



Planning and Highways Committee

Date: Thursday, 22 August 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

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

Agenda

1. Urgent Business

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

1a. Supplementary Information on Applications Being Considered

The report of the Director of Planning, Building Control and Licencing will follow.

2. Appeals

To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.

3. Interests

To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.

4. Minutes

To approve as a correct record the minutes of the meeting held on 25 July 2019.

7 - 12

5. 123522/FO/2019 - Pearl Assurance House, 25 Princess Street, Manchester, M2 4HH

Deansgate
13 - 64

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

6. 121857/FO/2018 - 84 Cambridge Street, Manchester, M15 6BP

Hulme
65 - 120

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

7. 123274/FO/2019 - Xaverian College, Lower Park Road, Manchester, M14 5RB

Rusholme
121 - 158

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

8. 123744/FO/2019 - 559A Barlow Moor Road, Manchester, M21 8AN

Chorlton Park
159 - 176

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

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| 9. 120607/FO/2018 - Platt Lane Complex, Yew Tree Road, Manchester, M14 7UU
The report of the Director of Planning, Building Control and Licensing is attached. | Fallowfield
177 - 208 |
| 10. 123748/FO/2019 - The Site Of The Fire Damaged Paterson Building On Wilmslow Road And North Of Oak Road, Christie Hospital NHS Trust, 550 Wilmslow Road, Manchester, M20 4BX
The report of the Director of Planning, Building Control and Licensing is attached. | Withington
209 - 262 |
| 11. 123880/FO/2019 - 21 Didsbury Park, Manchester, M20 5LH
The report of the Director of Planning, Building Control and Licensing is attached. | Didsbury East
263 - 292 |
| 12. 123330/FO/2019 - Land Adjacent to 303 Greenbrow Road, Manchester, M23 2UH
The report of the Director of Planning, Building Control and Licensing is attached. | Baguley
293 - 316 |

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:

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Planning and Highways Committee

Minutes of the meeting held on Thursday, 25 July 2019

Present: Councillor Curley (Chair)

Councillors: Clay, Davies, Hitchen, Lovecy, Lyons, Madeleine Monaghan, Raisat, Shaukat Ali, Watson, White and Wilson

Apologies: Councillors N Ali, Y Dar, and Kamal

Also present: Councillors: Ahmed Ali and Andrews

PH/19/62 Request to Defer Application

The Director of Planning, Building Control and Licensing reported that a request had been submitted by the applicant for the deferral of applications 121375/FO/2018 and 121447/FO/2018 to allow the applicant to further review the issues raised, in particular, affordable housing on the proposal relating to 20-36 High Street, Manchester.

The Committee agreed to the request.

Decision

To defer consideration of applications 121375/FO/2018 and 121447/FO/2018.

PH/19/63 Supplementary Information on Planning Applications

To receive and note the late representations.

Decision

To receive and note the late representations as circulated.

PH/19/64 Minutes

Decision

To approve the minutes of the meeting held on 27 June 2019 as a correct record.

PH/19/65 123274/FO/2019 - Xaverian College, Lower Park Road, Manchester, M14 5RB

The Committee had undertaken a site visit in the morning prior to the start of the meeting.

The application related to the erection of a 2 storey teaching block and re-arrangement of the associated car park.

In addition to the report submitted officers reported that concern had been expressed during the site visit on the location of the proposed development. The Committee was informed that the location was chosen following a feasibility study which determined that this was the optimum location. It was noted that whilst there would be an impact from Dagenham Road this was judged to be acceptable and would result in less than substantial harm on the Victoria Park Conservation Area. A further environmental statement was provided by the applicant and included the proposed removal of a Category C tree and a Category U tree and their replacement by two standard heavy trees and the retention of the trees on the northern boundary of the site.

No objectors to the application were in attendance.

Councillor Ahmed Ali addressed the Committee as Rusholme Ward Councillor and in welcoming the development of the Xaverian College campus requested that further consideration be given to the location of the proposal. The main concern of the related to the loss of the view from Dagenham Road onto the college campus as part of the Victoria Park Conservation Area.

The applicant addressed the Committee and explained that the proposal is the result of the need to expand the current facilities on the campus to meet the needs of the demographic growth ('post 16 years' provision), maintain financial security of the college in the post 16 sector and maintain a high quality educational provision.

The Committee referred to the negotiation with the applicant and the issue relating to the proposed location of the development to provide a view from Dagenham Road. Members expressed concern regarding the potential harm that would be caused by the development that they considered would be substantial. A member commented that there was a requirement to balance the proposal with the existing site and buildings and the wider conservation area.

Councillor Lovecy proposed Minded to Refuse the application and this was seconded by Councillor Clay.

Decision

Minded to refuse the application due to concerns expressed regarding the impact of the proposed development on the Victoria Park Conservation Area resulting in loss of views from Dagenham Road (as referred to in policy EN3, and saved policies DC18 and DC19 (UDP)).

(The Director of Planning has been requested to submit a report which addresses the concerns raised and whether there are reasons for refusal which could be sustained.)

PH/19/66 121945/FO/2018 - English Martyrs Tennis Club, Alness Road, Manchester, M16 8HW

The application related to the erection of four two-storey, four bed dwellinghouses with accommodation in the roof, with associated parking, boundary treatment, and landscaping with vehicular access from Alness Road, following demolition of existing tennis club house.

In addition to the report submitted officers reported that the applicant had submitted an environmental statement that referred to the glazing and insulation to be used on the development and the inclusion of a charging point for electric vehicles. Trees on the site would be retained with the planting of two additional heavy trees and a hedge to the front of the site.

No objectors to the application were in attendance.

The applicant addressed the Committee and provided background information relating to the decline of the tennis facilities and the tennis club decision to sell the site due in part to a decline in the number of members at the club. The site is currently derelict and is an eyesore and the proposed development will have a positive impact on the site and surrounding area and will include additional planting to provide more habitat for wildlife. The applicant explained that in view of the loss of the sports provision (tennis) an agreement had been reached to provide a Section 106 contribution that will improve the tennis facilities located in Alexandra Park.

The Committee commented on the application, in particular the design and scale which was in keeping with the surrounding area. Reference was also made to the Section 106 contribution and how this would be used. Officers explained that the contribution would cover the cost of key pads to access tennis courts at Alexandra Park, which is run by the Council and is available to use by the public. The Committee was informed that the Section 106 policy required the council to consider the leisure related facility that would be affected and to determine how the contribution is used. In this case the activity was tennis and the contribution will be used to improve the existing tennis facilities in the area.

Decision

To approve the application subject to the conditions and reasons set out in the report.

(Councillor Watson declared a prejudicial interest in respect of the application and left the meeting during consideration of the application.)

PH/19/67 123330/FO/2019 - Land Adjacent to 303 Greenbrow Road, Manchester, M23 2UH

The committee considered a request for a site visit to allow members to assess both the proposed development site and the scale of the application in the context of the surrounding local area. The request for a site visit was agreed.

Decision

To defer consideration of the matter to allow a site visit to be carried out by the members of the Committee.

PH/19/68 123437/FO/2019 - 4 Angel Square, Corporation Street, Manchester, M4 4DU

The application related to the demolition of existing buildings to facilitate construction of an eleven storey building with external terrace to form a mixed use development comprising office use (Use Class B1) and ground floor commercial units (Use Classes A1, A2, A3, A4, B1 and D2); creation of a new public square and associated landscaping, undercroft car and cycle parking, provision of plant and servicing and related access and highways' works and associated works.

The Director of Planning reported that due to a drafting error within the report on the agenda the complete revised recommended planning conditions had been provided in the late representations document circulated within the supplementary agenda.

