellings it is not considered that they would lead to the overshadowing of any of the nearby properties.

Scale – The proposed dwellings would be 2.18 metres high at the eaves and 5.45 metres high at the ridge. Given this it is considered that the scale of the development is in keeping with the overall character of the area.

Siting – As the proposed dwellings would respect the established building line that runs along the northern side of Honford Road it is considered that the siting of the proposal is acceptable.

Amenity Space – Sufficient private amenity space will be provided for the future occupants of the proposed bungalows.

Trees – Two individual trees and one groups of trees exist on the site. The two individual trees (T1 – hawthorn and T2 – oak) are both category B trees (moderate quality). The group of trees consists of three oak trees with an under-storey of five hawthorn which are self-seeded and are suppressed by the oaks, collectively these oaks are also category B trees.

To facilitate the proposal the individual hawthorn (T1) and the under-storey hawthorn are to be felled. To compensate for the loss of these trees and to improve the overall tree coverage on the remaining green space, the applicant is proposing to plant three replacements, the species of which would be conditioned. Given these replacements and the standard of the existing trees, the loss of the existing trees is considered acceptable.

A condition is recommended which relates to the protection of the trees to be retained.

Boundary treatment – The front boundary treatment would consist of a low brick wall topped by iron railings, while the boundary treatment to the sides and rear would consist of 2.1 metres high timber board fencing and low brick wall with timber infill panels. Low railings (0.9 metres) are proposed where they adjoin a driveway in order to aid pedestrian/vehicular intervisibility. The proposed boundary treatment has been informed by that seen in the locality and as such is considered acceptable.

Ecology – The submitted ecology report states that the majority of trees on the site have been assessed as having negligible potential to support roosting bats though a single semi-mature oak tree has been assessed as having low potential to support roosting bats. Notwithstanding this no roosts have been encountered. The trees do have the potential to support breeding birds.

In light of the above, it is considered prudent to attach a condition limiting the clearance of vegetation to outside of the bird nesting season and one requiring the provision of bio-enhancements, e.g. bat and bird boxes.

Pedestrian and Highway Safety – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Honford Road and Broadoak Road.

Car Parking – The level of parking to be provided via the driveways (two spaces per dwellings) is considered acceptable for each proposed dwelling.

Waste Storage – Environmental Health have confirmed that the submitted waste management strategy is acceptable and have requested that it be conditioned to ensure future compliance with it. The strategy states that four separate 240 litre recycling wheelie bins for each dwelling would be provided and would provide facilities for the recycling of garden/food waste, glass, metal, plastics, paper/cardboard and general household waste. In addition, internal facilities in the form of waste food caddies would be provided to aid further recycling. The bins would be stored at the rear of the respective dwellings.

Accessibility – The site is nominally flat and wheelchair access from Honford Road would be unobstructed. The bungalows have been specifically designed to be disabled accessible and this is welcomed.

Crime and Disorder – The standard Secured by Design condition is suggested in this instance.

Air Quality – The erection a three dwellings in this location would not have an undue detrimental impact upon the air quality experienced in the vicinity of the site. A construction management plan condition would be attached to any consent granted to ensure that dust suppression measures are implemented while the development is being built.

In terms of the running of additional households in this location, it is not considered that the comings and goings associated with the dwellings would have an undue detrimental impact upon air quality.

Sufficient space exists within the curtilage of the site to allow for the storage of cycles and the dwellings would be capable of being retro-fitted with external charging points to allow for the future use of electric vehicle. Both of these measures reduce reliance on the traditional motor vehicle.

Conclusion

The design, siting and scale of the three bungalows reflects that seen in the neighbourhood. The loss of the part of the amenity space is of great concern to local residents but given the amount and variety of open space in Wythenshawe the loss of part of it is considered acceptable in this instance, especially given the type of accommodation proposed.

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 Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

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.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

- a) Drawing number S10404-AEW-XX-XX-DR-A-503 P3 stamped as received on 16th April 2019.

- b) Drawing number S10404-AEW-XX-XX-DR-A-504 P2 stamped as received on 16th April 2019.
- c) Drawing number S10404-AEW-XX-XX-DR-A-508 P2 stamped as received on 16th April 2019.
- d) Drawing number S10404-AEW-XX-XX-DR-A-510 P3 stamped as received on 16th April 2019.
- e) Drawing number S10404-AEW-XX-SI-DR-A-521 P2 stamped as received on 16th April 2019.
- f) Drawing number s10404-AEW-XX-XX-DR-A-522 P2 stamped as received on 16th April 2019.
- g) Drawing number S10404-AEW-XX-XX-DR-A-524 P1 stamped as received on 21st January 2019.
- h) Drawing number S10404-AEW-XX-SI-DR-A-525 P1 stamped as received on 21st January 2019.
- i) Drawing number S10404-AEW-XX-XX-DR-A-528 P2 stamped as received on 16th April 2019.
- j) Drawing number S10404-AEW-XX-XX-DR-A-5001 P1 stamped as received on 21st January 2019.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Above-ground construction works shall not commence until samples and specifications of all materials, including window frames, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

5) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

6) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

7) Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme, including details of tree and hedge species, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the development is completed. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

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

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

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

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

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

9) The approved Waste Management Strategy contained within the Design and Access Statement (stamped as received on 21st January 2019) and as shown on drawing number S10404-AEW-XX-XX-DR-A-528 P2 (stamped as received on 16th April 2019) shall be implemented as part of the development and shall remain in situ whilst the use is in operation.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

10) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy Development Plan Document

11) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

12) 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 part of any dwelling shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

13) Foul and surface water shall be drained on separate systems. Surface water shall be drained in accordance with the hierarchy of drainage options in national planning practice guidance. In the event of surface water discharging to public sewer, the rate of discharge shall be restricted to the lowest possible rate which shall be agreed with the statutory undertaker prior to connection to the public sewer.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN08 and EN14 in the Manchester Core Strategy (2012) and national policies within the NPPF and NPPG.

14) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;

- Hours of working

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy (2012).

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 122464/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

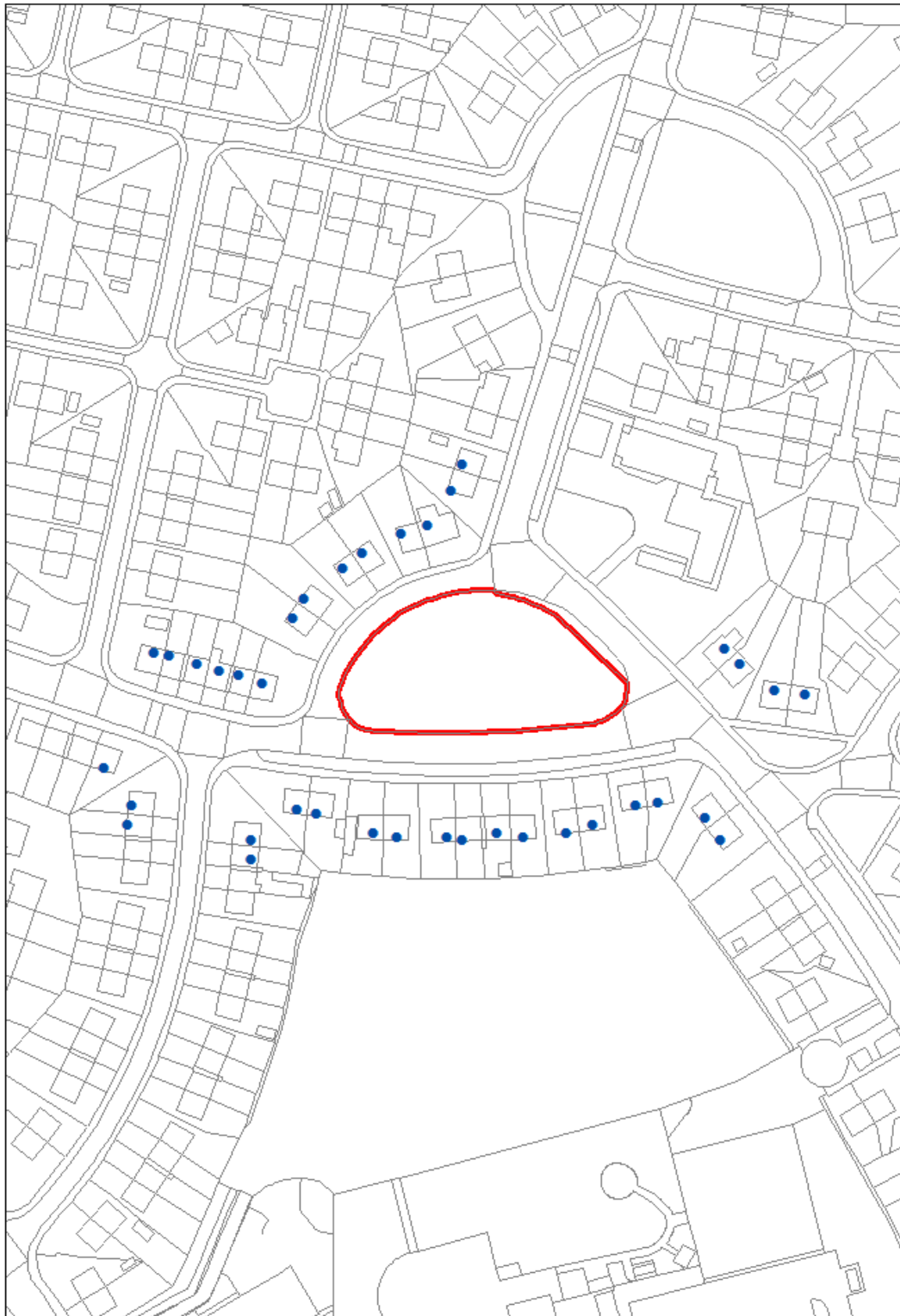
Highway Services
Neighbourhood Team Leader (Arboriculture)
Contaminated Land Section
Greater Manchester Police

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

Representations were received from the following third parties:

Contaminated Land Section
Highway Services
Environmental Health

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



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
122466/FO/2019	21 st Jan 2019	30 th May 2019	Sharston Ward

Proposal Erection of 4 no. two bed bungalows with associated parking and landscaping works

Location Land At Junction Of Panfield Road And Broadoak Road , Manchester

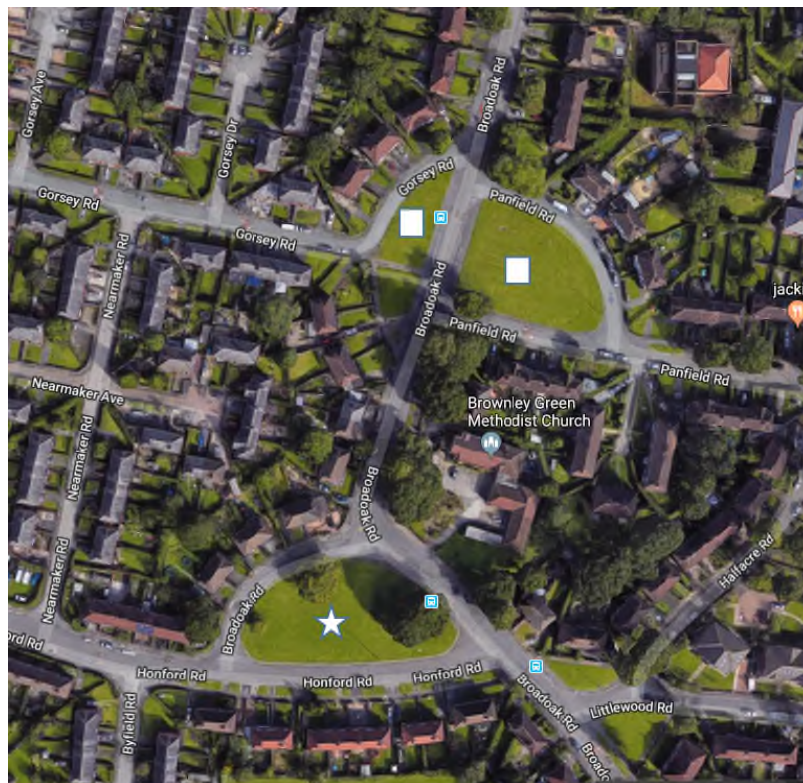
Applicant Mr Graham Morley , Wythenshawe Community Housing Group, C/o Agent,

Agent Mr Brendan O Donovan, AEW Architects, The Zenith Building, Spring Gardens, Manchester, M2 1AB

Description

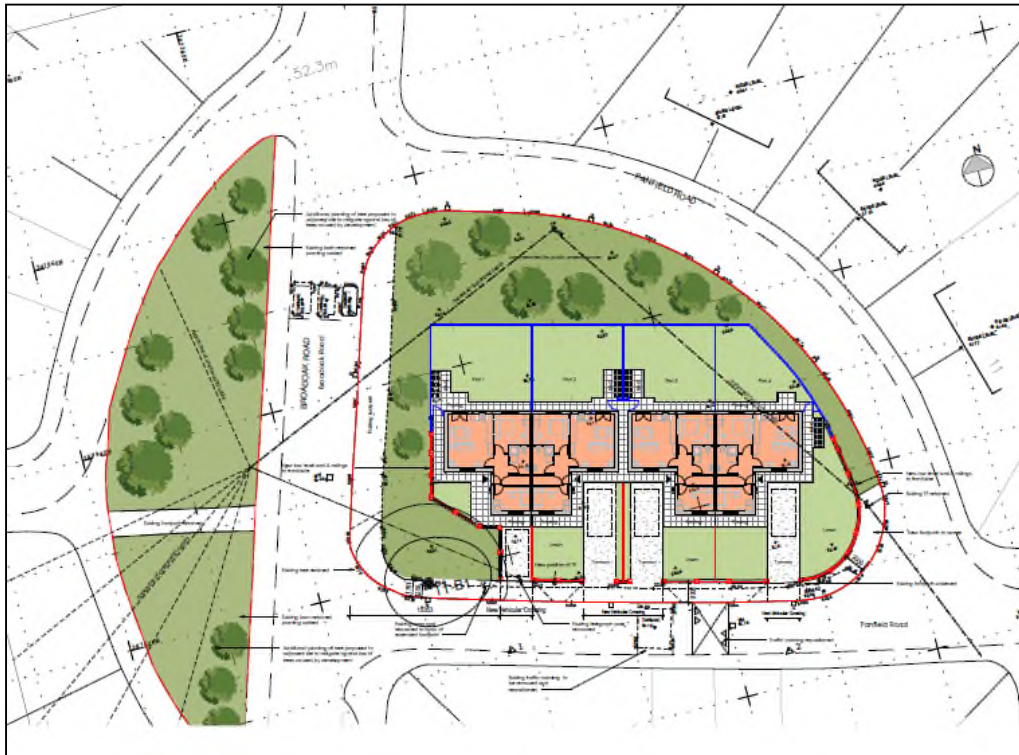
The application site is approximately 0.23 hectares in size and consists of two open spaces enclosed by Panfield Road and Broadoak Road. The sites consists mainly of areas of maintained lawned while the eastern site also has a single mature oak tree. On the opposite side of Panfield Road there are a number of 2 storey semi-detached dwellinghouses, while on the opposite side of Broadoak Road there are further 2 storey houses. The site is shown below, annotated by white squares.

The site annotated by a white star is also subject to an application (122464/FO/2019) by the same developer and that report can be found elsewhere on this agenda.



The developer is proposing to erect four bungalows (2 bed 3 person) with a floorspace of 62m² on the eastern site. The western site is to be planted with trees to offset any impact from this proposal.