No objectors to the application were in attendance.

The applicant addressed the committee and provided an outline of the proposal and the work undertaken in phase 1 on the redevelopment of the NOMA estate within the site.

Members asked how many trees would be planted as part of the development and sought assurance that the proposed public realm area would be accessible by the public.

Officers reported that the proposal included the planting of street trees and trees in the public realm area. NOMA intended to plant as many trees as possible across the development area and details on the final number would be provided for members. The public area would be owned by NOMA and would be a space that included shop units and bars and would be open to the public to access retail facilities. Previous developments by the applicant have demonstrated a commitment to public spaces open for public access.

Members referred to the proposal to demolish the Ducie Bridge Public House and officers were asked if the building could be maintained in view of the cultural heritage it represented.

Officers reported that the Ducie Bridge Public House building is not a listed building and is not within a conservation area. It was acknowledged that the building does have character and some historic social value, however the building has been

subject to a lot of alteration and does not retain original fixtures or features. A request had previously been made to list the building but this was not supported.

A member referred to the importance of communication with local residents and requested that the proposed conditions ensured that good communication is maintained throughout the development and that this was maintained as standard for similar future applications as part of the construction management plan. Officers reported that the conditions would be amended to include detail on communication with residents in the construction management plan, as detailed in conditions 5 and 6 of the report.

Decision

To approve the application subject to the amended conditions outlined above and within the late representations and the reasons in the report.

PH/19/69 123215/FO/2019 - 52-58 Thomas Street, Manchester, M4 1EG

The application related to the conversion of 56-58 Thomas Street (retention of facades, roof and some internal structural elements) and erection of a new part three, part four and part five storey building comprising to create twenty six room hotel/aparthotel (C1 use class) to the upper storeys with Class A1 (Shop), Class A3 (Restaurant and Café) and Class A4 (Drinking Establishment) uses to the basement and ground floor following demolition of the remaining built fabric at 9 John Street and 52-54 Thomas Street including parts fronting onto Back Turner Street along with retrospective consent for the demolition works within the site carried out in September 2018.

No objectors to the application were in attendance.

The applicant addressed the committee on the proposal.

Members referred the environment around the development and sought assurance that street trees or greenery such as hanging baskets will be included as part of the proposal, Also, were there arrangements in place for bin storage inside the development to prevent bags from being left on the street.

Officers confirmed that a bin storage scheme inside the development is included in the proposal to prevent bags from being left for collection on the street. A street tree condition is included in the proposal, however, it would be unlikely that trees could be planted on the pavement area due to the limited space available.

Decision

To approve the application subject to the conditions and reasons in the report.

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Application Number	Date of Appln	Committee Date	Ward
123522/FO/2019	14th Jun 2019	22nd Aug 2019	Deansgate Ward

Proposal Alterations to Pearl Assurance House associated with its conversion to a proposed hotel in conjunction with proposals which also include a 7 storey extension to the rear of the site and a 2 storey extension to the roof (to replace existing 6th floor) to create a hotel (Use Class C1) with 70 bedrooms, rooftop bar (Class A4), a rooftop plant enclosure and ancillary accommodation (basement and ground floor) together with access and servicing proposal, external alterations and associated works.

Location Pearl Assurance House , 25 Princess Street, Manchester, M2 4HH

Applicant Mr Robin Horton , Greenlane Properties (Stockport) Ltd, Grampian House, 144 Deansgate, Manchester, M3 3EE,

Agent Mr Drew Lowe, Stephenson Studio Ltd, 3 Riverside Mews , Commercial Street, Manchester, M15 4RQ

Description



This six storey building is bounded by Princess Street, Bow Lane, Clarence Street and the Grade II Listed 31 Princess Street. It is in the Albert Square Conservation Area.

It was constructed as an office with shops at the ground floor between 1952 and 1956 and designed by local architects Beaumont & Sons for the Pearl Assurance Company. It has Portland Stone cladding to the Princess Street, Clarence Street and part Bow Lane elevations. It is not listed but is a non-designated heritage asset and makes a positive contribution to the conservation area. There is a narrow strip of land to the rear on Bow Lane that has been used for car parking. Bow Lane is a narrow street that is used to service some properties.

The building is opposite the Grade I Listed Manchester Town Hall **(1)**, which is one of Manchester's most significant civic landmarks. Other listed buildings within the immediate area are 31 Princess Street **(3)**, 10 Kennedy Street **(4)**, 6 to 8 Clarence Street and 1 Clarence Street known as the Northern Assurance Building **(2)** all Grade II Listed and the Grade II* Listed 14 Kennedy Street **(5)** known as the Old Law Library. Other listed buildings within the setting include 61 Cross Street and 1 Albert Square both Grade II Listed. The building fronts Albert Square which contains the Grade I Listed Albert Memorial and the Grade II Listed Jubilee Fountain and Bright, Heywood, Gladstone and Fraser statues.



Surrounding uses include shops, offices, hotels, bars, restaurants, financial and professional services, cafe, library, art gallery and the Town Hall Complex.



The building would be extended and converted to a 70 bed hotel (Use Class C1) on the upper floors with a reception lobby, bistro, meeting room, storage, kitchen and plant area within the ground floor and basement. There would be a rooftop bar (Use Class A4) on the 7th floor. A 7 storey extension would be erected to part of the Bow Lane elevation with a single storey extension along the rest of its length and a 2 storey roof top extension. The hotel has been designed for a specific operator, Malmaison trading as Hotel du Vin.

The proposals also include the following works to the existing building:

- Cleaning of the façade with a mild detergent wash.
- Refurbishment of the original single glazed windows, and the provision of slim line aluminium framed secondary glazing.
- Replacement of the non-original entrances to Princess Street and Clarence Street with full height windows.
- Retention of the original door to Princess Street.
- Removal of all non-original alarms, door mechanisms and other detritus.
- Creation of a new entrance on Clarence Street with canopy above between the existing and new extension.
- Partial demolish of the Bow Lane façade and infill with the new build extension.
- Removal of the externally mounted air handling units from the Bow Lane elevation.
- Removal of all existing signage and replacement with new hotel signage.
- Removal and replacement of the non-original windows at ground floor level.

The hotel entrance and a drop off/pick up zone would also be provided on Clarence Street. A service entrance is proposed on Bow Lane. Five secure cycle parking spaces would be provided within the basement. No car parking would be provided.

An internal waste store would be accessed from Bow Lane. Internal service risers would be provided with an integral plant area located on the 7th floor. A slim band of louvres is proposed at ground floor on Bow Lane.

Consultations

Publicity – The application was advertised in the local press as affecting the setting of a listed building and as affecting a conservation area. A notice was displayed on site and letters were sent to surrounding occupiers. 4 objections and 1 representation have been received.

The Four objections are summarised as follows:

The loss of four car parking spaces on Bow Lane is a concern;

It is very difficult to see how access to Bow Lane will be maintained, vehicular access is required 24 hours a day seven days a week to service the two garages, which are part of 16 and 20 Kennedy Street and the other three garages. Additionally, the car park entrance to the Princess Street office block that houses Tesco among others is accessed via Bow Lane;

Bow Lane is narrow and the waste strategy refers to 7 x 1100ltr and 5 x 240ltr bins being left in the road for collection. The narrow road is used by traffic and there is no opportunity for passing a bin collection or servicing vehicle with this arrangement. This arrangement on Bow Lane is unacceptable, particularly with the narrowing of Bow Lane by bringing the building forward. There is a huge existing problem with the coffee shop, Tesco and Costa Coffee storing bins and containers on street and blocking access for vehicles. Refuse trucks also cannot access Bow Lane and the plan in the application is inadequate to cope with this proposal. The hotel should have internal storage for waste.

There should be a requirement that 24 hour access is maintained on Bow Lane. Bow Lane is too narrow and deliveries should be made on Clarence Street or Princess Street. Kennedy Street is constantly blocked by an articulated lorry servicing the hotel on Kennedy Street.

Hotel and Licensed premises are inappropriate for the location.

This will be a heavily used area, given the proposals to remove the recess and bring forward the building to within 5.5 metres of the properties on the opposite side of Bow Lane and will make the situation even worse. The close proximity of the service area and staff activity to the rear of the building will result in disturbance to occupiers of neighbouring properties, due to the substantial increase in activity and proximity, which would be unacceptable. Deliveries and staff smoking will take place on Bow Lane creating noise as seen at the existing hotel on Kennedy Street.

The rear extension and rooftop plant is not specified and there is no acoustic report. Ventilation, waste smells from kitchens and bathrooms and drainage are not adequately detailed and there is no consideration on how they will affect the occupiers of Bow Lane and no details of where they would discharge. There is no

consideration within the application on the noise generated in the plant room. Discharging straight to Bow Lane would be unacceptable.

The Old Law Library has no air conditioning and is dependent on opening windows for ventilation and cooling and fumes discharging from the property would be unacceptable on Bow Lane given the proximity to the buildings.

Clarence Street is too congested with taxi and guest pick-ups and drop offs to be used for the main entrance. Parking is restricted on Clarence Street and the proposals will make it harder to access properties in the area.

There is no construction and demolition plan in the application. It will be difficult to work in our office while the construction works are taking place. 16 Kennedy Street would be over sailed if a crane is needed.

There would be loss of light to the offices on Kennedy Street due to the increase in height and the infill.

The development would screen most of the clock tower of the Grade I listed Town Hall from King Street, Pall Mall and Clarence Street. The heritage statement acknowledges that there is a minor adverse impact on the setting of the Town Hall, but then contradict this later in the statement by saying that the impact of the proposals are considered to be largely neutral upon the setting of the identified heritage assets and no harm is caused.

The proposals would cause harm to the setting of the Town Hall, which is the most important building in Manchester. This must be addressed against Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and paragraph 196 of the NPPF.

The proposals damage the high quality design intent of the existing building, which currently makes a positive contribution to the significance of the conservation area and is special in its own right. It damages the strong and consistent datum to Princess Street linking with Albert Square and aligning with the cornices of historic and listed buildings. The extended building would be much taller and breach the continuity of heights in this location.

This statement does not assess the impact on or the significance of the Grade II Listed Ship Canal House or the contribution made by its setting. This should have been considered as it was designed to be viewed from Albert Square and the proposed rooftop extension will partly conceal it.

The modern monolithic design rises significantly higher than the adjacent buildings. The Bow Lane and Clarence Street elevations are largely blank and are visible from the approach to the Town Hall from Clarence Street, Princess Street and John Dalton Street.

The building would appear as an incongruous and overbearing feature in the street scene. It is clear that it won't sit comfortably in his location containing the rich architectural forms of the City's best heritage assets.

The Old Law Library, or Manchester Law Library as it was known is directly adjacent to the application site, separated only by a narrow lane which is used by vehicular traffic. The building is Grade II* Listed and not Grade II as stated in Para 3.6 of the Avison Young Planning Statement.

One of the features of the Old Law Library is the large windows to the rear which were designed to allow maximum light into the reading areas. Its interior has been preserved and is used in the same way today. The application site was originally designed with a setback to respect the relationship with the reading areas of the library and in effect creates a lightwell, as well as respecting the setting of the Grade II* Listed Building.

Given the loss of the set back with the proposal to infill this section and increase the height of Pearl Assurance House, the special interest and value of the Old Law Library, which was specifically focussed on maximising light into the reading areas of the building would be diminished. This has been respected by developments on the application site during the evolution of this area. The current proposals fail to take any consideration of this matter, which is a fundamental function and design element of the Listed Building.

This detrimental impact should result in “substantial harm” under the National Planning Policy Framework as it would result in a fundamental compromise of the setting and appreciation of the heritage asset. There is no objection in principle to the development but the current infill proposals along Bow Lane and the subsequent impact on character and setting of a Grade II* Listed Building conflict with local and national policy.

The submitted Heritage Statement is inadequate as it focuses on the primary elevations of Princess Street and Clarence Street. The Heritage Statement however helpfully shows in the 1953 and 1965 maps how the set back on Bow Lane was developed.

One representation has also been received and is summarised as follows:

It is not an objection but identifies practical or operational concerns about the relationship between the proposed hotel and its neighbours. This is a densely developed part of the City Centre core, where existing streets have had to be reconfigured, where traffic and service management regimes are already in place and where all vehicle movements face the additional influence of city centre Metrolink lines.

Our building on Clarence Street provides 1,627sqm of office space. It accommodates nine companies and twelve car parking spaces, which are used regularly and are available to occupiers 24 hours a day, seven days a week and must be accessible at all times.

The building is serviced by four waste collections a week, regular maintenance and frequent deliveries.

The property has been recently refurbished and offers first class building amenity including a dedicated concierge, DDA compliance, lift, high quality WCs and showers, bicycle racks and intercom and is located in a desirable office location. Redevelopment in this dense urban area must be carefully designed with a clear understanding of how highway and servicing impacts of construction and operation will be mitigated, monitored and managed over the long term.

The roads are narrow and the building is adjacent to a junction and stationary traffic often backs up along Clarence Street, making it difficult for those trying to exit our client's car park. This is particularly problematic at peak times. Due to the one-way system vehicles can only exit the car park in one direction and on-street parking further exacerbates these issues.

Although the area is well connected by public transport, the impact additional vehicles at the hotel and disruption from taxis dropping off guests, needs to be considered and mitigated, particularly as the main entrance and drop-off/pick-up is on Clarence Street, and would use existing on-street parking spaces.

The narrow roads and proximity of intensively occupied offices and busy restaurants mean that deliveries are already problematic with vehicles routinely blocking the entrance to the car park due to a lack of loading bays and the density of businesses.

The hotel could cause greater problems which impact on the efficiency of the operations of local businesses. The timing, frequency and location of deliveries and drop-offs needs to be carefully considered and conditioned. Although deliveries are to be made to a service entrance on Bow Lane, it can only be accessed from Clarence Street.

We are keen that appropriate highways, servicing and drop-off provision is made which enables the proposal to be successfully delivered and to thrive along with existing businesses. This would take the form of stringent conditions which could include:

- Restrict delivery and servicing operations to periods which will not overlap with those of existing businesses i.e. in the very early hours;
- 'No stopping' zones at the access to existing car parks to ensure their use is not restricted, to be delivered through Section 278 agreement;
- Resequencing of traffic lights to allow a greater flow of traffic from Clarence Street, particularly at peak times;
- Green Travel Plan to encourage use of sustainable transport modes including the existing taxi rank on Albert Square, to minimise stopping vehicles on Clarence Street.

Manchester Conservation and Historic Buildings Panel – Commented that the proposed design approach to follow a robust modern intervention was felt to be the right stylistic approach, however it was considered that adding two full storeys due to their height and bulk would impact on the surrounding townscape and views towards

the Town Hall and its setting. It was suggested that the impact could be mitigated by a reduction in height and by setting back the extension.