Three of the properties would have two car parking spaces, while one would have one. All of them will have external bin storage, either at the rear of the site and enclosed private amenity space at the rear. Approximately 1,227m² of the site would remain accessible to the public. The proposed layout is shown below:



Consultations

Local Residents – Objections to this proposal and application 122464/FO/2019 were submitted jointly. Therefore, as with the other application, 36 letters of objection have been received and the points of objection are the same:

- The proposal will have a detrimental impact upon the character of the area and the ethos of the Wythenshawe Garden City.
- Most other green spaces in the area have been built on and the parks that remain are too far away for the children and elderly to get to.
- The children need somewhere to play and be active.
- The addition of additional dwellings will bring with it additional cars which will exacerbate existing traffic problems.
- The site is often used by the community so its redevelopment will impact on people who live nearby.

Correspondence has been received from a local resident who expressed interest in living in one of the bungalows.

Mums' Mart Community Association – Object to the proposal for the following reasons:

- Building on this site will erode the historic character and visual appearance of the neighbourhood. The Core Strategy Development Plan Document states that Wythenshawe is characterised by its 'green open space such as tree lined roads, wide green verges, parks, woodlands and river corridors' recognising how it was built as a 'garden suburb'.
- Furthermore, historian of municipal housing John Boughton points out, the Wythenshawe estate was built as part of the Garden City movement, aiming for 'cottage dwellings in parkland surroundings'. Designer Barry Parker built on the garden-city ideal by bringing in the innovation of 'neighbourhood units set around green spaces and tree-lined roads'. There is concern that the historic heritage of the garden city layout, character and original design of houses built around small green informal, amenity, public spaces, such as this site will be seriously damaged.
- Mums' Mart has been working with local residents to explore alternative uses for the community greens. Both greens are an important part of the community hub character of this part of the neighbourhood, linking with the church grounds, where monthly markets, Friday lunch clubs, family fun days, and all sorts of other community activities spring out from. Members of the local community who saved the church from closure in 1997, over many years of hard work have turned it into the thriving community hub that it has now become. Our consultation also identified that a range of local residents are very willing to participate in the development and maintenance of the Greens in partnership with WCHG and the MCC.
- Building on this site will adversely impact on the health and wellbeing of the whole population in our area, and in particular on our children. This informal amenity green spaces is used for informal outdoor play by local children, by older people for dog walking, occasional family and community picnics. Losing these public amenity sites would remove an important area of 'breathing space', impacting negatively on achieving healthier lifestyles, and on mental health in the area. The two sites together form the last largest accessible open space in our local area.
- The new draft Greater Manchester Spatial Framework 'Greater Manchester's Plan for Homes, Job and the Environment' (January 2019) identifies that a key challenge for Greater Manchester is to 'Deliver the highest possible quality of life for all residents, and address existing problems such as health disparities and air quality that currently detract from it'. Building on the greens will actively work against this goal, as health and wellbeing outcomes for our area are already low. Additionally, the Greater Manchester Strategy's vision states that Greater Manchester will be: 'A place where people live healthy lives and older people are valued'. This planning application shows a disregard for local people's health and wellbeing.
- Green space that is located very nearby and is easily accessible is also key in our area, where many people experience poverty and travelling further distances to reach local parks or natural open space is a challenge. People living in our local area are within the most deprived 10% of people living in England.

- The applicants' submission states that several green spaces and parks are accessible within close proximity to the site including Haveley Road children's play area to the north, Kirkup Gardens to the south, Rodger's Park to the west and Hollyhedge Park to the east'. These formal children's play space sites are not within walking distance of our local area. Therefore they are not accessible to local children, especially as parents want to be able to see their children playing.

Neighbourhood Officer (Arboriculture) – The proposed boundary wall is shown as almost abutting the Cat B Oak tree referenced as T1 on the survey provided. In addition to this the properties are in my opinion too close to this highway tree and the development impact will potentially destroy the rooting environment of this tree leading to the loss of this tree within 3-5 years post development.

Environmental Health – Suggests the imposition of refuse storage and contaminated land conditions.

Highway Services – Highway Services have made the following comments:

- The addition of four residential units is unlikely to generate any significant intensification of vehicle trips, with no network impact likely.

United Utilities – Suggests the imposition of a drainage condition.

Greater Manchester Police – No objections and suggests the imposition of a condition requiring the applicant to achieve Secured by Design accreditation.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

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

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 59 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 68 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 96 states that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

Paragraph 97 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a. an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c. the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 105 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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 H7, *Wythenshawe* – The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

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. This site is in the area defined as Wider Wythenshawe, policy EN1 defines the character of this area as:

“Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920s to the 1960s, with some later infill developments and industrial zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres. The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape.”

Policy EN9, *Green Infrastructure* – This policy states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN10, *Safeguarding Open Space, Sport and Recreation Facilities* – This policy states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. It states further that proposals will be supported that:

- improve the quality and quantity of accessible open space, sport and recreation in the local area
- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity
- improve access to open space for disabled people.

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

or

- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and

- a. it could not fulfil other unsatisfied open space, sport or recreation needs, and
- b. a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or

or

- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

Policy EN12, *Area priorities for Open Space, Sport and Recreation* – This policy states that the priorities for open space, sport and recreation in the City, set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas, include for Wythenshawe the improvement of existing facilities and sites.

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 as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:

Year 2010 – Code Level 3;
 Year 2013 - Code Level 4;
 Year 2016 - Code Level 6; and

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

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 – The provision of fully accessible bungalows within a predominantly residential area, and which would free up much needed family accommodation, is considered acceptable in principle. However, in this instance they are to be erected on what is perceived as public open space and the loss of part of this space must be assessed against the relevant Core Strategy policies

In addition, the potential impact of the proposal upon existing levels of residential and visual amenity, as well as pedestrian and highway safety, must be investigated.

Need for the Accommodation – The applicant is aware of a general need for the type of bungalow proposed. Previously they have advertised a 2 bed general needs (non-age restricted) bungalow on Willow Brook Gardens and received 438 bids from eligible applicants and a 3 bed general needs bungalow received 348 bids. An eligible applicant is someone who has some form of disability and needs ground floor or bungalow type accommodation, usually level access shower or other adaptations. By comparison, when they advertised an over-55s bungalow they only received 19 bids, demonstrating that the need for an older person's bungalow has been met to a more significant degree.

Loss of Open Space – The City Wide Open Space, Sport and Recreation study was undertaken in 2009 in order to inform open space policies for the Core Strategy. In that document open space is classified as one of following:

- City Park
- Local Parks
- Natural and semi-natural open space
- Amenity green space
- Provision for children
- Provision for young people
- Outdoor Sports facilities
- Allotments
- Cemeteries and churchyards
- Green corridors
- Civic Spaces

Given its size, location and function the application site is categorised as amenity green space and is referenced as such in the study (2009). Despite its category, due its size, and fact that it is enclosed on all sides by roads, it is not of the greatest quality.

Paragraph 6.1 of the 2009 study states that amenity green space is most commonly found in residential areas and includes informal recreation spaces and green spaces in and around housing. It continues stating that this amenity space fulfils a primary purpose of providing opportunities for informal activities close to home or work and such spaces are also often used for landscaping purposes.

Paragraph 6.2 states that amenity green spaces can have an overlapping function with parks, recreation grounds and natural areas and provide informal opportunities for children's play where there are no other facilities. It states that it is important therefore to consider the provision of amenity green spaces in the context of other types of open space.

It is noted that the loss of an accessible area of open space is a cause for concern for local residents and this is fully understood. The space is well maintained and the correspondence received shows that it is valued by the local community. However, it is important that the overall public benefits of the scheme are recognised and the context of the site is fully assessed.

At the time of the study Wythenshawe had higher levels of amenity green space than the minimum standard, i.e. 0.6 hectares per 1,000 head of population, compared with the minimum standard of 0.4 hectares. In addition the study found through mapping that most residents have access to amenity green space and that while minor pockets of deficiency were evident, when amalgamating all the different types of provision listed above all residents have access to at least one of these types within the appropriate distance of their home.

There is alternative open space provision within the recommended accessibility distances set out within the study. There are a number of amenity green spaces within the recommended 10 minute (480 m) walking time and the following facilities are also available:

- Amenity green space approximately 236 m to the north,
- A public playpark, a skate park, and basketball court approximately 345 m to the northwest.

In addition to these alternative facilities, it should be noted that not all of this site is to be redeveloped for housing, with approximately 1,227m² remaining for use by members of the public. Given this, the abundance of open space facilities that exist in Wythenshawe (as detailed below) and the number of alternative sites that are within the recommended 10 minute walking distance, the loss of part of this amenity space is considered acceptable, especially in the context of providing fully accessible bungalows.

Table 18.1 – Open space across Wythenshawe

Open space type	Number of sites	Hectares (total)	Hectares per 1000 population
City parks	1	147.80	2.04
Local parks	14	35.99	0.51
Natural and semi natural open space	34	179.53	2.54
Amenity green space	52	42.07	0.60
Children's play areas	16	2.61	0.04
Provision for young people	16	2.46	0.03
Allotments	7	8.21	0.12

Table 18.2 – Outdoor sports facilities

Outdoor sports facility type	Number of sites	Hectares (total)	Hectares per 1000 population
Grass pitches	28	89.96	1.27
Synthetic turf pitches	4 (2 full size)	1.51	0.02
Bowling greens	4 (7 greens)	1.17	0.02
Tennis courts	4 (18 courts)	0.88	0.01

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 (SS) for residential developments.

The amount of floor space proposed is 62m² for each dwelling and that required under the space standards is 61m². The proposal therefore complies with the space standards.

Design – The area is characterised by traditionally design red brick dwellings and this has informed the design of the proposal. The proposed bungalows are traditional in design and would occupy an L shaped footplate. They would consist of brick facades, with contrasting brick panels, stone cills and headers and would be topped by grey concrete roof tiles. The design of the bungalows is considered acceptable and is shown below:



Visual Amenity – As the site consists predominantly of a maintained grassed area the erection of three bungalows on part of it would have some degree of impact upon the current levels of visual amenity enjoyed within the vicinity of the site. However, given the nature of the proposal, the fact that 1,227m² of the site would remain open to the public and the applicant proposes to undertake extensive tree planting on the western of the two sites, this impact upon visual amenity is considered acceptable in this instance. It must also be noted that the surrounding area is characterised by housing.

Character of the Area – Wythenshawe was laid out using the principle of the garden city movement, the result of which was low rise residential suburbs interspersed by substantial landscaping which consisted of mature trees and front boundary hedging and communal green spaces. While the mature trees are still evident, the majority of the front boundary hedging in this neighbourhood has been replaced by low fencing/walls. In addition, several of the green spaces have been redeveloped with small infill residential schemes.

As this proposal would introduce additional tree planting to both sites and a portion of the open space would be retained it is considered that the character and layout of the pattern of development would not be impaired to such a degree so as to warrant refusal.

Residential Amenity – The front elevations of the proposed dwellings, which consist of habitable room windows, would be sited between 24.5 and 28.5 metres away from the dwellings on the opposite side of Panfield Road. Given the distance between the proposed and existing dwellings and the fact that both elevations overlook the public realm, it is not considered that the windows in the front elevations would lead to a reduction in privacy and subsequently existing levels of residential amenity. This relationship across a highway is similar to many others within this neighbourhood.

The rear elevations of the proposed dwellings consist of a mix of habitable and non-habitable room windows. These proposed elevations would be approximately 21 to 31 metres away from the front elevations of nos. 1 to 5 Panfield Road. Given the distances between the existing and proposed dwellings and the landscaping and proposed boundary treatment that would exist between them, it is not considered that the proposal would have an unacceptable impact upon the levels of privacy and residential enjoyed by the residents of Panfield Road.

It is considered that the siting of the dwellings in the location proposed, along with the type and number of windows in all of the elevations, would ensure that there is no undue loss to the levels of privacy enjoyed by the residents of properties that overlook the site.

Given the height and siting of the proposed dwellings it is not considered that they would lead to the overshadowing of any of the nearby properties.

Scale – The proposed dwellings would be 2.3 metres high at the eaves and 5.3 metres high at the ridge. Given this it is considered that the scale of the development is in keeping with the overall character of the area.

Siting – As the proposed dwellings would respect the established building line that runs along the northern side of Panfield Road it is considered that the siting of the proposal is acceptable.

Amenity Space – Sufficient private amenity space would be provided for the future occupants of the proposed bungalows.

Trees – **One** tree exists on the eastern site, an oak tree categorised as being of moderate quality (category B). Originally the applicants proposed laying out a footpath close to this oak but following receipt of the comments from the Arboricultural Officer this aspect of the scheme was removed.

To compensate for the loss of part of this amenity space and a number of trees associated with application 122464/FO/2019 the applicants are proposing to planting 21 replacement trees (12 on the western site and 9 on the eastern site), the species of which would be conditioned.

A condition is recommended which relates to the protection of the trees to be retained.

Boundary treatment – The front and side boundary treatment would consist of a low brick wall topped by iron railings (0.9 metres high), while the boundary treatment to the rear would consist of 2.1 metres high timber board fencing. The proposed boundary treatment has been informed by that seen in the locality and as such is considered acceptable.

Ecology – The submitted ecology report states that the oak tree on the site has the low potential to support roosting bats, though it should be noted that no roost was encountered. In addition, the tree also has the potential to support breeding birds.

Though the oak tree would not be felled it is still considered prudent to require the applicant to provide bio-enhancements, e.g. bat and bird boxes and this would be enforced through a condition.

Pedestrian and Highway Safety – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Panfield Road and Broadoak Road.

Car Parking – The level of parking to be provided via the driveways (1 x one space and 3 x two spaces per dwellings) is considered acceptable.

Waste Storage – The applicants have indicated that four separate 240 litre recycling wheelie bins for each dwelling would be provided and that this would provide facilities for the recycling of garden/food waste, glass, metal, plastics, paper/cardboard and general household waste. In addition, internal facilities in the form of waste food caddies would be provided to aid further recycling. The provision of these facilities would be conditioned. The bins would be stored at the side and rear of the respective dwellings.

Accessibility – The site is nominally flat and wheelchair access from Panfield Road would be unobstructed. The bungalows have been specifically designed to be disabled accessible and this is welcomed.

Crime and Disorder – The standard Secured by Design condition is suggested in this instance.

Air Quality – The erection a four dwellings in this location would not have an unduly detrimental impact upon the air quality experienced in the vicinity of the site. A construction management plan condition would be attached to any consent granted to ensure that dust suppression measures are implemented while the development is being built.

In terms of the running of additional households in this location, it is not considered that the comings and goings associated with the dwellings would have an unduly detrimental impact upon air quality.

Sufficient space exists within the curtilage of the site to allow for the storage of cycles and the dwellings would be capable of being retro-fitted with external charging points to allow for the future use of electric vehicle. Both of these measures reduce reliance on the traditional motor vehicle.

Conclusion

The design, siting and scale of the four bungalows reflects that seen in the neighbourhood. The loss of the part of the amenity space is of great concern to local residents but given the amount and variety of open space in Wythenshawe the loss of part of it is considered acceptable in this instance, especially given the type of accommodation proposed.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Conditions to be attached to the decision

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

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

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

- a) Drawing number S10404-AEW-XX-XX-DR-A-502 P2 stamped as received on 16th April 2019.
- b) Drawing number S10404-AEW-XX-XX-DR-A-507 P2 stamped as received on 16th April 2019.
- c) Drawing number S10404-AEW-XX-XX-DR-A-520 P2 stamped as received on 16th April 2019.
- d) Drawing number S10403-AEW-XX-XX-DR-A-523 P2 stamped as received on 16th April 2019.
- e) Drawing number S10404-AEW-XX-XX-DR-A-524 P1 stamped as received on 21st January 2019.
- f) Drawing number S10404-AEW-XX-SI-DR-A-525 P1 stamped as received on 16th April 2019.
- g) Drawing number S10404-AEW-SI-XX-DR-A-526 P1 stamped as received on 21st January 2019.
- h) Drawing number S10404-AEW-XX-XX-DR-A-527 P2 stamped as received on 16th April 2019.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Above-ground construction works shall not commence until samples and specifications of all materials, including window frames, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

5) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

6) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

7) Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme, including details of tree and hedge species, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the development is completed. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

8) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained in the Arboricultural Report and accompanying drawings (prepared by ACS Consulting, stamped as received on 16th April 2019); and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

9) Above grounds works shall not commence until a waste management strategy has been submitted to and approved by the City Council as local planning authority. The approved strategy shall be implemented and remain in-situ prior to the occupation of the development hereby approved.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

10) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy Development Plan Document

11) 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 part of any dwelling shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

12) Foul and surface water shall be drained on separate systems. Surface water shall be drained in accordance with the hierarchy of drainage options in national planning practice guidance. In the event of surface water discharging to public sewer, the rate of discharge shall be restricted to the lowest possible rate which shall be agreed with the statutory undertaker prior to connection to the public sewer.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN08 and EN14 in the Manchester Core Strategy (2012) and national policies within the NPPF and NPPG.

13) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;

- Hours of working

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy (2012).

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 122466/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Neighbourhood Team Leader (Arboriculture)
Environmental Health
South Neighbourhood Team
Greater Manchester Police
United Utilities Water PLC

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

Representations were received from the following third parties:

Highway Services
Environmental Health
United Utilities Water PLC

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



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
122638/FO/2019	27 th Feb 2019	30 th May 2019	Woodhouse Park Ward

Proposal Development of a combined bussing and motor transport service centre consisting of a part single/part two storey motor transport building, a single storey bus washing building, provision of a public long stay car park (2,700 car parking spaces), amendments to the layout of Wilmslow Old Road, together with the provision of landscaping and surface water drainage infrastructure and the demolition of four residential properties (Vicarage Cottages).

Location Land To The South Of Wilmslow Old Road And To The West Aviation Viewing Park, Manchester, WA15 8XQ

Applicant Manchester Airport Plc, Manchester Airport, Olympic House, Manchester, M90 1QX,

Agent Andrew Murray, Manchester Airports Group, Planning Team, Manchester Airport, Olympic House, Manchester, M90 1QX

Description

The application site comprises some 12.06 hectares (ha) of land located to the south west of the Airport's cargo and maintenance area. The site is bound by Wilmslow Old Road to the north east, the Runway Visitor Park to the east and two arms of Cotterill Clough ancient woodland to the west and south. Beyond Cotterill Clough lies a 2,500 space carpark operated by the applicant and approved under ref.

107821/FO/2015/S2 in October 2015. Cotterill Clough is a statutory designated Site of Special Scientific Interest (SSSI) and also encompasses a non-statutory designated Site of Biological Importance (SBI). The site is within land designated as Manchester Airport's Operational Area.

The site is predominantly made up of open fields that have previously been used for grazing. Within the site is a Grade II listed building, the former Cloughbank Farm, and a small complex of associated brick outbuildings and two metal barns. A compound area, containing some temporary portacabins and containers, is situated to the south west of these buildings, which has been used sporadically in association with airfield works. On the north-eastern boundary of the site are four residential properties, namely Vicarage Cottages. The site is shown overleaf.

The applicant is proposing the following:

- Erection of a combined bussing and motor transport (MT) service centre, including a 1,3889m² 9.8 metres high building, bus and operational vehicle parking area, bus wash facility, fuel point and staff office/ welfare facility. This would replace the existing facility that is currently being operated from Hangar 4 of the West Side Maintenance Area.

- Provision of a 2,700 space long stay surface car park and associated infrastructure.
- Installation of lighting columns and CCTV.
- Amendments to road infrastructure including realignment of Wilmslow Old Road and creation of 3 no. access/egress points.
- Landscaping, including landscape buffer adjacent to the SSSI/SBI and around the perimeter of the listed building to protect its setting.
- A series of ecological mitigation measures.
- Surface water drainage infrastructure.
- Boundary fencing.
- Demolition of 4no. residential properties and 2no. metal barns.
- Removal of temporary portacabins and containers from compound area.



Consultations

Local Residents – Five letters of objection have been received, the comments raised are as follows:

- Cotterill Clough is delicate and is vulnerable to erosion, this proposal would exacerbate the situation.
- It is common knowledge that bats and barn owls roost in the area (trees and outbuildings) of Vicarage Cottages, therefore it is a surprise see no Bat and Barn Owl survey for Vicarage Cottages. This is particularly important when deciding whether or not to demolish the species' homes.

- The great crested newt (GCN) confirms their presence at Cotterill Clough and Runway Viewing Park. Due to the close proximity of Vicarage Cottages a specific inclusion of the Cottages should have been within the report to verify the existence of GCN at the Cottages. The Council could then satisfy themselves of the position concerning GCN in the area before they agree whether or not to demolish the GCN's habitat at Vicarage Cottages.
- It is disappointing that Vicarage Cottages is not included in the heritage statement given its age.
- MAG group already has vast amounts of car parking around the airport, and should be looking to improve the number of people using public transport to the airport, not providing easier access for car users.
- This would lead to land downstream being flooded and inundated from water flowing into the River Bollin, flooding land along this river and in Lymm and further downstream in Warrington.
- It may conflict with the Greater Manchester Spatial Strategy.

Ringway Parish Council – Object to the proposal on the following grounds:

- Manchester City Council should be questioning why the Motor Transport facility was relocated to Hanger 4 and never developed as applied for previously. And why another green field site and four residential properties are to be destroyed because of this new application 122638/FO/2019.
- Vicarage Cottages can be seen on the 1872 ordnance survey map included in the Heritage Statement and are most probably contemporaries to Cloughbank Farm. Since 2012 Manchester Airport have already been permitted to demolish 9 residential properties in Ringway Parish, enabling them to cover what was farming land with warehousing and car parks. The latest demolitions would make 12 cottages and a farm house, and yet the Greater Manchester Spatial Framework currently under consultation is calling for more homes to be built not destroyed. The loss of more of the Parish dwellings is distressing.
- The landscape mitigation package proposes a greater species diversity than is currently present within the site. How this statement can be justified by covering green field land and removing all but one hedge which is retained as a Proposed Bat Corridor seems impossible.
- The area obviously has a good species diversity already as confirmed by the surveys included with the planning application, able to support Owls, Great Crested Newts and a Bat roost within the brickwork of Cloughbank Farm. There is no Nesting Bird survey: Swallows nest in the barns at Cloughbank Farm every year. Sparrows (red listed) use the Vicarage Cottages for nesting. A Peregrine Falcon is often seen around this area of Cloughbank using the airport hangers to roost on. No Bat survey of Vicarage Cottages has been carried out.
- The applicant cannot provide a light spillage scheme to protect the SSSI/SBI wood and they state a detailed lighting design would not be available until contract to construct has been entered into. The wood would be sandwiched between two large car parks and a bussing and motor transport centre both illuminated and operational 24/7. This can only be detrimental to the wood itself and the species dependent on it health.

- Ringway Parish Council have been asking about the development of this last piece of green field land belonging to Cloughbank Farm for years, trying to establish for the residents of Vicarage Cottages what would be the time scale for the lands development and possibility of losing their homes. We were only informed once the plans were drawn and the planning application was near completion.

Highway Services – Have made the following comments:

- Suggest the imposition of a condition concerning improvements to the highway in the vicinity of the Pinfold Lane and Wilmslow Old Road junction.
- The motor transport (MT) service centre building replaces hangar 4 operations and comprises of a bus parking area, bus wash, fuel point and staff welfare facilities which is acceptable in principle to Highways.
- A separate entry and exit point is being provided for the MT facility. With regard to the vehicle entrance, it is adjacent to the vehicle entry and exit to the proposed long stay car park, and to avoid potential conflict, road markings would be needed here to provide clarity for road users. Operational vehicles that are utilising the MT facility are proposed to be routed via an improved access from Wilmslow Old Road into the West Side of the Airport. This existing access is to be improved but carried out in later works and outside the scope of this application.
- Passenger vehicles and passenger transfer buses that are utilising the long stay car park would access via the Wilmslow Road/ Sunbank Lane junction and along the new access road being provided in association with development proposals on the adjacent Cloughbank A site. The access to the long stay car park would comprise of a co-located entry and exit and is acceptable in principle.
- The application includes the upgrade and realignment of a section of adopted highway (Wilmslow Old Road) which is proposed to be incorporated into the development. It is noted that a proportion of road users access the viewing park on foot and it is recommended that this is accounted for when undertaking the detailed design for Wilmslow Old Road.
- The boundary treatment, lighting and cctv proposals are acceptable.

Environmental Health – Suggests the imposition of a number of conditions (e.g. acoustic insulation, contaminated land, lighting and refuse storage)

Aerodrome Safeguarding Officer – Requests the imposition of a condition requiring the applicant to submit a Bird Hazard Management Plan to limit the risk of birdstrikes.

Neighbourhood Team Leader (Arboriculture) – Any comments will be reported at the Committee.

Flood Risk Management – Suggests the imposition of a number of drainage conditions.

United Utilities – Suggests the imposition of a number of drainage conditions.

Environment Agency – No objections raised, subject to the imposition of a planning condition requiring a scheme to be agreed to ensure that the landscape within the site is managed in such a way as to protect and enhance the ecological value of the site including the Cotterill Clough buffer zone.

Historic England (North West) – Raise no objections to the proposal.

Natural England – Based on the plans submitted, Natural England considers that the proposed development would not have significant adverse impacts on designated sites and has no objection.

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

- The development proposal would cause harm to great crested newts, a specially protected species. A breeding pond would be lost, together with terrestrial habitat. As a minimum two new ponds and associated terrestrial habitat must be provided as compensation for the losses.
- The development proposal is immediately adjacent to a woodland SSSI, Cotterill Clough. It is proposed that to protect the SSSI a 15m-wide landscape buffer zone be created between the application site and the SSSI, that sensitive lighting is installed to reduce light impacts on the woodland and that drainage into the watercourse that runs through the SSSI is moderated and controlled. These proposals are broadly acceptable. Because of the potential impact of the scheme on the SSSI Natural England must be consulted on the application.
- Bat roosts have been recorded in buildings within Cloughbank Farm. Although the roosting sites would not be directly affected by this development the roosts would be separated from the feeding resource within the SSSI and this may affect the sustainability of the roosting sites. It is proposed that a line of trees is planted to connect the roosting sites to the woodland. Although in principle this is a reasonable idea the proposed commuting corridor as too narrow and likely to be fragmented by the car park development.
- Japanese Knotweed has been found on the application site. It would be an offence to cause this plant to spread and the development has potential to cause spread. It therefore recommend that a Method Statement be prepared giving details of measures to be taken to control Japanese knotweed. Once approved the Method Statement must be implemented in full.
- The fields and hedgerows to be lost to this scheme represent some of the last remaining functional agricultural land within the City boundary. The updated NPPF states that planning decisions should '*minimise impacts on and provide net gains for biodiversity*'. Further compensatory greenspace provision should be sought, perhaps by enhancing existing greenspace or through a contribution to the management of local greenspace. It should be borne in mind that compensation for harm to newts would require new and/or enhanced habitats to be made available.

Details of additional mitigation measures have been submitted and GMEU have been consulted. Any comments in respect of these measure will be reported at the committee.

Greater Manchester Police – No objections raised and suggests that a crime impact statement be prepared.

Trafford Council – Raise no objections to the proposal.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

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

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

Paragraph 80 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development

Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by:

- protecting and enhancing valued landscapes, sites of biodiversity
- recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services
- minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- wherever possible, helping to improve local environmental conditions such as air and water quality,

Paragraph 192 in Section 16 (*Conserving and enhancing the historic environment*) states that in determining planning applications, local planning authorities should take account of:

- a. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c. the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 195 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a. the nature of the heritage asset prevents all reasonable uses of the site; and
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d. the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

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

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

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

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which are:

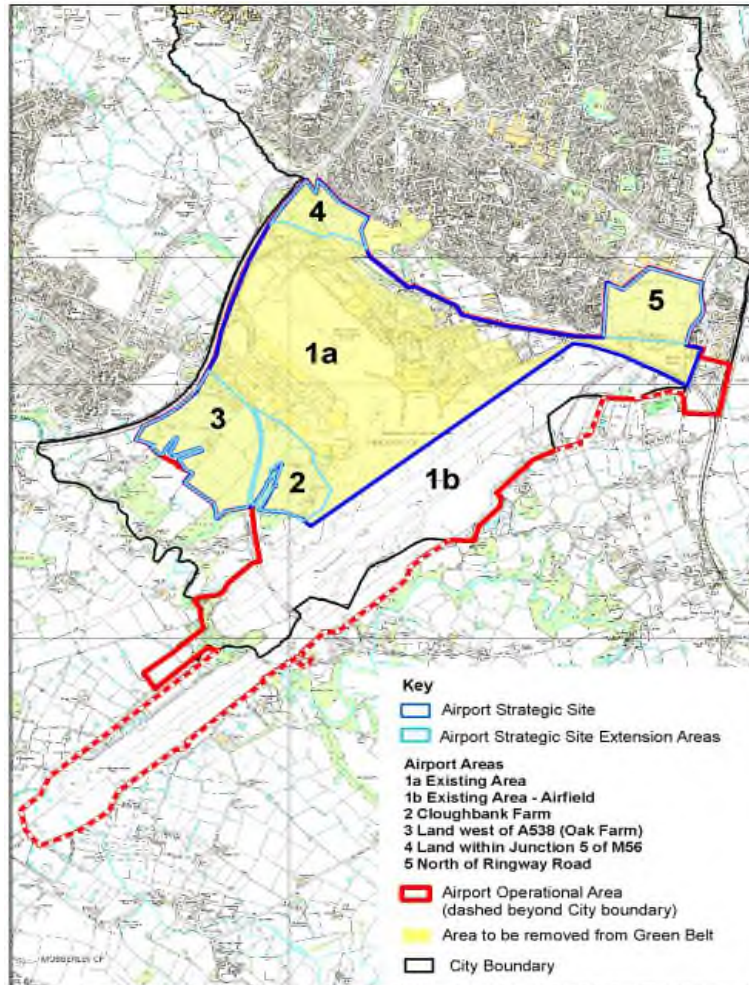
- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Community safety and crime prevention.
- Design for health.
- 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.
- Flood risk and drainage.

Policy DM 2, *Aerodrome Safeguarding* – This policy states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar would not be permitted.

Policy EC1, *Employment and Economic Growth in Manchester* – This policy states that key locations for major employment growth showing indicative distribution figures would be the Regional Centre and Manchester Airport and the surrounding area.

Policy MA1, *Manchester Airport Strategic Site* – This policy, which designates the Airport as a Strategic Site, states that growth of Manchester Airport to 2030 would be supported and sets out the policy context for development at the Airport. It identifies areas for expansion and shows the amendments to the Green Belt required to deliver that expansion.