Historic England – Manchester Town Hall is of the highest significance in every sense, both to the city of Manchester and nationally as one of the high points of Victorian civic architecture. It occupies a tight triangular site and was skilfully designed by Alfred Waterhouse. Externally it is noted for the controlled power and subtle asymmetry of its gothic architecture, with a bristling skyline of turrets, spires and chimneys, reaching its climax with its soaring clock tower rising 286ft (87m) high. Architecturally, there is no finer expression of the city's confidence and civic awakening from its rapid industrialisation in the 19C. It is a grade I listed building that fronts the city's key civic space, which contains the grade I Albert memorial and other important statues. Princess Street is one of the city's finest thoroughfares with many late 19C buildings of exuberant style and character. The Town Hall is situated in the Albert Square Conservation Area.

This proposed two-storey roof extension is immediately north of the Town Hall and therefore a highly sensitive location in heritage terms. The building is in a restrained modernist style characteristic of the immediate post-war period, contrasting with the Town Hall and other buildings on Princess Street with its light-coloured Portland stone. The extension is designed in a sympathetic contemporary design and subtly reinterprets the style of the existing building, providing some welcome enhancement. In terms of the setting of the Town Hall and listed structures within Albert Square, the proposals are of appropriate scale, with the resulting building providing a more positive backdrop that is well related to its other neighbouring buildings on Princess Street.

The one area of conflict is the view from Pall Mall where the delightful view of the Town Hall clock would be lost and the impact worsened by the uninspiring blankness of the extension's upper storey. While the view is part of the setting of the Town Hall, allowing its comparative scale with neighbouring buildings to be appreciated, it is inevitably of less significance than more direct views of the Town Hall from Albert Square where Waterhouse's composition can be considered as a whole. However, as an incidental view it is clearly important in townscape terms and contributes to the varied character and appearance of the conservation area. We recommend that the Council seek the advice of their Conservation Team to assess whether the resulting harm to the conservation area is justified, bearing in mind this falls outside of our remit in this case.

We have no objection to this application in terms of its impact on the setting of the Grade I Town Hall and Queen Victoria Memorial. The Council should ensure that the impact on incidental views within the conservation area are carefully considered.

Historic England has no objection to the application on heritage grounds. Your authority should take these representations into account in determining the application.

Head of Regulatory and Enforcement Services (Environmental Health) - Have no objections and have recommended conditions: to limit servicing and construction hours; agree the proposed opening hours; agree a revised scheme for air quality

management, agree a scheme for the acoustic insulation of the commercial uses and the associated plant and equipment; implementation of the waste management strategy, agree the contaminated land treatment and, agree a scheme for fume extraction.

Travel Change Team, City Policy – Advised that this is a sustainable location and they have produced a good travel plan. Note there is cycle storage in the basement, and no car parking is proposed and suggest that the travel plan is approved as submitted and its implementation is secured through a standard condition.

Flood Risk Management Team - Have recommended conditions to require the submission, agreement, implementation and management of surface water drainage works.

Strategic Development – No comments received.

City Centre Regeneration - No comments received.

Highway Services – Recommended that contract parking arrangements are entered into with neighbouring multi storey car parks to cater for vehicles associated with the hotel. The redevelopment of Albert Square would prevent drop off/pick up adjacent to the hotel and It is recommended that the loading bay adjacent Piccolino is used for this purpose instead. Further information is required in relation to the size of servicing vehicles and it could be that smaller vehicles are used for waste collections. Conditions are required re the full implementation of the travel plan, an event management strategy and a construction management plan.

Greater Manchester Ecology Unit – confirmed that no ecological issues were identified by the ecological consultants, who are known to them and advised that issues relating to bats and nesting birds can be resolved via an informative to protect bats and a condition to require the agreement of measures to enhance the remodelled building for wildlife.

Transport for Greater Manchester – Recommended conditions relating to a Construction Management Plan, a scheme for scaffolding and/or hoarding arrangements and a scheme for the protection or temporary relocation of the Overhead Line Equipment Building Fixing.

Greater Manchester Police (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 Pedestrians Society – No comments received

Environment Agency – No comments received

United Utilities – Recommended a condition to require the submission and agreement of a surface water drainage scheme and provided advice on the procedure to gain water supply for the development, for the adoption of waste water

assets by United Utilities and to maintain the level of cover to the water mains and public sewers.

Issues

Local Policy

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), CC1 (Primary Economic Development Focus (City Centre and Fringe), CC4 (Visitors – Tourism, Culture and Leisure), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste) and DM1 (Development Management)

The Core Strategy Development Plan Document 2012-2027 was adopted in July 2012 and is the key document in the Local Development Framework. It sets out the long term strategic planning policies for Manchester. 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 adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. (Spatial Principles) – The development would be in a highly accessible location and reduce the need to travel by private car and would therefore support sustainable growth and help to halt climate change.

SO2. (Economy) – The scheme would provide construction jobs along with permanent employment in a highly accessible location. The hotel would assist the development of the City's role as the main employment location and primary economic driver of the City Region.

SO5. (Transport) – The development would be highly accessible, reducing the need to travel by private car and would make the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. (Environment) – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air,

water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 (Spatial Principles) – The development would be sustainable and would deliver economic and commercial development, including retail and leisure uses within the Regional Centre. It would be consistent with the City Centre Strategic Plan. The development would be close to sustainable transport, maximise the City's public transport infrastructure. It would enhance the built and natural environment and provide hotel accommodation; creating a well-designed place; creating character and, reducing the need to travel.

Policy EC1 (Land for Employment and Economic Development) - The proposal would develop a City Centre site and provide uses that generate employment. This would help to spread the benefits of growth across the City and reduce economic, environmental and social disparities. The site is close to transport infrastructure and the use would promote walking, cycling and public transport use. The City Centre is a key location for employment growth and jobs would be created during construction and in operation. The design would use the site efficiently and users and employees would have access to a range of transport modes.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The development would complement existing uses and would be a high density scheme that would provide active uses as part of the hotel offer.

Policy CC4 (Visitors – Tourism, Culture and Leisure) – The hotel would improve facilities for visitors and contribute to the quality and variety of the City's hotel offer.

Policy CC5 (Transport) - The proposal would improve pedestrian safety by providing secure accommodation and increasing natural surveillance. The development would help to improve air quality and reduce carbon emissions by being accessible by a variety of modes of transport.

Policy CC6 (City Centre High Density Development) – The extensions would use the site efficiently.

Policy CC7 (Mixed Use Development) - The hotel would incorporate active frontages, create activity and increase footfall. It would provide services for visitors and residents and would complement the Civic Quarter and Central Business district.

Policy CC8 (Change and Renewal) – The proposal would support the employment role of the City Centre and improve accessibility and legibility. It would create jobs during construction and in operation and would maximise the use of the site.

Policy CC9 (Design and Heritage) – The design would be appropriate to its context. The scale, height, massing, alignment, material and use are acceptable and would not cause unjustified harm to the setting of the Grade I Listed Town Hall or the other surrounding listed buildings.

Policy CC10 (A Place for Everyone) – Level access would be provided into the building and full access would be provided to all facilities on all levels via passenger

lifts and a platform lift. Five of the seventy rooms would be fully accessible. The site is in a highly accessible, sustainable location.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives through its location, the implementation of a travel plan and the provision of cycle parking spaces.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes.

Policy EN1 (Design Principles and Strategic Character Areas) - The proposal involves a high quality design which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level with the provision of active street frontages.

Policy EN3 (Heritage) - There is an opportunity to enhance the architectural qualities of the site. The development would have a positive impact on the character and appearance of the site and would not cause unjustified harm to the setting of the Grade I Listed Town Hall or the other surrounding listed buildings. The existing non-designated heritage asset would be retained, refurbished, extended and fully occupied improving its appearance and securing the future of the building.