It specifically identifies the application site, area no 2 (*Cloughbank Farm*) on the plan below, as being suitable for "taxiways, aircraft apron, aircraft maintenance, operational facilities, cargo facilities and landscape mitigation." (Table 8.1, page 89)



Policy MA1 states further that development which does not reflect the uses above but which are within those listed in the reasoned justification would be acceptable, where the applicant has demonstrated:

- that it does not impede the operation of the airport and the planned growth outlined in this policy,
- that the development is a part of the phased development of the airport organisation,
- that development is needed due to the operational expansion of the Airport, and,
- that there would be no greater negative environmental effect, either alone or cumulatively, than would occur for the uses in table 8.1.

The list of uses contained within the reason justification are to be found in paragraph 8.100 of the Core Strategy. It states that appropriate development within the Airport should be necessary for the operational efficiency or amenity of the Airport and that it would be limited to that necessary for the operational efficiency and amenity of the Airport, including the following uses:

1. Operational facilities and infrastructure including: runways and taxiways; aircraft apron and handling services buildings and facilities; Aircraft fuelling and storage facilities; emergency Services and control authorities facilities; control tower, air traffic control accommodation, ground and air navigational aids, airfield and approach lighting; facilities for the maintenance, repair and storage of service vehicles; airfield drainage facilities.
2. Passenger and terminal facilities including: terminal facilities including passenger handling, lounges, baggage handling, catering and retail; administrative accommodation for airlines, handling agents; tour operators, airport authority and Government agencies; public and staff car parking; public transport facilities, including rail, light rail, buses, coaches and taxis; facilities for general and business aviation (including air taxi, helicopter and private use).
3. Cargo facilities including: freight forwarding and handling facilities and bonded warehouses; associated accommodation for airline agencies, freight forwarders, integrators and Government agencies; lorry parking, fuelling and servicing facilities; in-flight catering and flight packaging facilities.
4. Airport ancillary infrastructure including: car rental, maintenance and storage facilities; hotel accommodation; training centres for airlines and airport related services; ancillary office accommodation; maintenance facilities for aircraft and avionics; petrol filling stations; utility infrastructure including sewage, waste, telecommunications, water, gas and electricity.
5. Landscaping works including: strategic planting, earth mounding and habitat creation
6. Internal highways and infrastructure, including cycleways, footways and roadways.

Policy MA1 continues stating that all development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. It would be necessary to mitigate or compensate any negative effects. In particular, development should:

- minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact would be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council,
- be informed by an up to date environmental assessment,
- support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, would be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site.
- retain or relocate the allotments.
- include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network,

- seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.
- demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated.
- improve access to training and job opportunities, particularly for people in Wythenshawe.

Policy EN1, *Design Principles and Strategic Character Areas* – This policy states of the “Airport & urban fringe Character Area” that much of this area is open in character, including a significant area of agricultural land. It states further that built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements and that other built development is small scale and takes the form of individual or small clusters of houses. This element of the policy concludes by stating that development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area’s open character as far as is possible.

Policy EN9, *Green Infrastructure* – New development would be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council would encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer would be required to demonstrate how this loss would be mitigated in terms of quantity, quality, function and future management.

Policy EN14, *Flood Risk* – This policy states that an appropriate Flood Risk Assessment would be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs). It states further that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide and in CDAs, evidence to justify the surface water run-off approach/rates would be required.

Policy EN15, *Biodiversity and Geological Conservation* – This policy states that the Council would seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration would be given to sites with international or national designations for their biodiversity value or other sites of biodiversity value, including Sites of Biological Importance (SBIs). The policy states further that developers would be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Manchester Airport Master Plan to 2030 (Land Use Plan) – Appendix 2 of the Master Plan contains site assessments of all the areas proposed for adding to the Airport Operational Area setting out: site description, development principles, environmental impacts and mitigation and identifying possible future uses. The site subject to this application is identified as *Area A – Land to the East of the A538 (Cloughbank Farm)*. It suggested that the site would, because of its location adjacent to the existing taxiways and runways, provide an ideal location for uses requiring a direct link to the airfield. These are generally operational in nature. Future development scenarios would include apron extensions, additional stands and taxiways. The site also provides the optimal location for extension of the West Side aircraft maintenance village. It is clear that aircraft parking cannot be developed outside the Operational Area. Alternatives have been considered, but this is the only proposed Operational Area extension that has a direct link on to the airfield. Development in this area would be prioritised for apron and aircraft parking. Initial stages of the apron development may be in the period 2010 –2020.

Manchester Airport Draft Sustainable Development Plan 2016 – This sets out the strategic context for the long-term development of Manchester Airport and comprises an over-arching summary document and four detailed Action Plans that deal with Land Use, Environment, Economy and Surface Access, and Community.

The Land Use Plan advocates the Site for operational use and sets out the long term and intermediate development aspirations for the Site, which are in line with the Core Strategy.

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

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

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

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

Issues

City Council Interests – Members should be aware that the City Council has a land ownership interest in this site. However, Members are discharging their duties as the Local Planning Authority and must disregard any other interests the City Council may have.

Principle of the Proposal – The *Manchester Airport Master Plan to 2030* issued in 2007 stated that the application site, due to its location adjacent to the existing taxiways and runways, would provide an ideal location for uses requiring a direct link to the airfield. These aspirations were cemented in the Core Strategy (policy MA1) with its adoption in July 2012, following the submission of evidence to support a variety of uses which was subsequently subject to an Examination in Public by an independent Inspector.

While the proposal does not fall within the uses expected for this site (Area no 2 *Cloughbank Farm* – "taxiways, aircraft apron, aircraft maintenance, operational facilities, cargo facilities and landscape mitigation."), it does fall within the list of uses contained within the reasoned justification (para 8.100), namely *facilities for the maintenance, repair and storage of service vehicles and public and staff car parking*.

The Airport's bussing operation is currently located at the World Freight Terminal within the external yard area of the former LSG Sky Chef Facility off Avro Way/ Pinfold Lane. However, this location was only ever temporary, and the site is now to be subject to redevelopment necessitating the displacement of the bussing operation. The existing motor transport facility is located within Hangar 4 at the World Freight Terminal. This building has been adapted in recent years to accommodate the use but has structural issues and a review of Airport assets has concluded that the cost required to re-furbish and maintain the facility to a suitable standard in the long term would be un-economical. The redevelopment of Terminal 2 and Airport City, all consented and commenced schemes, have necessitated the displacement of car parking from other parts of the Airport site. This capacity needs to be accommodated elsewhere in order to maintain sufficient on-site supply. This need is exacerbated by the decline and inconsistent supply of off-airport parking for various reasons and the subsequent increasing reliance upon on-site parking. Given the above, it is recognised that this proposal is needed due to the operational expansion of the Airport. As a result, the principle of the proposal is considered acceptable.

Notwithstanding this, consideration must be given to the proposal's impact upon existing levels of visual and residential amenity, the highway network and ecology/nature conservation. These issues and others would be addressed below.

Loss of Family Accommodation – The four dwellings that make up Vicarage Cottages are not a sustainable location and are far removed from local services and facilities. While the loss of any family housing is regrettable, it is considered acceptable in this instance given the locational constraints of the site and the wide planning benefits of the economic expansion of Manchester Airport,

The loss of existing family housing is not normally supported. However, there are a unique set of circumstances in relation to these properties which would justify the loss of the four dwellings that make up Vicarage Cottages. The cottages are located within the designated Operational Area of the airport and uses associated with the operation of the airport are supported in principle at this location. If the houses were to be retained they would be located in an island situation potentially surrounded by commercial uses which would not be suitable for a standard of residential amenity that would be sustainable or appropriate.

It must also be noted that the location of the existing four properties is isolated and remote from services and facilities. Although the loss of the family housing is regrettable given the locational constraints of the site and the benefits to the economy, including the creation of jobs, that the expansion of the airport would bring, the loss is considered acceptable in this case.

The applicant has confirmed that the tenants within the four houses have been informed at various times over the years that the houses would be required at some point for operational development. The applicant also stated that in respect of events leading up to the submission of the application direct contact was made with tenants explaining the application and the timescale involved. It was made clear that even if consent is granted it would be quite some time before the properties are required due to the ecological works that would be required. The applicant goes on to state that Manchester Airport has offered to assist in seeking alternative accommodation, either from its own residential portfolio or if not suitable then assistance would be offered in finding a property in the wider market.

Demolition of Vicarage Cottages – The demolition of the four houses would be undertaken in accordance with an approved method statement. This would ensure that any impacts from dust and vibration are minimised and the impact on protected species, such as bats and barn owls, would be mitigated against.

Impact On Heritage Assets – Cloughbank Farm, which is a Grade II listed building, is a multi-phase farmstead comprising of a partially timber framed 17th Century core with multiple 18th and 19th Century additions alongside significant 19th Century outbuildings and a substantial 19th Century barn. Two additional 20th Century barns at the rear are not listed.

The setting of the farm buildings forms a key part of their significance including the presence nearby of ancient woodland, namely Cotterill Clough, which has existed continuously since the earliest part of the farm complex was built.

The buildings have been subject to a detailed assessment of significance according to nationally accepted criteria. In consideration of this, the Grade II listed farmhouse is considered to be of high heritage value, the curtilage listed 19th century outbuildings and barn of medium heritage value, and the unlisted barns of no/detrimental heritage value.

It is recognised that the relationship between the Cloughbank Farm, the ancient woodland of Cotteril Clough and the later field patterns, would be lost due to the proposed works. Accordingly the heritage statement has concluded that the impact upon the setting of the listed building complex would be moderate (medium) adverse in effect. Notwithstanding this, it is also acknowledged that Cloughbank Farm has not been in use as a working farm for a considerable amount of time.

The NPPF states that impacts upon designated heritage are required to be justified by heritage benefits or wider planning benefits. The heritage benefits in this instance are the removal of the 20th Century barns and site cabins and the repair and re-use of Cloughbank Farm following completion of the car parking proposal. The wider planning benefits relate to the continued economic growth of Manchester Airport. The use of the site for car parking and motor transport uses would enable the continued provision of services vital to the running of the airport and expansion of ancillary services, all of which meet the aspirations of Core Strategy Policy MA1

Given the above, and the fact that woodland planting is proposed around Cloughbank Farm to act as a screen, it is considered that the impact can be mitigated against.

Vicarage Cottages, while of an age similar to Cloughbank Farm, are not listed and do not form part of the farm complex. In terms of a heritage asset, their loss is considered acceptable given the the wider planning benefits of enabling the continued economic growth of Manchester Airport.

Residential Amenity – The nearest residential accommodation to the site is located above The Romper PH, on Sunbank Lane, approximately 280 metres to the north. Any impact on residential amenity enjoyed by the occupants of that accommodation is likely to result from traffic movements along Sunbank Lane.

The traffic assessment that was submitted with the application used modelling based on a 3,500 space carpark as a worst case scenario. This resulted in the following traffic movements to and from the proposed site and along Sunbank Lane, past The Romper PH.

Barrier	AM Peak				PM Peak		
	5-6am	6-7am	7-8am	8-9am	4-5pm	5-6pm	6-7pm
Clough Bank B In	100	95	80	75	30	40	50
Clough Bank B Out	70	85	80	75	40	45	70

As the actual traffic movements would be less than this, as the carpark would be for 2,700 vehicles, it is not considered that the hourly traffic movements during the peak times would be excessive.

Given that considerable traffic already travels down Wilmslow Road (the A538) to and from Wilmslow town centre and along Sunbank Lane and Wilmslow Old Road to the Aviation Viewing Park, it is not considered that the traffic associated with the long stay car parking operation would have an unduly detrimental impact upon the levels of residential amenity enjoyed by the occupants of The Romper PH.

In terms of bus movements, the applicant has stated that the number of buses that would be used during the AM peak, Interpeak and PM peak times would be either three or four. This number is not excessive and as a result it is not considered that the number of round trips, at between 37 to 45 minutes in length, would have a detrimental impact on the levels of residential amenity enjoyed by the occupants of The Romper PH.

Visual Amenity – Views into the site from the public realm would be limited to a short section of the realigned Wilmslow Old Road and the site would not be visible from Wilmslow Road (A538) or Sunbank Lane given the presence of Cotterill Clough. Given the differences between the existing and proposed uses, i.e. grazing land and vehicle storage/car parking, there is no doubt that there would be some level of visual disamenity arising from the proposal. However, given the context of the site in relation to the airport operational area, it is not considered that the proposed use and the associated structures would have an unduly detrimental impact upon the levels of visual amenity enjoyed along Wilmslow Old Road.

Landscaping Treatment – The applicant is proposing to create a landscape buffer along the entire boundary of the site with the Cotterill Clough SSSI and SBI. The buffer would have a minimum width of 25 metres adjacent to the SSSI and a minimum width of 15 metres adjacent to the SBI. It would be designed to enhance the woodland edge and is similar in approach to that undertaken with the 2,500 space carpark to the west (ref. 107821/FO/2015/S2).

Where it is adjacent to the SSSI, the buffer would comprise of an existing vegetated strip that would be retained and supplemented by a further soft landscaped area incorporating woodland planting, grassland, species rich wetland and swale (a shallow, broad and vegetated channel designed to store and/or convey water runoff and remove pollutants). This additional landscaping would extend the width of the buffer with the SSSI. To the north of the site, where it is adjacent to the SBI, the buffer would similarly comprise of a soft landscaped area with swale and although would not be as wide as the buffer adjacent to the SSSI would still provide a minimum width of 15 metres. This buffer zone would not only provide a physical buffer between the Site and the SSSI / SBI but would also be unlit and act as a dark corridor allowing movement of nocturnal species at the edge of the Site, away from the lit car park.

A landscape buffer is also proposed around Cloughbank Farm to preserve the setting of the listed building. A new “bat corridor”, comprising a dark corridor of trees to enhance commuting and foraging habitat available for bats and birds, would be provided within the site which would link Cloughbank Farm to the SSSI.

In addition to these buffers, the applicant is proposing to undertake tree planting within and along the perimeter of the site and replace the 1.3 kilometres of hedgerow to be removed with approximately 2 kilometres of species-rich hedgerow.

Trees – To facilitate the proposal the following trees are to be removed:

- 4 category B (moderate quality) trees
- part of two category B tree groups,
- 4 category (low quality) C trees,
- 20 category C tree groups.

Given the difficulties in capturing the precise number of trees in the groups to be felled the applicants have taken a precautionary approach and have decided to replace on a 3 for 1 basis, resulting in the planting of 102 individual trees within the site. Furthermore, 50 road-side trees would be planted along the A538.

Ecology and Nature Conservation – The applicants have undertaken a number of habitat surveys of the site in 2018 in order to assess the ecological value of the site. These surveys comprised of an extended Phase 1 Habitat Survey and surveys for badgers, barns owls, bats and great crested newts. The findings of these surveys are outlined below:

Sites of Special Scientific Interest (SSSI) and Sites of Biological Interest (SBI) – Cotterill Clough SSSI and SBI sit to the west of the application site. The only physical intervention in the SSSI/SBI would be the provision of outfalls from the swales and the potential erosion damage due to high water run-off rates from them. The outfalls would be sited to minimise root disturbance and as a result it is anticipated that the affected area of habitat would be small and more than compensated for by the replacement landscaping. In terms of water run-off rates, the Flood Risk Management team has requested that conditions be imposed to ensure that run-off rates do not compromise the integrity of the Cotterill Clough Brook and the SSSI and SBI as a whole.

In addition to the specific drainage requirements, proposed lighting would be designed to avoid light spillage and intrusion into the SSSI and SBI in order to limit the impact on commuting and foraging bats.

Given the above, it is not considered that the proposal would have a detrimental impact upon the SSSI and SBI. Furthermore, any temporary impact from the construction stage can be mitigated against with the imposition of a condition requiring the submission of a Construction Environmental Management Plan.

Great Crested Newts – There is one pond within the site and three close to its southern boundary, all of which are known to be GCN breeding points. Eggs have been found in all four ponds and a number of GCN found during torchlight surveys in 2018. While it would be possible to physically retain the pond within the application site, the loss of the terrestrial habitat would isolate that pond and undoubtedly lead to the death or injury of the GCN in the future. To mitigate against the loss of the pond the applicant has submitted details of two replacement ponds to be located in the wooded area to the south of the car parking area. GMEU have been further consulted and any comments will be reported at the Committee.

Bats – The buildings, apart from Vicarage Cottages, and trees within the site were surveyed for the presence of bats. A further survey has been carried out and the results will be reported at the committee.

Cloughbank Farm consists of three buildings, A, B and C, and bats were recorded emerging from buildings A and C. No activity was recorded in building B. Building A has been classified as having a known roost, building B classified as having negligible potential to support roosting bats, while building C was classified as having high potential to support roosting bats.

The remaining building on site were also surveyed. Barns 1 and 2 are dilapidated and are both constructed from sheet metal and therefore have been classed as having negligible potential to support roosting bats. The site cabins were of pre-fabricated construction and no suitable cavities existed within them capable of supporting roosting bats and therefore these cabins have been classed as having negligible potential to support roosting bats.

A preliminary bat roost appraisal of two linear belts of trees which provide screening between the site and the Runway Visitor Park was undertaken. They were assessed as having negligible suitability to support roosting bats therefore no additional survey work or ecological watching brief for bats is required if these trees are to be removed. These recommendations are made based on the commencement of the works within a period of 24 months from October 2018.

Given the presence of bats with the Cloughbank Farm collection of buildings and the loss of existing landscaping and trees, the applicant is proposing to provide a 10 metres wide dark corridor of trees to aid bat access to the wider environment, i.e. the SSSI and SBI. This corridor would connect the extended buffer zone and SSSI/SBI and Cloughbank Farm. This would not only provide a suitable commuting/foraging corridor for bats but also provide suitable nesting habitat for birds.

Barn Owls – No evidence of barn owls was recorded in the three buildings of Cloughbank Farm. There was however evidence that barn owls had been present in the two barns, with barn 1 being classified as a potential nest site, though no nests were recorded.

Both of these barns are to be demolished, though this would take place outside of the barn owl nesting season. If nesting barn owls are discovered then an exclusion zone around the nest would be enforced. To mitigate against the loss of this potential nesting site a barn owl nesting box is proposed within the buffer zone. To encourage small mammals such as mice, voles and shrews to the buffer zone, species-rich grassland of local provenance containing species such as timothy, cock's foot, Yorkshire fog, fescues and bents, would be planted and managed to ensure the habitat remains suitable for barn owl prey.

Birds – Any vegetation to be cleared from the site would be controlled to limit any impact on nesting birds.

Badgers – No badger setts would be directly affected by the proposed development. The nearest sett to the site, an outlier sett, is within 100 metres of the site but given its location it would not be directly impacted by the proposed development and would not be subject to indirect impacts such as noise or vibration disturbance.

While it is acknowledged that further surveys of Vicarage Cottages are awaited, in respect of bats and barn owls, it is considered that the measured proposed above would ensure that any impact upon protected species is mitigated against.

Habitat Enhancement – The development would incorporate a number of elements designed to enhance the existing habitat, a number of which have been detailed previously in this report. To summarise, the applicant is proposing the following enhancements, all of which will be conditioned:

- Provide 10 metres wide bat corridor with sympathetic lighting, linking Cloughbank Farm to the SSSI and SBI.
- Provide two replacement great crested newt habitats in the wooded area to the south of the car parking area.
- Plant a 15 and 25 metre wide buffer zone along the boundary of the site with the SSSI and SBI
- Undertake a 3 for 1 tree replacement programme.
- Provide suitable replacement accommodation for great crested newt
- Plant approximately 2 kilometre of species-rich hedgerow
- Provide a more biodiverse grassland area to encourage smaller mammal habitation.
- Ensure the landscape management plan is sympathetic to biodiversity requirements, e.g. less mowing.
- Introduce reed planting to swale.
- Add adjacent off-site areas of woodland/grassland into the management plan to improve quality/biodiversity

Air Quality – As the site is located in an Air Quality Management Area because NO₂ levels in the area exceed European Standards any potential impact upon air quality must be assessed.

While the proposal is introducing vehicle storage and car parking to an area where none previously existed, it is acknowledged that the proposal is relocating existing uses within the airport to this site and not creating additional parking facilities. Accordingly, it is not considered that the proposed use would have a detrimental impact upon existing air quality levels.

Dust generated during construction and subsequent operation of the car park has the potential to impact upon the SSSI and SBI but is it considered that this can be controlled through appropriate mitigation measures and management of the car park.

Increased Airport Activity - The overall growth of the Airport to 30 million passengers, the extra flights, and the environmental impact, was considered as part of the permission for Runway 2. The preparation of the Core Strategy included consideration of airport expansion and this was found to be consistent with the Council's approach to sustainable development and climate change. As it is not considered that the development of the site as a proposed car park would in itself generate an increase in aircraft movements over and above that already considered during the preparation of the Core Strategy, it is acknowledged that the proposal would not result in an increase in emissions associated with aircraft movements.

Impact upon the Highway Network – All vehicles using the site would access it via the proposed entrance off Wilmslow Old Road, which in turn is accessed off Sunbank Lane and before that the new junction with Wilmslow Road (A538).

In terms of additional traffic movements, it is acknowledged that this proposal, when combined with the extant permissions on the World Logistic Hub, would bring the new junction close to its capacity and that future work would need to be undertaken to accommodate further expansion on both sides of the A538. However, as it stands, it is considered that the proposed level of vehicle movements would not have a detrimental impact upon the efficient operation of the highway network or impact upon the levels of pedestrian and highway safety enjoyed along Wilmslow Old Road and Sunbank Lane.

As requested by Highway Services a condition requiring the improvement of Pinfold Lane and Wilmslow Old Road would be attached to any consent granted.

Travel Planning – The provision of car parking at the airport is central to trying to reduce the number of vehicle movements associated with the airport's operation. Whilst the airport's surface access plan prioritises public transport and other sustainable means of access, the provision of a sufficient supply of reasonably priced car parking would attract customers who might ordinarily be dropped-off and picked up to park on-site and thereby reduce the number of vehicle movements on the highway (drop-off / pick-up four vehicle movements, parking on-site two vehicle movements).

Design - The proposed MT building would replace the existing facility that is currently being operated from Hangar 4 of the West Side Maintenance Area. The current structure has significant structural issues and is reaching the end of asset-life. The new MT building would be a 9.8m high steel structure. and its design and materials would be similar to the service buildings found on the periphery of Manchester Airport.

The proposed CCTV cameras would be located throughout the site and sited on top of 8 metres high poles. Approximately forty lighting columns, at a maximum of 8 metres in height and 1 metres along the proposed 'bat corridor', would be installed throughout the site. The lighting would be of a flat glass LED specification, ensuring that there is no light spill above the horizontal plane and it is designed sensitively to avoid impacting the SSSI/ SBI, bat corridor and the listed building. A condition requiring the submission of details of the lighting columns is suggested.

Flood Risk and Drainage – The vehicle storage and car parking areas would be constructed using unbound granular material with a network of tarmac access roads. While the unbound granular material would aid in the absorption of any rainwater it is still necessary to control water run-off from the site as this naturally goes to the Cotterill Clough Brook. In order to control flows into the brook, a network of attenuation tanks underneath the unbound granular material are proposed. These tanks and the swale would control the water run-off rates into the brook.

While this approach is welcomed in principle, the Flood Risk Management team have requested that a more detailed drainage scheme be submitted via the use of a planning condition to demonstrate that the proposal would not result in increased instances of surface water flooding nor damage the brook.

Crime and Safety – The proposed car park has been designed to meet the Park Mark standard set by the Association of Chief Police Officers Safer Parking Scheme. This means that GMP would have to sign off the final design of the car park to ensure that it has measures in place to create a safe environment, including quality management, appropriate lighting, effective surveillance and a clean environment.

The applicant is proposing to install 2.4 metre high weld-mesh fencing around the perimeter of the site, as well as incorporate lighting and CCTV surveillance to ensure safe usage of the facility.

Given the above, and the fact that a condition requiring the applicants to achieve Park Mark accreditation is suggested, it is not considered that siting the car park in this location would lead to an increase in vehicle related crime.

Aerodrome Safeguarding – The suggested condition would be attached to any consent granted.

Public Rights of Way – No known public rights of way exist over the site.

Conclusion

It is acknowledged that there would be some impact upon the setting of Cloughbank Farm and that this proposal would see the loss of four houses. In addition, the development has the potential to impact upon Cotterill Clough and the existing ecological features in and around it. However, it is recognised that there is a need to relocate the services that currently exist on the main airport site (transport facilities) and provide car parking for customers, this would enable Manchester Airport to grow economically and remain competitive. It is also acknowledged that the Policy MA1 in the Core Strategy has allocated this site for such a use.

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 Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Conditions to be attached to the decision

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

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

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

1. Drawing no. 60578226-MAN-CBB-DR-008 P1, stamped as received on 27th February 2019

2. Drawing no. DR 007 P7, stamped as received on 7th February 2019
3. Drawing no. CBB LL 101 P8, stamped as received on 17th May 2019
4. Drawing no. CBB LL 102 P6, stamped as received on 7th February 2019
5. Drawing no. DR 05 101 P4, stamped as received on 7th February 2019
6. Drawing no. DR 05 102 P3, stamped as received on 7th February 2019
7. Drawing no. CBB EE 001 P5, stamped as received on 7th February 2019
8. Drawing no. 403 A, stamped as received on 7th February 2019
9. Drawing entitled “general arrangement”, stamped as received on 7th February 2019
10. Drawing entitled “location plan”, stamped as received on 7th February 2019

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

3) With the exception of site clearance, no development shall commence until a detailed surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to the local planning authority for approval in writing. The surface water drainage scheme shall include a timetable for implementation and details of the future management and maintenance of the scheme.

Reason - To prevent the increased risk of flooding and ensure future maintenance of the surface water drainage system, pursuant to Policies DM1, EN8 and EN14 in the Manchester Core Strategy.

4) No development to take place until a Bird Hazard Management Plan has been submitted to and approved by the City Council as local planning authority. The development will take place in accordance with the approved Bird Hazard Management Plan at all times.

Reason – In the interests of aerodrome safety, pursuant to Policy DM2 in the Manchester Core Strategy.

5) Prior to the first use of the car park and installation of the following, samples and specifications of all materials to be used in the development, including lighting and CCTV columns and associated street furniture, shall have been first submitted to and approved in writing by the City Council as local planning authority. The development shall not be brought into use unless constructed utilising the approved material specifications.

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

6) Prior to the commencement of above ground works, a highway improvement scheme for Pinfold Lane and Wilmslow Old Road, including a timetable for implementation, shall be submitted to and approved by the City Council as local planning authority.

Reason - In the interests of pedestrian and highway safety, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

7) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing no. CBB LL 101 P8, stamped as received on 17th May 2019, shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

8) Notwithstanding the details shown on drawing no. CBB LL 101 P8, stamped as received on 17th May 2019, no above ground works shall commence until a detailed landscaping scheme for the SSSI and SBI "buffer zone" has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the development becomes operational. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

9) Any trees or buildings to be removed to facilitate the scheme shall be inspected for the possible presence of bats prior to any tree removal work commences. If bats are found to be present then all tree removal and demolition work shall cease and no further work shall proceed until a scheme to mitigate the impact on bats has been submitted to and approved in writing by the Council as local planning authority. Any such scheme shall be implemented in full in accordance with the approved details and a timetable agreed in writing by the Council as local planning authority..

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

10) Prior to the commencement of the development hereby approved, a further inspection of the site for the presence of badger setts shall be submitted to and be approved by the City Council as local planning authority. If badger setts are discovered on the site a Method Statement shall be submitted giving details of the measures to be incorporated to avoid any possible harm to the badgers. The development shall then be carried out in accordance with the approved Method Statement.

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.

11) Prior to the commencement of the development hereby approved or any phase thereof, an ecology mitigation, maintenance and management scheme shall be submitted and approved by the City Council as local planning authority and implemented in accordance with the approved details:

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

12) Details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Park Mark accreditation will be achieved shall be 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 Park Mark 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.

13) 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.

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

15) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

16) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy incorporated into the Planning Statement, stamped as received on 7th February 2019 and shall remain in situ whilst the development is in operation.

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

17) No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) with detailed method statements of construction, including details of and position of any proposed cranes to be used on the site, a detailed programme of the works and risk assessments, has been submitted to, and approved in writing by the Local Planning Authority. The CMP shall provide for:-

1. the designated route for construction and delivery vehicles
2. the parking of vehicles of site operatives and visitors;
3. loading and unloading of plant and materials;
4. storage of plant and materials used in constructing the development;
5. construction and demolition methods to be used; including the use of cranes
6. the erection and maintenance of security hoarding;
7. measures to control the emission of dust and dirt during construction and;
8. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason - In the interests of highway safety, to safeguard the amenities of the locality and to ensure that the developer complies with all the necessary system clearances, pursuant to policies SP1 and DM1 in the Manchester Core Strategy.

18) Prior to the commencement of the development hereby approved or any phase thereof a Construction Environmental Management Plan must be submitted to and be approved by the City Council as local planning authority and thereafter implemented in accordance with those approved details. The Construction Environmental Management Plan must show how the main construction effects of the development are to be minimised, with include detailed mitigation measure such as:

1. details of construction and demolition waste management;
2. details of pollution prevention;
3. dust control measures during demolition;
4. details of any lighting scheme proposed during construction;
5. details of site access, working and safety zones, together with temporary fencing proposals for the site access and site perimeter.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 in the Core Strategy Development Plan Document.

19) The installation of lighting shall not commence until full details of the schemes of lighting required during construction and for the completed development have been submitted to and approved in writing by the Local Planning Authority. The lighting scheme is to be designed so as not to conflict with any safeguarding criteria and shall specify that lighting is of flat glass, full cut off design with horizontal mountings and no light spill above the horizontal.

Reason - To ensure that the lighting does not confuse or distract pilots and Air Traffic Controllers in the vicinity of the aerodrome and to ensure the safe operation of aircraft, pursuant to Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 and Policy DM2 in the Manchester Core Strategy.

20) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the 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: 122638/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

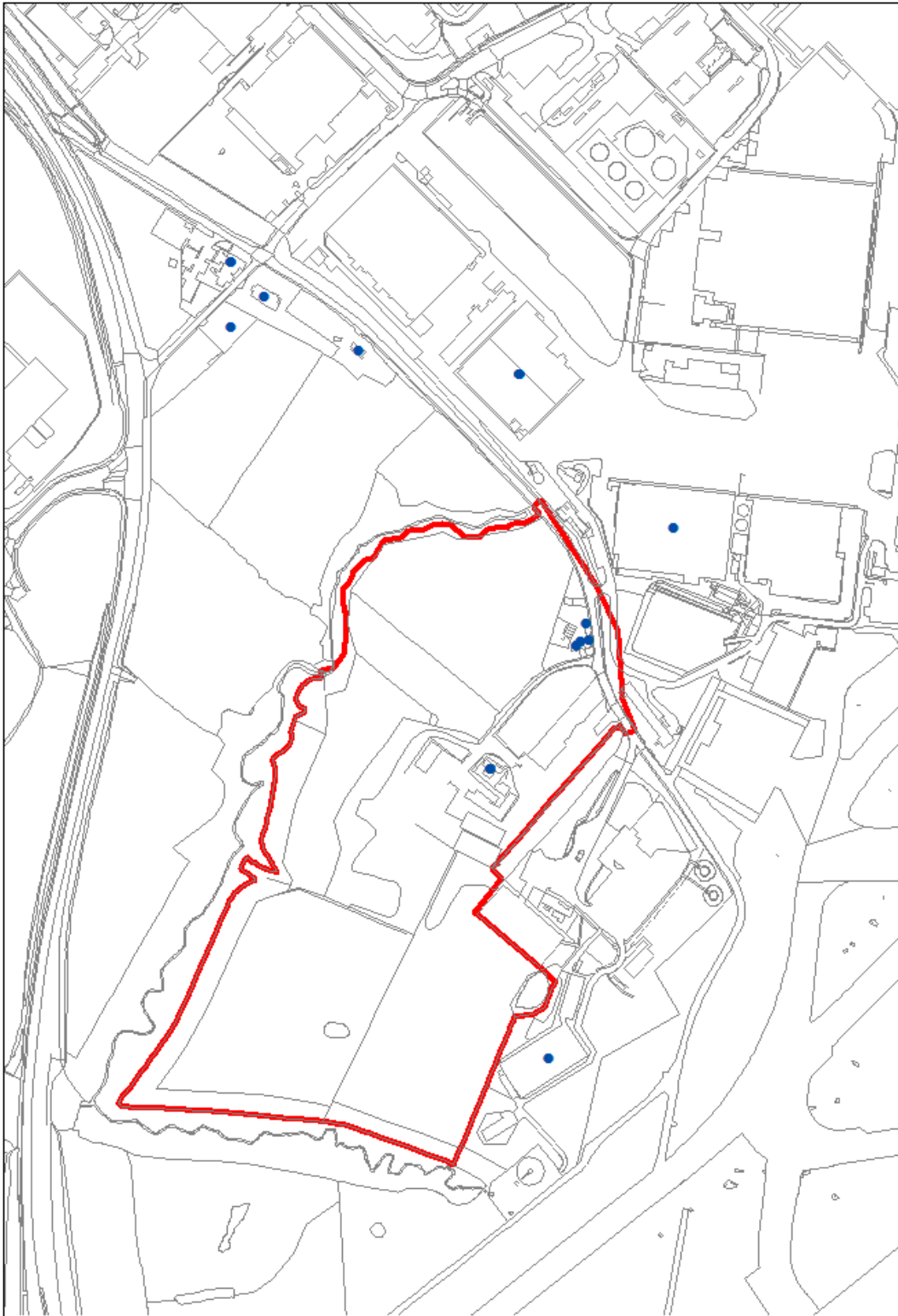
Manchester Airport Safeguarding Officer
 Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 Corporate Property
 MCC Flood Risk Management
 Greater Manchester Police
 United Utilities Water PLC
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Natural England
 Greater Manchester Ecology Unit
 Trafford Council
 Cheshire East Council
 Ringway Parish Council

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:

Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Historic England (North West)
Environment Agency
Natural England
Greater Manchester Ecology Unit
Trafford Council

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



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
120849/FO/2018	10 th Aug 2018	30 th May 2019	Didsbury West

Proposal Erection of 3 storey building plus basement containing 15 no. apartments (7x1 bed, 8x2 beds), following partial demolition of vacant care home building (retention of front façade), together with the erection of a terrace of 4 no. three storey townhouses (4 bedrooms); with associated landscaping and car parking for 25 vehicles

Location The Limes , 816 Wilmslow Road, Manchester, M20 2RN

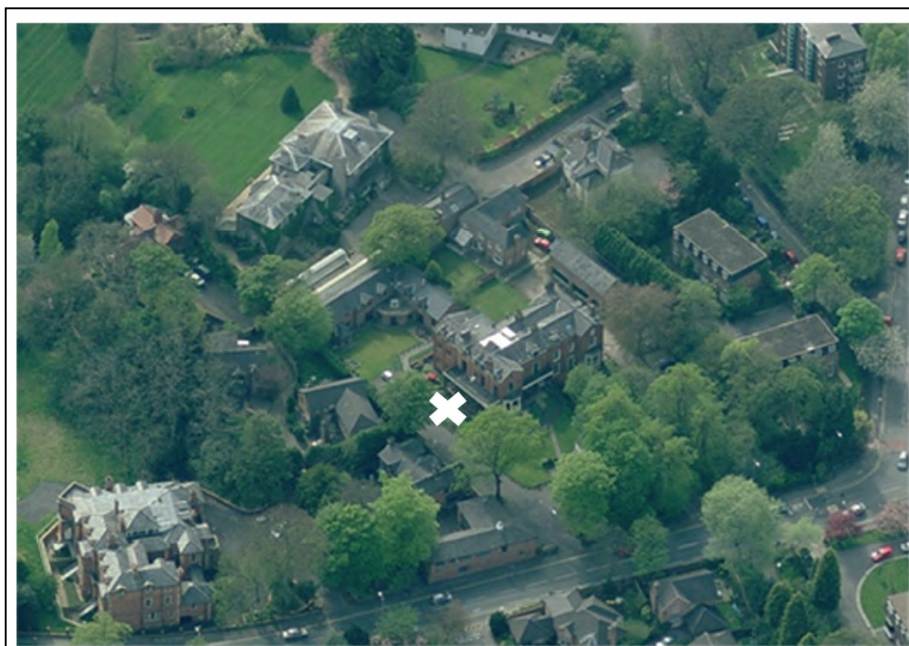
Applicant Property Alliance Group Ventures Ltd, C/o Agent,

Agent Miss Rachel May, HOW Planning, 40 Peter Street, Manchester, M2 5GP

Description

The Limes (816 Wilmslow Road) is a large former nursing home situated in close proximity to the Wilmslow Road/Dene Road junction and within the Didsbury St. James Conservation Area. Originally a mid to late 19th Century semi-detached dwelling it was converted into a nursing home in the late 20th century under planning application 026744 (approved in July 1986) and subsequently extended at the rear with the erection of a 2 storey extension (ref. 035471, approved in March 1990).

To the front of the property there is a landscaped area, a number of mature trees and a hardsurfaced car park and beyond that lies Wilmslow Road, on the other side of which are a number of dwellinghouses on Heritage Gardens. To the rear of the property stands Broomcroft Hall, a large residence accessed off Ford Lane. To the side (north) of The Limes stands 814 Wilmslow Road, which is currently in flats, and 814a Wilmslow Road a detached dwellinghouse situated at the rear of the site. On the other side of the site (south) there are a number of detached dwellinghouses, namely 820, 822, 824a and 824b Wilmslow Road. The site is shown below, annotated by a X.

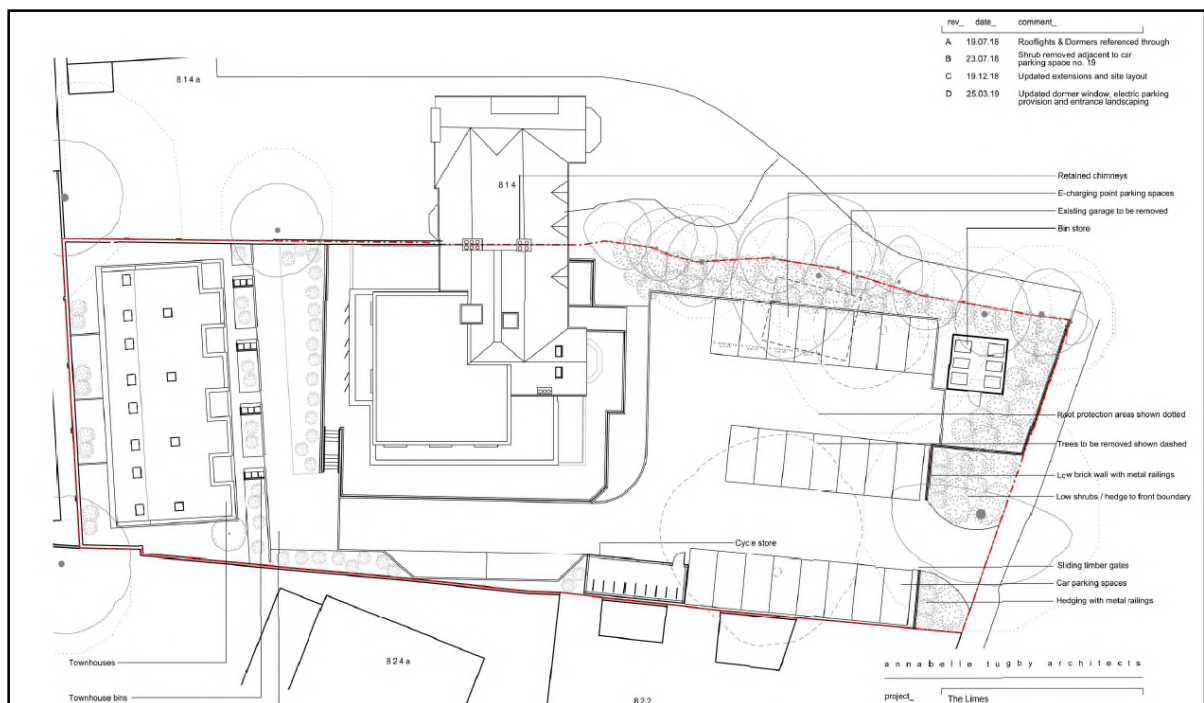


The applicants are proposing to:

- Demolish the main part of The Limes, retain the façade and erect a 3 storey building to form 15 apartments (7 x 1 bed apartments and 8 x 2 bed apartments).
- Erection of a terrace of four 3 storey townhouses at the rear.
- Creation of a 25 space car park at the front and side of the property.
- Erection of detached cycle and bin stores to the front of the premises.

Originally the applicants proposed to convert The Limes into apartments but that proposal would not have complied with fire regulations without a complete re-working of the internal structure.

To facilitate the proposal two trees are to be felled and an existing garage demolished. The proposed layout is shown below:



Consultations

Local Residents – Letters of objection have been received from three households, the comments are summarised below:

- The proposed development is out of keeping with St. James Conservation Area. The proposed demolition and reconstruction of what is effectively a semi-detached building on a larger footprint would be very intrusive and would not be sympathetic to other historic buildings in the conservation area.
- The proposal will result in the overdevelopment of the site.
- The proposed townhouses (terrace of four) due to their siting will have an impact on existing residential amenity due to overlooking.

- The proposal would have a detrimental impact upon the levels of privacy and amenity enjoyed by the residents of 824a and 824b Wilmslow Road. One solution would be to construct 3 instead of 4 mews houses.
- Didsbury does not have the infrastructure to cope with the increased traffic flow. Wilmslow Road is already too busy for more traffic, the condition of the road is dire. The location of the proposed flats/houses to the traffic junction with Dene Road will be dangerous
- Traffic has already been significantly increased due the new Beaver Road school not to mention all the new properties on the former college campus.

Highway Services – Highway Services have made the following comments can be summarised as follows:

- Given that the development is resultant in 19 residential units, it is expected that the increase in trip levels can be satisfactorily accommodated on the network, with no highway safety or capacity concerns. In comparison to the former consented use, the development is likely to result in fewer trips, therefore lessening demands on the adjacent network.
- The existing vehicular access from Wilmslow Road is to be retained which is considered acceptable by Highways, given that it is located at an appropriate clearance from the signalised junction.
- A visibility splay has been provided, in line with Manual for Streets guidelines based on the respective 30mph speed restriction along Wilmslow Road, indicating appropriate sight lines for vehicles accessing/egressing the development.
- In-curtilage parking has been provided to accommodate 25 vehicles within the site, therefore offering a provision in excess of 100%, which is accepted by Highways.
- All servicing is noted within the site's perimeter which is welcomed given the flows along Wilmslow Road. Swept path analysis highlights tracking of an 11m vehicle within the site, whilst maintaining access and egress within a forward gear.
- The proposed low brick walling and associated metal railings are considered appropriate in order to maintain adequate sight lines across the site.
- The proposed sliding timber gates are set back from Wilmslow Road, ensuring no obstruction to footway users and offering appropriate stacking space to avoid potential conflict on the highway.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and health, namely refuse storage, contaminated land, acoustic insulation and air quality.

Neighbourhood Team Leader (Arboriculture) – No objections to the proposals from an arboricultural perspective subject to adherence of the method statement.

In addition, the protection as outlined in the method statement for the retained trees should form part of the planning permission as tree T2 is a highly visible tree and will require the necessary ground protection to ensure long term retention is maximised.

Greater Manchester Archaeological Advisory Service (GMAAS) – The application is supported by an archaeological desk based assessment prepared by CgMs. The report is very brief and misses the 1st edition map of 1848 which shows a Mulberry Cottage within the proposal area close to the main road. However, GMAAS concur with the report's conclusion, that there are unlikely to be any below-ground remains of archaeological interest that have survived later landscaping and that therefore no further archaeological mitigation is required.

Greater Manchester Police (GMP) – GMP do not object to the proposal.

MCC Flood Risk Management – Suggests the imposition of two drainage conditions in order to secure proper drainage and prevent flooding.

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

Cadent Gas Ltd – The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance. If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

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

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

In addition to the above, Sections 5 (*Delivering a sufficient supply of homes*), 9 (*Promoting sustainable transport*) and 16 (*Conserving and enhancing the historic environment*) are of relevance:

Paragraph 59 in Section 5 (*Delivering a sufficient supply of homes*) 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 68 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 102 in Section 9 (*Promoting sustainable transport*) states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 105 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Paragraph 192 in Section 16 (*Conserving and enhancing the historic environment*) states that in determining planning applications, local planning authorities should take account of:

- a. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c. the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 195 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a. the nature of the heritage asset prevents all reasonable uses of the site; and
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d. the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 200 states that local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Paragraph 201 states that not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

Paragraph 202 states that local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

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

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

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

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

Policy EN 3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

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

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, the most relevant of which in this instance are:

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

- Vehicular access and car parking.
- Effects relating to biodiversity and landscape.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

Saved UDP Policies – Policy DC18 is considered of relevance in this instance:

Policy DC18, *Conservation Areas* – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following:

- a. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - a. the relationship of new structures to neighbouring buildings and spaces;
 - b. the effect of major changes to the appearance of existing buildings;
 - c. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
 - d. the effect of signs and advertisements;
 - e. any further guidance on specific areas which has been approved by the Council.
- b. The Council will not normally grant outline planning permission for development within Conservation Areas.
- c. Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
- d. Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e. Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

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 –

Adopted in 2007, the guidance states in paragraph 2.13 that 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. Projections and setbacks from this line, such as bays, foyers and entrance halls, can help to create visual emphasis; they should not, however, reduce safety by creating hidden areas, or accessibility by making obstructions, nor detract from the visual continuity of the frontage.