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 EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN8 (Adaptation to Climate Change) - This is a highly sustainable location and a preliminary BREEAM assessment has also concluded that the development can achieve a 'Very Good' rating. The site is in flood risk zone 1 and generally has a low risk of flooding, but there is a potential residual risk of flooding from groundwater associated with the basement. The development has been designed with measures to avoid flooding. The application is supported by an energy statement and a Bespoke BREEAM Pre-Assessment.

Policy EN9 (Green Infrastructure) – The applicant has agreed to assess the possibility of planting street trees and a condition would be applied to the application.

Policy EN14 (Flood Risk) – A Flood Risk Assessment and drainage strategy identifies that the site is within Flood Zone 1 (low probability).

EN15 (Biodiversity and Geological Conservation) – This application provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats. The identification and incorporation of these measures should be required by condition.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated. The application is supported by an air quality assessment.

Policy EN17 (Water Quality) - The development would not have an adverse impact on water quality. Surface water run-off and ground 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 and a Waste Management Strategy has been submitted.

Policy DM1 (Development Management) – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Saved Unitary Development Plan Policies

Policy DC10.1 (Food and Drink Use) – The hotel would include a bistro and rooftop bar which are appropriate in this location.

Policy DC14.1 (Shop Fronts and Related Signs) - The shop fronts would reinstate the original appearance of the building. Appropriate locations for signage have also been included on the elevations.

Policy DC14.2 (Shop Fronts and Related Signs) - Level access would be provided through all entrances and exits except the original entrance, however it would be possible to access all areas of the ground floor via the hotel entrance and all levels via passenger lift.

DC18.1 (Conservation Areas) – The proposal would not have an unjustified detrimental impact on the conservation area.

DC19.1 (Listed Buildings) – The proposal would not have an unjustified detrimental impact on the setting of the Grade I Listed Town Hall or nearby listed buildings.

DC20 (Archaeology) – A condition would require the submission and agreement of a written scheme of investigation and the completion of a programme of archaeological works.

DC26.1 and DC26.5 (Development and Noise) – Acoustic assessments have been submitted.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals would comply with these principles where relevant.

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and 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:

“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. 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 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below:

Section 6 – (Building a strong and competitive economy) – The proposal would support economic growth and create jobs and prosperity through construction and through the operation of the uses.

Section 7 (Ensuring the Vitality of Town Centres) - The proposal would improve the character and appearance of the building and increase the number of hotel beds within the City Centre.

Section 8 (Promoting healthy and safe communities) – The hotel would incorporate a mix of uses and provide active street frontages, and would be safe and accessible. It would be fully integrated into the wider area and would relate well to and complement the nearby uses within the Civic Quarter and Central Business District.

Section 9 (Promoting Sustainable Transport) – This site is close to Victoria, Piccadilly and Oxford Road railway stations, St Peter’s Square Metrolink Station, Metroshuttle Services and bus routes on Oxford Road and Deansgate. This would be sustainable development and contribute to wider sustainability and health objectives and would give people a choice about how they travel.

Section 11 (Making Effective Use of Land) - The hotel use would use the site effectively.

Section 12 (Achieving Well-Designed Places) –The design has been reviewed through consultation and evolution. The building would respect the historic site and the character of the existing buildings and would be fully accessible.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is in flood risk zone 1 and therefore has a low risk of flooding.

Section 15 (Conserving and enhancing the natural environment) - The potential risks of various forms of pollution, including ground condition and noise, has been considered. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on the natural environment and includes measures to protect and enhance the natural environment.

Section 16 (Conserving and Enhancing the Historic Environment) - The site is within the Albert Square Conservation Area and would affect the setting of the Grade I Listed Town Hall and the nearby Grade II listed buildings. The applicant has submitted a heritage statement that assesses the impact on the surrounding heritage assets. The proposal would not have an unjustified detrimental impact on the setting of the Grade I Listed Town Hall or nearby listed buildings.

Other Relevant City Council Policy Documents

Strategic Plan for Manchester City Centre 2015-2018

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 the 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 describes the partnerships in place to deliver those priorities.

The application site falls within the area designated as the Central Business District. This area is home to a wide range of companies of varied sizes across a range of

business sectors and is fundamental to the City remaining a business destination. The key priorities for this area are:

- Encouraging the supply of more Grade A floor space, particularly through supporting the delivery of commercial developments around the Civic Quarter.
- Co-ordinating the major transport work in the area with the commercial and public realm developments taking place.
- Implementing a strategy to continue to attract major conferences to Manchester Central. Investigating and encouraging further development and investment at the centre, including the Radisson Blu Hotel's plans for the Theatre Royal on Peter Street.
- Delivering the landmark St Michael's development, which includes proposals for a range of uses, including commercial, residential, retail and leisure amenities.
- Working with partners to finalise regeneration proposals, and bring forward development at the Grade II Listed Great Northern Warehouse.
- Delivering the Peterloo Memorial within the Civic Quarter prior to the 200th anniversary of the event.

The proposed development would be consistent with achieving these priorities as it would provide additional hotel rooms, which would support the achievement of the key priorities for the Central Business District.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential.

It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life. The proposed development of the application site will support and align with the overarching programmes being promoted by the City Region via the GM Strategy through the provision of a hotel use that would provide jobs and would be easily accessed by public transport.

Manchester Green and Blue Infrastructure Strategy 2015

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

The applicant has agreed to look into the possibility of providing street trees. The site is also highly accessible by public transport to and from nearby green space. A condition would also require the applicant to further assess the possibility of providing additional green infrastructure.

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.

The hotel would be known as Hotel du Vin and would be operated by the internationally recognised Malmaison hotel brand, who are a member of the Frasers Hospitality Group. It would provide luxury boutique hotel accommodation to complement and add to the existing City Centre hotel offer.

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, as it would have a name familiar with international tourists and would add to the variety of accommodation in the City Centre.

Conservation Area Declarations

Albert Square Conservation Area

The Albert Square Conservation Area is bounded by Princess Street, Cooper Street, Kennedy Street, Clarence Street, Bow Lane, Tib Lane, Cross Street, John Dalton Street, Deansgate, Lloyd Street, Jackson's Row, Central Street, Manchester Central Library and Manchester Town Hall Extension.

It contains many listed buildings, including the Grade I Listed Town Hall, but also contains a number of more recent buildings such as Heron House. There is much variety in the building materials used in Albert Square. Generally buildings on the eastern side of the Square are built of yellow stone whilst those on the west side, opposite the Town Hall, are finished in red brick. This helps to emphasise the civic importance of the Town Hall.

The principal characteristic of the conservation area is the view looking east along Brazenose Street which focuses on the dominant tower of the Town Hall, framed by commercial buildings on either side.

A large amount of the Conservation Area in particular around the Town Hall and on Brazenose Street is pedestrianised.

The architectural emphasis of corners is a characteristic of Manchester buildings which contributes to the urban design character of the city centre. It is evident in the Albert Square area and its use in new developments will therefore be encouraged.

Designers should respect the architectural character of the existing historic buildings and create proposals which harmonise with them. This does not mean producing pastiche or a copy of an old building, since each building should have a vitality of its own and reflect the period in which it is built.

Upper King Street Conservation Area Declaration

The Upper King Street Conservation Area lies at the heart of Manchester's business and commercial district and aims 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 buildings are generally large and although the architectural styles vary greatly they do for the most part create a harmonious street scene.

In view of the existing excellent quality of the area any new building or extension will be required to meet a similar high standard of design. New development should generally be aligned to the back of pavement in order to preserve the linear quality of the streets. The area was designated in November 1970 and extended in June 1986

St Ann's Square Conservation Area Declaration

The St Ann's Square Conservation Area is in the commercial heart of the City, where almost all buildings accommodate shops on the ground floor. It was the first conservation area to be designated by the City Council on 29 July 1970.