Paragraph 2.14 states that it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.15 states that although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations. In established residential areas, significant variation in height may not be appropriate.

Issues

Principle of the Proposal – Given that a number of large properties in the Didsbury St James Conservation Area have been converted into apartments the principle of such a development is considered acceptable. Furthermore, the pattern of development in the conservation does show that there are many examples of dwellings being erected within the grounds of these large properties so the principle of that element of the scheme is also considered acceptable.

Notwithstanding the above, consideration must be given to the proposal's impact upon the character of the conservation area, any nearby listed building, current levels of residential and visual amenity enjoyed within the vicinity of the site, the level of pedestrian and highway safety experienced on the surrounding highway network and the impact upon any flora and fauna present on the site.

Impact upon the nearby Listed Buildings – The proposal would have no physical or visual impact upon the nearby listed building, namely Broome House on the opposite side of Wilmslow Road, given that it is approximately 85 metres away.

Design – The design of the proposed buildings is deliberately contemporary in order not to compete with the retained 19th Century façade. The apartment building would be constructed from red brick and topped with a zinc clad flat roof with dormers to the side and rear. The windows would have a vertical emphasis and line through with those found in the retained façade.

The townhouses would be constructed from the same materials to ensure continuity throughout the site. Again, these dwellings would be flat roofed using zinc cladding and have dormer features to the front. The second floor at the rear would slope down to the eaves level to reduce the impact on the property at the rear. Vertically emphasised windows would also be used to match the retained façade and the new build apartment block.

The contemporary approach is welcomed and overall the design of both elements is considered acceptable. The front elevations of the apartment building and the townhouses are shown below.



Front elevation of the townhouses



Front elevation of the apartment building

Siting – The proposed apartment building sits behind the retained façade and the side element is setback by approximately 0.7 metres to give a clear break between the 19th and 21st Century elements. The townhouses do sit closer to the main building than the 2 storey wing but this is primarily to ensure that an element of amenity space is provided for the future occupants. Given the above, the siting of the new build elements is considered acceptable and would not impact upon the overall feeling of spaciousness.

As would be detailed below, it is not considered that the siting of the apartment building and townhouses compromises existing privacy levels.

Scale and Massing – The scale of buildings varies across the Didsbury St. James Conservation Area includes large 3 or 4 storey buildings interspersed with 2 storey 20th Century dwellings. The proposed extension to The Limes respects the existing scale and does not project any higher than the retained façade, sitting 0.5 metres below the existing ridge.

The proposed townhouses are taller than the 2 storey wing at the rear of the site but as they are topped by a flat roof and have recessed elements at the third floor, their overall scale and massing is commensurate with the surrounding properties.

The Guide to Development in Manchester states that *“The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings”* and that *“New developments should respect the existing scale...”* of an area. Given the height and design of the development, the scale and massing is considered acceptable in the context of this part of Didsbury St. James Conservation Area.

Impact on Didsbury St. James Conservation Area – Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. The requirement to preserve or enhance the Conservation Area is a key requirement within policy EN3 of the Core Strategy, saved UDP policy DC18, along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials. In terms of informing the design and form of new development in the area, it is considered that careful consideration should be given to the existing character of the conservation area including the size, mass and appearance (including materials) of the older buildings.

The Didsbury St. James Conservation Area, which lies nine kilometres south of the city centre, was designated in November 1970. It is centred on the historical core of Didsbury, at the junction of Wilmslow Road and Stenner Lane, and covers an extensive area. Most of the conservation area is on level ground, but there is a slope down Millgate Lane, Kingston Road and Stenner Lane where the higher land gives way to the lower level of the Mersey flood plain.

The buildings within the conservation area can broadly be categorised by the collection of large scale 19th Century villas, smaller earlier cottages and churches. Although remaining primarily residential in character, there are a number of other uses within the area that influence its character. The scale of buildings varies across the conservation area and includes large and prominent residences contrasted with lodges and cottages and there is also variety in plot sizes, building orientation and position and architectural styles. A great variety of building materials are used in the conservation area. Most common is red brick for walls and blue slate for roofs. Stone dressings, in conjunction with brickwork, are used extensively, and several buildings are built entirely of stone, notably the two churches.

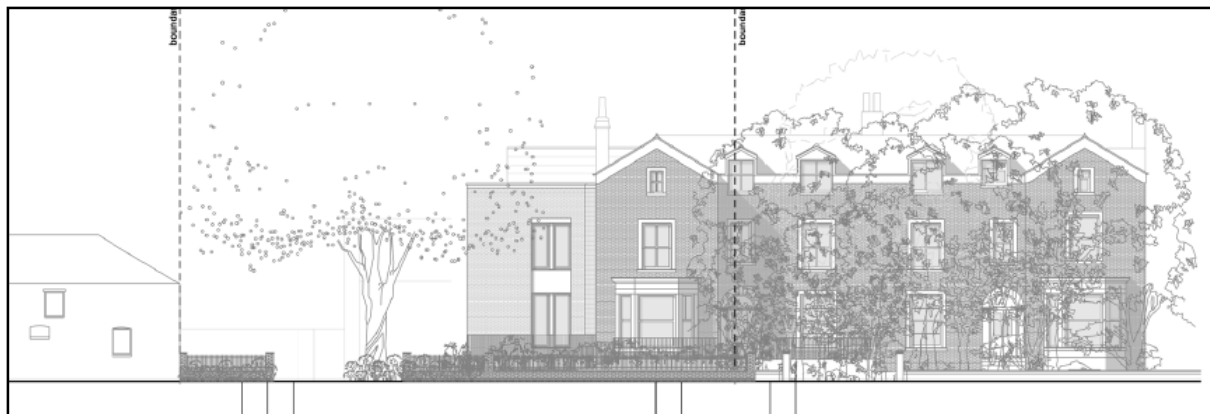
The whole of the conservation area, with the exception of playing fields, is well wooded. The trees serve not only to screen one group of buildings from another, but to provide a unifying, leafy backdrop to the whole area.

The Limes is one half of a pair of semi-detached houses originally built in the mid to late 19th Century within landscaped gardens/grounds. It is faced in red brick with a slate roof. The building is of an understated classical design with a large bay window, painted stone window surrounds and bargeboard eaves. The Limes makes a degree of contribution to the character and appearance of the Didsbury St. James Conservation Area by virtue of being a large Victorian house set back from Wilmslow Road and occupying a relatively spacious plot with a mature landscaped front boundary. The level of contribution it makes has however been compromised by a number of alterations, the last being the two storey wing along its western boundary.

The existing four storey extension at the rear of The Limes lacks quality and has resulted in the original 19th Century rear elevation being lost. The original side elevation has been impacted upon with the erection of a 2 storey side extension (basement and ground floor) which has resulted in the removal of the 19th Century outer wall, in addition a series of modern dormers punctuate the original eaves. At the front of The Limes, another basement and ground floor extension has further reduced how much of the original 19th Century property is visible.

The proposal is to demolish all but the façade of The Limes, erecting a 3 storey building to the rear and side of that façade to create an apartment block. In addition, the 2 storey wing is to be demolished and replaced by a terrace of 3 storey townhouses.

In terms of the apartment building, the new build element would sit behind the main façade and all that would be visible from Wilmslow Road would be the side element, which is only 6 metres in width. No part of it would project beyond the retained façade and the feeling of spaciousness that is evident from Wilmslow Road would not be diminished. The scale and massing is modest, in keeping with the character of the conservation area and does not exceed that of The Limes itself. The proposed streetview is below:



Within the Didsbury St. James Conservation Area there are many examples of new development having taken place within the grounds of traditional dwellings and other historic buildings, many of which are statutorily listed, e.g. Philip Godlee Lodge, Limehurst, Broome House and the former MMU site. This has created a mix of traditional and contemporary buildings within the conservation area

Analysis of historic maps has shown that ancillary buildings existed at The Limes during the 19th Century and the 1956 OS Map shows that a separate plot with a distinct address had been established in the south western part of the site at that time. More recently, during the late 20th Century additional nursing home accommodation was built at the rear of the site. It is this additional accommodation that is to be demolished and replaced with 4 three storey townhouses. They would occupy a similar location but would be set back from the rear boundary of the site to allow for the provision of garden space and to prevent overlooking.

The townhouses would reflect the architectural style of the side and rear extensions to The Limes, being contemporary in nature with a simple design of red brick and zinc cladding. Although the townhouses would be taller than the 2 storey wing they replace it is considered that they sit comfortably behind the apartment block and occupy a similar relationship, of large villa with detached accommodation in the grounds, found elsewhere in the Didsbury St James Conservation Area.

In terms of the landscape character, as will be detailed below, a number of trees are to be felled to either facilitate the development or for sound arboricultural reasons. To compensate for this loss the applicants are proposing to plant six replacement trees in order to ensure the continuity of the mature landscape frontage. The small lawned area at the front of the apartment building would be removed to facilitate car parking, though this would not be readily visible from Wilmslow Road given the existing boundary treatment and planting. The provision of hardsurfacing for car parking, within the grounds of these large villas, is a feature of the conservation area and as such it is not considered that the provision of this car parking area would impact upon the overall character of the conservation area.

Since The Limes closed down several years ago, it has not be maintained with the grounds becoming overgrown and the building at risk from water ingress and vandalism. Without future intervention it is likely that the whole of The Limes would need to be demolished. The redevelopment of the site would ensure that the 19th Century façade is retained and the site is improved, thereby enhancing the levels of visual amenity enjoyed within the vicinity of the site.

In conclusion, given the siting and design of the proposal, the fact that the feeling of spaciousness is retained and the additional tree planting would enhance the mature landscape setting, it is considered that the proposal would lead to less than substantial harm to the significance of this designated heritage asset, namely Didsbury St. James Conservation Area. In addition, it is considered that the public benefits of redeveloping the site, namely improvements to the appearance of the site which would enhance of the character of the conservation area, outweighs any harms, however little, resulting from the erection of the apartment building and townhouses.

Affordable Housing – The viability assessment has been tested and analysed. Even applying some minor adjustments to the viability assessment, the outcome is that the scheme would not achieve a 20% profit. The proposal is also eligible for Vacant Building Credit and once applied it is concluded that an upfront contribution would amount to £85, 0000.

Disabled Access – Level access is to be provided into the apartment building and a lift would provide access to all of the 15 units. The apartments would have accessible wc's and adequate circulation space throughout. In terms of the terrace of four dwellings, levels access would again be provided and all would have a ground floor wc. Overall the level of provision is considered acceptable.

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 unit type and that required under the space standards is detailed below:

- 4 x 3 storey 4 bed townhouse - 147m² of accommodation to be provided, the space standard requirements is between 106 to 130m² depending on the number of bed spaces.
- 7 x 1 bed apartments – the 1 bed apartments vary in size between 45m² and 71m² (3 x 45m² {single occupancy}, 1 x 60m², 1 x 63m², 1 x 64m², 1 x 71m²). The space standards require either 39m² (1 person) or 50m² (2 person) depending on the number of occupants.
- 8 x 2 bed apartments – the 2 bed apartments vary in size between 68m² and 77m² (3 x 68m², 3 x 69m², 1 x 76m², 1 x 77m²). The space standards require either 61m² or 70m² depending on the number of occupants.

All of the accommodation meets the space standards.

Drainage and Flood Risk – The site is located within Flood Zone 1 (less than 1 in a 1,000 year chance of flooding) though it is subject to a small degree of surface water flooding. The Flood Risk Management Team were consulted and they raised no objections to the proposal subject to the imposition of two conditions in respect of surface water drainage and sustainable drainage. Given this it is anticipated that the impact of the development upon the drainage characteristics of the site can be managed.

Car Parking – Twenty-five off-street car parking spaces are proposed for the 15 apartments and 4 townhouses. Given the edge of centre location and the prevalence of public transport this level of provision is considered acceptable.

Pedestrian and Highway Safety – It is not considered that the additional residential units would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Wilmslow Road. This has been recognised by Highway Services.

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

Given the location of a number of residential properties to the north and south of the application site, the applicant submitted a daylight and sunlight study to ascertain if the proposal would have an unduly harmful impact on these adjoining properties.

The study was undertaken in accordance with the Building Research Establishment (“BRE”) design guidance “*Site Layout Planning for Daylight & Sunlight: A Guide to Good Practice*”. The BRE Guidance seeks to promote the daylight and sunlight impact assessment of neighbouring buildings of residential use; it highlights the consideration of daylight and sunlight to living rooms and daylight to bedrooms and family kitchens. The key daylight and sunlight receptors are identified as those habitable rooms windows within the neighbouring residential buildings that face the application site.

Daylight Amenity Impact – The impact on 71 individual windows has been assessed. Despite a reduction in *vertical sky component (VSC)*, which is the measure of the amount of sky visible from a centre point of a window, all the windows would continue to achieve 27% VSC or experience a reduction of less than the 20% which accepted by BRE on the grounds that it would not be noticed by the room occupants. A window that achieves 27% or more is considered to provide good levels of light.

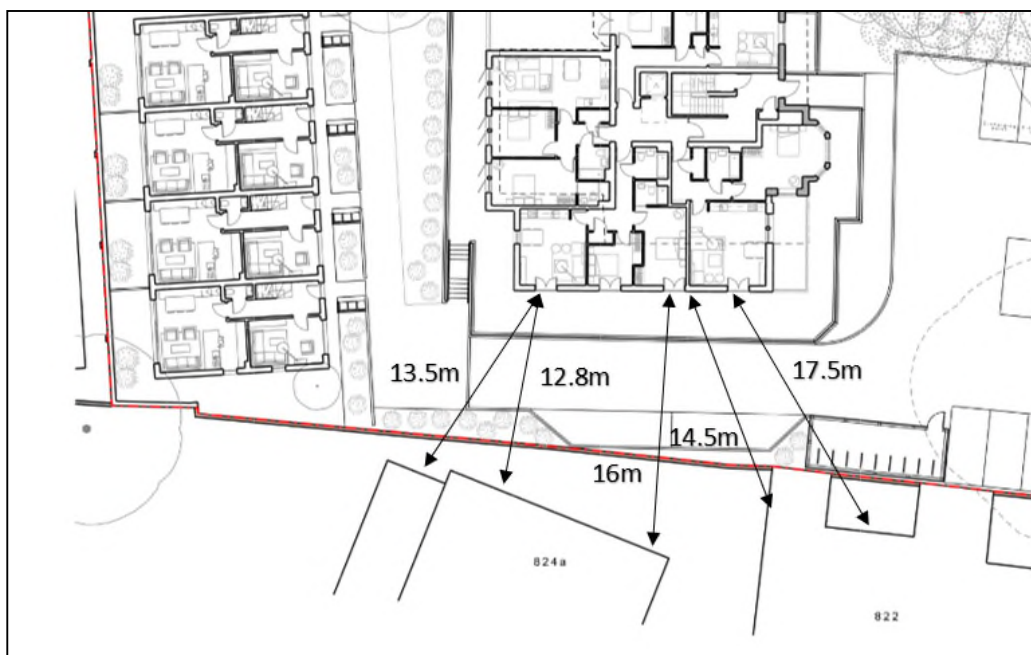
The 71 windows that were assessed serve 35 rooms, all of which would experience a reduction of less than 20% in the area of the room that receives direct access to sky visibility. The study concluded that the impact of the proposed development on the daylight amenity of the neighbouring buildings is considered to be appropriate and not significant.

Sunlight Amenity Impact – 17 individual rooms, served by a main window within 90° of due south have been sunlight appraised. Despite measured reductions in sunlight hours, all 17 rooms would continue to achieve the 5% winter and 25% *annual probable sunlight hours* (APSH) target, or experience reductions in existing APSH values of no more than the 20%, which again is accepted by BRE on the grounds that it would not be noticed by the room occupants. The study concluded that the impact from the proposal on the sunlight amenity of the neighbouring buildings is appropriate and non-significant.

Sunlight to Open Spaces – Given the proximity of the gardens at the rear of nos. 814 and 814a Wilmslow Road a *2-hour time in sun appraisal* was also undertaken. This has confirmed that both of these external amenity spaces would continue to exceed the target of 50% contained within the BRE Guidance, e.g. on 21st March simulation, these garden areas would receive sunlight to 90% and 91% of their area.

Impact upon Privacy – The side elevation of the existing building, which contains a mix of habitable and non-habitable room windows, is located between 17.5 to 19 metres away from the rear and side elevations of the nearest dwellings, i.e. nos. 822 and 824a Wilmslow Road. This elevation is to be demolished and replaced with a structure closer to these neighbouring dwellings. The side elevation of the proposed apartment building, which contains habitable room windows, would be located between 12.8 and 17.5 metres away from the rear and side elevations of the nearest dwellings, namely nos. 822 and 824a Wilmslow Road.

The side elevation of the apartment building was originally closer to nos. 822 and 824a Wilmslow Road but this was reduced in width by 0.75 metres in order to increase the distance between the opposite windows.



The existing arrangement does result in some level of overlooking of both the application site and the neighbouring dwellings. While the proposed apartment building is closer to nos. 822 and 824a Wilmslow Road it is not considered that this would result in an undue loss of privacy given the orientation of the neighbouring dwellings in relation to the proposed apartment building in this context.

The proposed townhouses would only have two ground floor windows in the southern elevation, as a result siting the townhouses in the location proposed would not impact on the levels of privacy enjoyed by neighbouring residents, in this case those residing at nos. 824a and 824b Wilmslow Road.

At the rear of the townhouses, beyond the common boundary with Broomcroft Hall, there are a number of greenhouses and then Broomcroft Hall itself. Given that the distance between Broomcroft Hall and the proposed townhouses is 21 metres it is not considered that the level of privacy enjoyed by the occupants of Broomcroft Hall would be diminished. There are a number of glasshouses on the Broomcroft Hall site which are behind the townhouses but as they are obscurely glazed future occupants of the townhouses would not be able to look into them.

There are no windows in the northern elevations of the apartment building and townhouses, therefore the residents of no. 814 and 814a Wilmslow Road would not be subjected to overlooking.

Noise – It is not considered that the proposal would be an inherently noise generating use, as such it is not considered that the proposal would lead to a marked increase in the levels of noise experienced within the vicinity of the site.

In conclusion, given the above it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those properties closest to the application site.

Amenity Space – Each of the townhouses would have a small amount of private amenity space at the rear while the apartments would have limited communal space at the front. Given the proximity of Didsbury Park and Fletcher Moss Park this level of provision is considered acceptable.

Pedestrian and Highway Safety – It is not considered that the proposed residential accommodation would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed within the vicinity of the site.

Trees – To facilitate the development it is proposed to fell four trees:

- T1, an oak (category U – unsuitable for retention)
- T7, a common lime (category C – low quality)
- T11, a Norway spruce (category C)

In addition, another category U tree is proposed to be removed (a common hawthorn) as it is putting pressure on the front boundary wall. Originally the applicant also proposed to fell T2 (a common beech) but the proposal has been amended to ensure retention.

As the trees to be felled are of low quality their loss is considered acceptable. To compensate for their loss the applicant has stated that there is sufficient space within the site to plant six replacement trees. Their planting would form the basis of a planning condition.

Ecology – A Habitat Survey was undertaken by the applicants, the findings are outlined below:

Badgers – No badgers or signs of badgers were observed within the site and given that the site is isolated within the wider landscape by roads and tall walls, the site is not accessible for foraging or sheltering purposes.

Bats – The main building was considered to have moderate potential for roosting bats, with small features suitable for day roosting by crevice dwelling bat species such as pipistrelles but that did not appear to offer sufficient shelter for a maternity roost. Due to a lack of potential roost features the other buildings were considered to have negligible potential for use by roosting bats. Of the trees within the site, the mature beech near the site entrance had knot holes that appeared to offer some shelter, but due to their relatively low height (approx 4m) and facing outwards towards Wilmslow Road the features would only likely be suitable for day roosting. None of the other trees had any obvious potential roost features and were considered to have negligible potential for use by roosting bats.

As works to the main building are likely to result in impacts on potential roost features for bats, further surveys are required to confirm presence/likely absence of bats. This would be the subject of a condition.

Birds – It is acknowledged that the trees and shrubs within the site provide habitat for nesting and foraging birds, though it is small in size and unlikely to provide core or important habitat in terms of the wider area. Notwithstanding this, it is considered prudent to attach a condition limiting vegetation clearance to outside of the bird nesting season, unless it is shown that trees to be felled are absent of nesting birds. This would be conditioned.

In terms of the buildings, they provide very limited opportunities for nesting birds, with little overhang at the eaves to provide shelter for species such as house martin and no obvious access to cavities that might support species such as house sparrow or common starling. No bird nesting material was found in any of the roof voids and when looking for daylight from inside these spaces there were no obvious access points for birds to get in.

Other Species – The nature of habitats present mean that hedgehog could be encountered in vegetated parts of the site at any time of year although, due to the size of the site, this is likely to be limited to only a small number of animals. Hedgehog hibernate during the cold winter and early spring months and even when active a hedgehog's response to danger is to curl into a ball rather than to flee and, therefore, they are particularly vulnerable to harm from vegetation clearance works at any time of the year. An informative on best working practices is suggested in this instance.

Given the finding of the ecology survey and the comments of the GMEU, it is not considered that the proposal would have a detrimental impact on the levels of ecology found within the site.

Environmental Standards – The energy efficiency rating of the proposed development would comply with Building Regulations Part L 2013. The proposed scheme has been demonstrated to be aligned with the principles of the energy efficiency requirements and carbon dioxide emission reduction targets within policies EN4 and EN6 of the Core Strategy. It is anticipated that the implementation of the proposed energy efficiency measures would allow the development to exceed the target of 15% CO₂ emissions reduction. This is welcomed.

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

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

Sufficient space exists within the curtilage of the site to allow for the storage of cycles and ducting would be provided to the car park to allow for the retro-fitting of external charging points for the future use of electric vehicle. Both of these measures reduce reliance on the traditional motor vehicle.

Provision of Adequate Waste Storage Facilities – In terms of the apartment building, a communal bin storage area would be provided within an enclosed structure at the front of the building. This would comprise of 16m² of floor area, compared to the minimum requirement of 6.45m² (15 x 0.43m²), which would allow for the storage of the different recycling bins within the structure. On collection day the various bins are taken to the roadside by the management company.

Each townhouse would be provided with space for internal storage of refuse and recycled waste within the kitchen area. In addition, four separate 240 litre recycling wheelie bins for each dwelling would be provided and would provide facilities for the recycling of garden/food waste, glass, metal, plastics, paper/cardboard and general household waste. In addition, internal facilities in the form of waste food caddies would be provided to aid further recycling.

Cycle Parking – A total of 18 cycle storage spaces are proposed adjacent to the existing hardsurfaced area in the form of 9 *Sheffield* style cycle stands in an enclosed structure. In addition, space would exist within the townhouses for cycle storage.

Crime and Security – It is not considered that the proposal would lead to a rise in crime or anti-social behaviour. A condition would be attached to any approval granted which would require the developer to achieve Secured by Design accreditation.

Conclusion

Residential uses are the predominant use within the conservation area and as such there is no objection in principle to the scheme before the committee. Didsbury St James Conservation Area is home to a variety of building type and styles and there are many examples of the larger Victorian villa having been extended and redeveloped in their grounds. It is considered that the siting and design of the new build elements, along with the façade retention, ensure that the character of the conservation area remains unharmed and the feeling of spaciousness that currently exists is retained.

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 Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation MINDED TO APPROVE (subject to the signing of a S106 agreement in respect of an affordable housing contribution)

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.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

1. Drawing no. 223_AL(05)000 REV D, stamped as received on 4th April 2019
2. Drawing no. 223_AL(05)001_REV C, stamped as received on 4th April 2019
3. Drawing no. 223_AL(05)002_REV-B, stamped as received on 4th April 2019
4. Drawing no. 223_AL(05)003_REV-B, stamped as received on 4th April 2019
5. Drawing no. 223_AL(05)004_REV-C, stamped as received on 4th April 2019
6. Drawing no. 223_AL(05)005_REV-C, stamped as received on 4th April 2019
7. Drawing no. 223_AL(05)006_REV-B, stamped as received on 4th April 2019
8. Drawing no. 223_AL(05)007_REV-B, stamped as received on 4th April 2019
9. Drawing no. 223_AL(05)008_REV-A, stamped as received on 4th April 2019
10. Drawing no. 223_AL(05)009_REV-B, stamped as received on 4th April 2019
11. Drawing no. 223_AL(05)010 REV-B, stamped as received on 4th April 2019
12. Drawing no. AS614 SK19, stamped as received on 31st January 2019
13. Drawing no. 223_AL(05)200_REV-B, stamped as received on 31st January 2019
14. Drawing no. 223_AL(05)201_REV-A, stamped as received on 31st January 2019
15. Drawing no. 223_AL(05)202_REV-A, stamped as received on 31st January 2019
16. Drawing no. 223_AL(05)203_REV-A, stamped as received on 31st January 2019
17. Drawing no. 223 AL 02 011, stamped as received on 10th August 2018
18. Drawing no. 223 AL(02) 001 TO 010, stamped as received on 31st July 2018

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

3) No above ground works shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area

within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) No above ground works shall commence until a scheme to acoustically insulate the residential accommodation hereby approved, in accordance with the recommendations given in the Fisher Acoustics report PR0602-REP01A-MPF (dated July 2018), has been submitted to and approved by the City Council as local planning authority. The approved scheme shall then be implemented prior to the occupation of the residential accommodation hereby approved.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to Policy DM1 in the Manchester Core Strategy.

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

6) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

7) The Waste Management Strategy (stamped as received on 16th May 2019) shall be implemented as part of the development and shall remain in situ whilst the residential accommodation is occupied.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

8) 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 (prepared by the Bowland Tree Consultancy Ltd - August 2018) , without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
- b. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- c. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

9) Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme, including details of replacement tree planting, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

10) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the

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

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

11) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

12) No part of the development hereby granted permission shall be commenced unless and until a survey of the site, in a form and carried out by a person previously approved in writing by the local planning authority, has been carried out and demonstrates to the local planning authority's written satisfaction that no bats inhabit the site. Should the survey reveal the presence of any bats, a method statement for the demolition of the buildings and felling of trees shall be submitted to and agreed in writing by the City Council as local planning authority and implemented in full in accordance with the approved details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

13) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

14) 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 part of any dwelling shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country

Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

15) 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, outbuildings or extensions shall be erected other than those expressly authorised by this permission.

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

16) The car parking hereby shall be laid out, demarcated and made available prior to the occupation of the residential accommodation hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

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

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

18) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and EN08 and EN14 in the Manchester Core Strategy.

19) 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:

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

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

20) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Hours of working

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 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: 120849/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

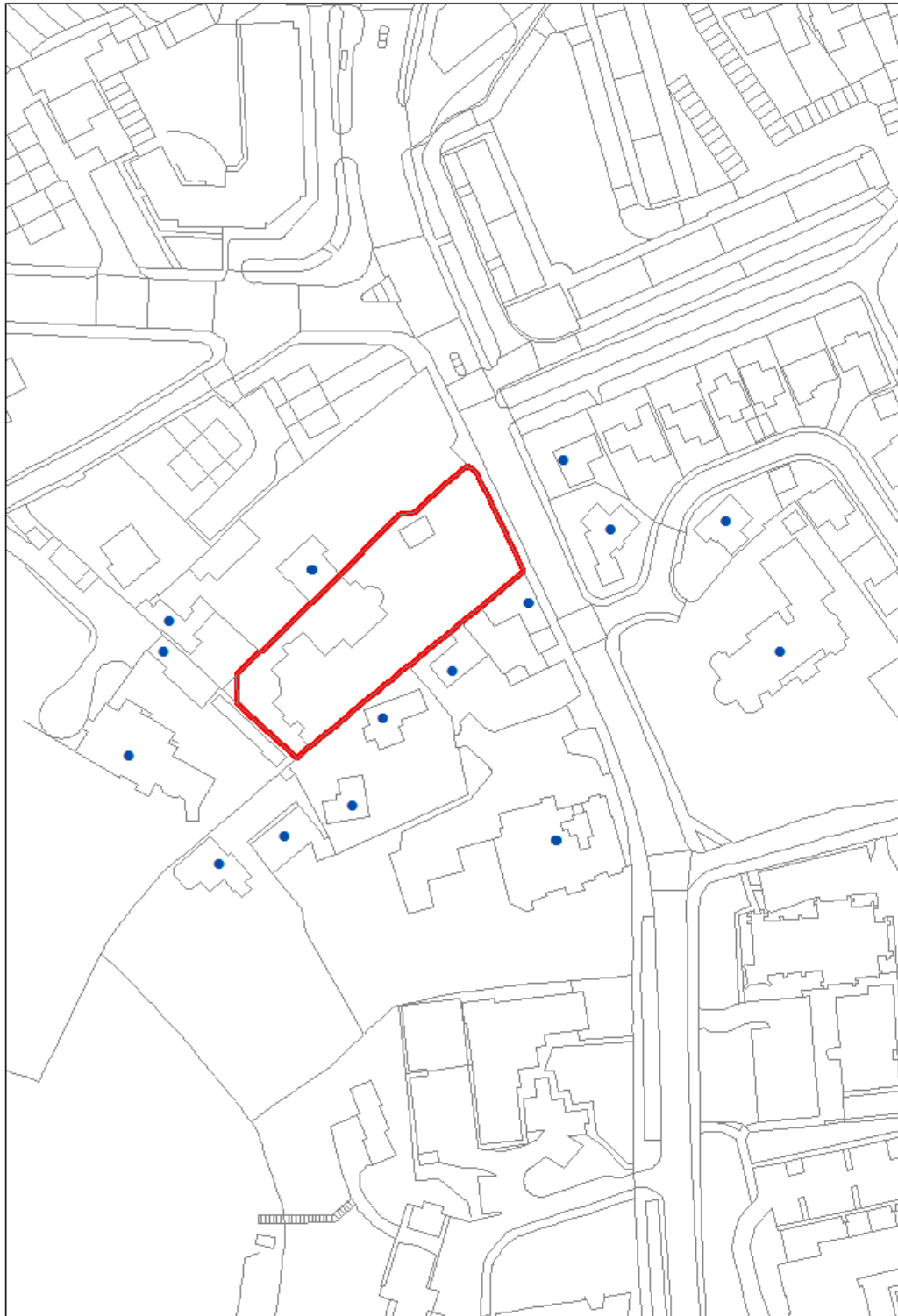
Housing Strategy Division
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Archaeological Advisory Service
Didsbury Civic Society
Environmental Health
Neighbourhood Team Leader (Arboriculture)
United Utilities Water PLC

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

Representations were received from the following third parties:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC

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



 Application site boundary  Neighbour notification
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