St Ann's Square is the focal point of this conservation area. It was laid out in the Georgian period, however the Grade I Listed St Ann's Church is the only surviving building of this time. The remaining buildings are later replacements that continue to

enclose the square in a satisfactory and coherent manner, constructed in various styles over a long period and creating a rich tapestry of built form.

Each new building has been designed with due regard for the existing buildings and together they create an imposing street wall. This is also true of other areas of the conservation including King Street, which has a rich variety of buildings due to the renewal and repair of individual properties over a long time period. John Dalton Street however has been subject to more radical development and few of the buildings now have the narrow frontage that characterises the remainder of the conservation area.

Encouragement of variety will help to maintain the character of the area. Where buildings need to be replaced, high quality modern designs, taking cues from the remaining buildings are promoted. Building proposals should be designed to enhance the existing quality of the built environment.

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.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

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.

The Schemes Contribution to Regeneration

Regeneration is an important consideration in terms of evaluating this application. The City Centre is the primary economic driver in the City Region and is crucial to its economic success. It must continue to meet occupier requirements for a range of activities and uses to improve the economic performance of the City Region. Additional hotel accommodation is part of this.

Different options including a variety of uses with different levels of intervention were considered, which involved offices or apartments.

The regeneration of St Peter's Square and the surrounding Civic Quarter has created a high quality environment and this proposal would continue this progress. This more intimate and bespoke luxury accommodation is different to that offered by the larger hotels and brands. It would support the role of the Civic Quarter and Central Business District and the wider City Centre as a tourist destination and would create employment during construction, and permanent employment within the hotel. The commercial uses would provide services, enhance the street scene and contribute to the vitality of Princess Street.

The proposal would use the site efficiently and effectively in a high quality building in line with Paragraph 118(d) and 122 of the NPPF.

The building makes a positive contribution to the Conservation Area. The proposal would add interest, provide investment and ensure the building is fully occupied. It would have a positive impact on the street scene and the Albert Square Conservation Area.

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. The supply of hotel rooms has increased significantly in the City over the past five years but 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 meet future demand. Marketing Manchester state that occupancy rates averaged 80% for 2017. Around 1,650 rooms were added to the city centre *stock* during 2018, with 1,963 to be delivered across 2019 and 2020.

The development would be in keeping with the objectives of the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives and as such would be consistent with the City Council's current and planned regeneration initiatives and, as such, would be consistent with Sections 6 and 7 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1

Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been addressed.

Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 192

identifies that in determining applications Local Planning Authorities should take into account the following considerations:

- 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 viability.
- The desirability of new development making a positive contribution to local character and distinctiveness.

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 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.’

A Heritage Statement and Design and Access Statement have been submitted along with verified views and a Visual Impact Assessment.

The site is within the Albert Square Conservation Area and would be seen in context with the Upper King Street Conservation Area and the St Ann’s Square Conservation Area. The Grade I Listed Manchester Town Hall dominates the surrounding area and is Manchester’s most significant civic landmark. The Town Hall, originally opened in 1877, is considered to be one of the masterpieces of Victorian Neo-Gothic architect, Alfred Waterhouse.

Other listed buildings within the immediate surroundings are the adjacent Grade II Listed 31 Princess Street, the Grade II Listed 6 to 8 Clarence Street, which is opposite the site and the Grade II Listed 1 Clarence Street, known as the Northern Assurance Building. The Grade II* Listed Old Law Library at 14 Kennedy Street is to the rear. The building is also within the setting of the Grade II Listed 61 Cross Street and 1 Albert Square.

The building fronts onto Albert Square, a public square that hosts Manchester’s major public, civic and cultural events, and has a high amount of footfall. The Grade I Listed Albert Memorial and the Grade II Listed Jubilee Fountain and the Grade II Listed Bright, Heywood, Fraser and Gladstone statues are all within Albert Square.

A Visual Impact Statement assesses the impacts of the scheme on six viewpoints.



View 1 (The Northern Side of Albert Square) the site dominates the middle view and has a prominent position within the setting of the Grade I Listed Town Hall, which is just outside of the right side of the view. The tramlines along Princess Street dilute the historic setting. This short range view highlights the variety in roofscapes, styles and materials. The French Renaissance style Grade II Listed Northern Assurance Building characterises the left side of the view. The proposals would be highly visible but the modest height and form of the extension does not change the ability to understand the setting of the heritage assets.



View 2 (North-westerly direction along Princess Street) the site is located towards the middle view and is seen in the context of the streetscape. The foreground is dominated by the tramlines, which segregate the site from the Town Hall and largely compromise the historic character of the area. The Grade II Listed Northern Assurance Building is located within the middle distance view. The buildings to the right of the view, demonstrate the varying heights and materials of the streetscape. The proposal appears as part of a street scape of varying heights and it is clear that the extended height is in keeping with the original design intent and provides an

improved background to the extended roof of the adjacent Grade II Listed 31 Princess Street due to the light colour of the cladding.



View 3 (The corner of Clarence Street and Kennedy Street – South facing) the Grade II Listed 10 Kennedy Street dominates the view and the uppermost part of the Town Hall Clock Tower is visible. The view demonstrates the subservient height of the site and the adjacent buildings in the context of the Town Hall and the enclosed nature of the southern entry to Clarence Street, which frames the view into Albert Square. The Beetham Tower is visible in the far distance. The rooftop and rear extensions would be highly visible and would be seen as modest additions to the building. The alterations to the rear would add interest to the rear of the building. The setting of the Grade II Listed 10 Kennedy Street would be preserved, however the Town Hall would be completely hidden from view, but is already largely concealed by the existing building and is not one of the better locations to view the Town Hall including the clock tower, which would be better understood from Princess Street and Albert Square.



View 4 (Central within Albert Square – North East facing) the site is evident in the middle view looking across Albert Square and is subservient to its highly decorated neighbours including the Town Hall to the right and the Grade II Listed Northern Assurance Building to the left. The composition and height of the building is indistinct, which is largely due to the glass office building at Chancery Place on Brown Street and doesn't appear as part of the historic townscape. The extension would improve on the view by giving the building a greater presence and only losing views of the modern office development.



View 5 (Looking east from the eastern end of John Dalton Street) shows a busy pedestrianised street scape typical of the City Centre. The presence of the site is clear in the middle distance. This view demonstrates the historic height and scale of buildings. The left side of the view contains a contemporary glass building and the right is dominated by the Grade II Listed 1 Albert Square. The Grade II Listed Northern Assurance Building and the Town Hall are located in the middle distance with the building. The varying heights, massing, materiality and style of the buildings is typical of the City Centre and the Albert Square Conservation Area. The oblique angle of Princess Street and its continuation onto John Dalton Street mean that the modest height of the extension is overlooked due to its sympathetic design and the choice of materials allowing the building to merge into the street scene without affecting the setting of the heritage assets within this view.



View 6 (The end of Pall Mall looking to the south west) shows a setting characterised by high rise office buildings. From here there is an incidental view of the clock tower of the Grade I Listed Town Hall, which dominates the middle distance of the view rising directly above the site. This view highlights the varied style and materiality that

forms the immediate and wider setting of the site and depicts the building typology over time. The proposals are seen within the immediate setting of the Town Hall and the Albert Square Conservation Area. The rooftop extension partially conceals the clock tower of the Town Hall including the full extent of the clock. The building remains subservient due to the modest and complementary design of the extension. The dominant character of the Town Hall remains and the view would continue to draw people into Albert Square to fully appreciate the gothic splendour of one of Manchester's most significant civic landmarks.

The Townscape and Visual Impact Assessment concludes that the overriding cumulative impact when considered alongside the existing townscape, including the identified listed buildings and the Albert Square Conservation Area would be neutral, however the impact on the Grade I Listed Town Hall would be minor adverse.

Overall, the verified views demonstrate that the proposal would generally add a positive element to the setting and would be generally be complementary to the character of the conservation area. However, the proposal would cause less than substantial harm to the Grade I Listed Town Hall, which would be justified by the public benefits described within this report.

The impact on the significance of the Grade II* Listed Old Law Library, which is located to the rear at 14 Kennedy Street has been assessed. The building that currently sits on the application site was constructed in 1950 and included a set back from pavement level to allow for the provision of car parking. The buildings that previously occupied the site prior to the construction of the Grade II* Listed Old Law Library were built up to back of pavement line. However, they weren't as tall as the current proposal. The rear elevation of the Old Law Library is modest and utilitarian and would not provide an understanding that the building was used as a library. Its windows are no larger than the other windows of the buildings that have a frontage on Bow Lane. Given this, the works could be interpreted as causing some level of harm to the Grade II* Listed Law Library due to the resulting height of the building, but this would be a low level that would be justified by the public benefits described within this report.

The subject building is considered to be a non-designated heritage asset as it has a good quality and confident design in the Modernist Style. It was designed by J.W. Beaumont & Sons and is a late example of the practice's work and an unusual example of their 1950's Modernist Designs. The building is successful in terms of materiality, scale, form and detailing is also one of few schemes implemented and completed in the immediate post-war period. The practice also designed the Whitworth Art Gallery and Kendal's Department Store both Grade II Listed. The building has also not been significantly altered from its original appearance and makes a positive contribution to the surrounding and adjoining conservation areas and the setting of the surrounding listed buildings.

The proposed works are considered to be beneficial to the character of the existing non-designated heritage asset. The proposal would retain a significant amount of original fabric and would remain architecturally honest. The extension has been designed in a sympathetic and contemporary way that is simple and elegant and that has taken inspiration from the original design of the building. The works also include

the refurbishment and retention of the existing original Crittall windows and the removal and of the non-original windows at ground floor level and replacement with capless curtain wall glazing with silicone joints and new Portland Stone cladding to match the existing. A light clean of the building fabric is also proposed. The original main entrance would be retained in use. The works are therefore considered to enhance the non-designated heritage asset.

The proposals are also of appropriate scale that has a good relationship to the buildings along Princess Street and those to the rear.

Officers consider that the benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with paragraph 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

In view of the above, it is considered that the proposals would enhance the setting of the conservation area and the nearby listed buildings and would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved polices DC14.1 and 14.2, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Urban Design, Visual Impact and Architectural Quality

The key factors to evaluate are the scale, form, massing, proportion and silhouette, facing materials of the extensions and their relationship to other structures. The extension would integrate well with the fabric and design of the existing building and the impact on the surroundings including designated heritage assets is assessed above.

The rooftop extension would have a simple appearance, articulated by reveals and recesses. Stone clad piers would be created between window openings which would respond to the rhythm of existing window mullions. It would replace an existing single storey rooftop extension. This would make the building taller than some neighbouring buildings, but it would not be out of scale in the context of the dense urban environment surrounding the site, the scale of buildings within the Upper King Street Conservation Area to the rear and the dense urban grid and alignment of streets.

Non-original windows at the ground floor would be replaced with capless curtain wall glazing with silicone joints. A natural stone upstand would match the marble on the building and natural stone would replace the existing shop fronts and signage.

A roof top plant room would have metal louvred walls coloured to match the Portland Stone. This would be set back from the edges and would provide appropriate screening for plant and equipment.

The Princess Street and Clarence Street elevations of the seven storey rear and part two storey roof extensions would be clad in stone to match the existing Portland Stone. The Princess Street elevation would include glazing with aluminium framed

windows and curtain wall glazing. The window frames would be dark grey, with a slim profile and would match the proportions of the original W20 windows which would be retained and refurbished.

The Clarence Street elevation would incorporate aluminium framed windows and curtain wall glazing. A new main entrance would provide level access via an internal platform lift and would comprise frameless glazing. The first to sixth floors of the extension would be constructed of a matching brick and design. The upper floors of the extension would be clad in natural stone to match the existing Portland Stone. The upper floors generally have a high degree of modelling with deep reveals or mullioned windows. In this respect the upper floor windows on this elevation could appear to be weaker elements as they lack mullions or the depth of the windows of the Princess Street elevation. However, the depth of the reveals has been designed to match the existing window original reveals and the mullions of the elevation have been strategically placed to assist with the transition between the vertical extension and rear extension and limited to avoid the extension being too much of a repeat of the original elevation.

The extension on Bow Lane would be to the back of pavement and would reinstate the original street wall. Part of the Bow Lane elevation would be retained and the remaining part constructed in brickwork to match existing. Dark grey aluminium framed windows would match the proportions of the original windows. Above ground level part of the extension would be full height and part would be one storey. A roof level canopy would project above the single storey extension. The ground floor would have a slim band of louvres and four metal doors that would match the window frames would provide access to back of house areas and provide escape. The existing Bow Lane elevation has negligible significance.

The South East elevation of the extension would be visible above 31 Princess Street (Grade II). It would be clad in natural stone with a slim aluminium louvre, an opening with curtain wall glazing and natural stone recesses.

All brickwork areas of the design would be painted with mineral masonry matt paint in a colour to match the existing Portland Stone and the new natural stone. We would need to fully examine the paint finish in terms of quality of materials, finish and longevity and this would be required to be addressed by condition.

The hotel signage would be at high level and at fascia level on the Princess Street and Clarence Street elevations and at high level on the South East elevation. The bistro signage would be above the original main entrance doors.

The public benefits of the scheme include:

- The full occupancy of this non-designated heritage asset securing its future.
- The cleaning and refurbishment of the retained original fabric.
- The hotel rooms would complement and support City Centre businesses.
- The use of local labour.
- Providing a high quality and highly visible development.
- The provision of active frontages on Princess Street and Clarence Street.

The materials would be high quality and match existing materials and colours. There should be a condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control.

Given the above, it is considered that the proposed development would result in a high quality development that would be appropriate to its surroundings and is considered to improve the appearance of the non-designated heritage asset.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Provision of a Well-Designed Environment

The building would be fully accessible and 5 of bedrooms would be accessible. High quality materials would unify the extension with existing fabric and original fabric would be repaired and refurbished. A condition would require the provision of street trees to be investigated.

The proposal would provide a quality development and would also be consistent with sections 6, 7, 8, 9, 11, 12, and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a material impact upon traffic and network capacity. The St Peter's Square tram stop and Piccadilly, Oxford Road and Victoria Train Stations are within walking distance. There are bus stops on Princess Street, Deansgate and Oxford Street. There are good pedestrian and cycle links to the rest of the City Centre.

A Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impact of the development, including the provision of public transport, walking and cycling information. The Plan would encourage individuals to choose alternative modes over single occupancy car use.

The development is car free, but the Transport Assessment demonstrates that there are sufficient public car parks within close proximity of the site and 5 cycle parking spaces would be provided within the basement of the building.

A construction management plan, events management strategy and servicing strategy would be required by condition.

The proposal would not, subject to compliance with conditions, have a detrimental impact on transport infrastructure. It will be necessary to keep construction impacts to a minimum and a condition would require the submission of a construction management. In view of the above, it is considered that the proposals are considered

to be in accordance with Section 9 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Sustainable Design and Construction

An Environmental Standards Statement and a BREEAM Pre-Assessment have been submitted as part of the application and set out the sustainability measures proposed. These would include the following:

- The use high efficiency lighting and automatic controls where appropriate.
- The refurbishment of all existing windows and the installation of secondary glazing.
- The new fabric of the building would be highly insulated.
- The use of low flush cisterns.
- New heat generating equipment selected to allow operation at high efficiencies.
- The use of heat recovery systems.

The proposal would achieve an approximate 26% improvement over the Part L 2010 Building Regulations benchmark in relation to energy and an approximate 42% improvement over the Part L 2010 Building Regulations benchmark in relation to carbon emissions. A preliminary BREEAM assessment has concluded that the development can achieve a 'Very Good' rating. The development would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy and would be designed and specified in accordance with the principles of the energy hierarchy. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

Given the above, it is considered therefore that the design and construction would be sustainable, in accordance with Core Strategy Policies EN4, EN6 and EN8 the principles of the energy hierarchy have been applied to the development and it is considered therefore that the development would have sustainable design and construction.

Contribution to Public Spaces and Facilities

There would be active frontages to all elevations, which would add activity and animation to surrounding streets. The uses proposed would enliven the area and provide natural surveillance to two of the frontages.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved polices DC14.1 and 14.3 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overlooking

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way.

A daylight and sunlight analysis has been undertaken, which makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and 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 natural light to existing buildings is often inevitable.

The habitable rooms of 2-6 Booth Street (The Chambers) have been appraised.
Daylight

The assessment has used the Vertical Sky Component (VSC) method to assess the impact of daylight on the surrounding properties. In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. Occupants would notice a loss of direct skylight if reduced to less than 0.8 times of its former value. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of a high density city centre environment as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this. The results should be interpreted in relation to the site's City Centre location where high density development is encouraged. A total of 53 windows with the property have been assessed.

Overall the impacts can be summarised as follows:

Of the 53 windows assessed for VSC, 13 (25%) meet the 27% VSC target and 40 (75%) do not. All 53 windows (100%) would either continue to achieve the 27% VSC target in the proposed condition or experience reductions in baseline VSC values of less than the 20% reduction that is accepted by the BRE.

18 rooms have been appraised in terms of daylight distribution and all 18 (100%) experience either no reduction or reductions of under 20%, acceptable to the BRE.

Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible in significance.

Sunlight

For sunlight impact assessment the BRE Guide sets the following criteria:

- (a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
- (b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

18 site facing rooms of The Chambers, currently receive some direct sunlight. The impacts of the sunlight assessment on The Chambers can be summarised as follows:

15 rooms (83%) assessed achieve the 5% winter and 25% annual APSH target in the existing condition. 3 room (17%) achieve the annual APSH target, but not the winter APSH target.

Following the development all rooms (100%) would continue to achieve the BRE's sunlight targets or experience reductions in annual or winter APSH values of less than the 20% reduction that is accepted by the BRE.

Overall it is concluded that the development would have a non-significant impact on either building for Sunlight and Daylight Amenity and would therefore have an acceptable impact.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

b) Air Quality

An Air Quality Assessment notes that the development could cause air quality impacts during the construction phase and during the operational phase. As the site is within an air quality management area future occupiers could be exposed to elevated pollution levels.

The construction process would produce dust creating a 'medium risk' and increased emissions but any adverse impacts would be temporary and would be controlled using the mitigation measures included in the air quality report.

The emissions of the operational stage would include vehicles travelling to and from the site and are unlikely to have a significant effect on air quality. However further information is required in relation to the predicted exceedances at ground floor level and a condition would require the inclusion of mitigation measures.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

(c) Noise and Vibration

An acoustic report outlines how the premises can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation between different uses. These and further measures relating to the bistro and bar could be controlled through a condition. The proposed uses are not anticipated to generate unacceptable levels of noise and disturbance, subject to the acoustic condition mentioned.

Therefore, subject to compliance with conditions in relation to servicing, hours of operation for the commercial uses, the acoustic insulation of the building and associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration.

In view of the above, the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

(d) TV reception

A baseline Television Reception Survey anticipates that the development is likely to have an impact on television broadcast services for local residents. The report concludes that interference is possible to television reception Satellite Dishes or Freeview antennas located in the theoretical signal shadow areas. The survey identifies mitigation measures.

A condition requiring a pre commencement survey and a post-construction survey and any mitigation measures should be attached to ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

In view of the above the proposal is considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

(e) Vehicle Movements

The impact on the highway network have been considered and the City Council's Highway Services have confirmed that the proposed use would not have a significant impact on vehicle movements.

As discussed above, the site is well located close to alternative transport means.

Conditions are proposed to require the submission and agreement of a construction management plan, an event management strategy and a servicing strategy.

In view of the above the proposal is considered to be in accordance with Sections 9 and 15 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Waste and Recycling

The bin store would be within the ground floor with direct access to Bow Lane. Hotel staff would move the bins to the pavement of Bow Lane, where the refuse contractor would collect. The expected duration of collection would be 10 minutes after which time the bins would be returned to the refuse storage room.

The predicted requirements for storage are as follows:

- 3 x 1100ltr containers for general refuse
- 2 x 1100ltr containers for pulpable recycling
- 1 x 1100ltr and 5 x 240ltr containers for mixed recycling
- 1 x 240ltr container for food recycling

Refuse would be collected 7 times per week.

The bins would have sealed lids, would be stored in a cool environment and would be collected and emptied regularly so that the production and discharge of odours would be kept to a minimum. The mechanical ventilation would dilute any odours at source to ensure that the air discharged through the rear louvre would have no discernible odour.

Given the above, the proposal is in accordance with policies DM1 and EN19 of the Core Strategy.

Full access and Inclusive Design

The building would be accessible and is designed to meet the accessible standards as set out in Approved Document Part M 2015 Edition and the 2010 Equality Act. All feasible and practicable measures described within Design for Access 2 (DFA2) have also been incorporated.

All entrances and exits would be level excluding the original entrance, which would be retained in use and refurbished. This would be used as the bistro entrance, but access to the bistro can also be gained through the main hotel entrance.

A mobile hoist would be provided and a condition will require full details of a management strategy.

The pavement width of Bow Lane would not comply with the standards, but cannot be increased due to the existing width of the street.

The proposal would not adversely impact on any relevant protected characteristics in accordance with S149 (Public Sector Equality Duty) of the Equality Act 2010.

The proposals would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and Policies SO1, SO5, SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

Crime and Disorder

The proposed uses would bring additional vitality to the area. The development would overlook two frontages and would enliven the street scene and help to provide natural surveillance of the public realm. The application is supported by a Crime Impact Statement carried out by Greater Manchester Police, which confirms support for the design approach and detailed design measures would be incorporated. A condition is recommended requiring the implementation of the crime impact statement and to require the development to achieve 'Secured by Design' accreditation.

In view of the above the proposal is consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The applicant would assess the possibility of planting street trees on Princess Street and this would be required by condition. Conditions are also required in relation to the agreement of the provision of green infrastructure and biodiversity improvements.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. An Ecological Survey and Assessment discounts the potential for any adverse effects on protected species, such as badgers, bats, water voles, great crested newts and reptiles. However, ecological enhancement for fauna such as breeding birds and roosting bats is possible and conditions should be attached to any approval requiring such measures.

In view of the above the proposal is considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

Contaminated Land and Impact on Water Resources

Some contamination may exist on the site. A condition is recommended to ensure adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works.

In view of the above, the proposal is consistent with section 15 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The site lies within Flood Zone 1, which has a low probability of flooding. A Drainage and Flood Risk Statement concludes that the use is appropriate and would comply with NPPF guidance. It considers how surface water would be managed and suggests a surface water management scheme. Conditions should therefore be attached requiring the agreement, implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposal with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the National Planning Policy Framework and Core Strategy policy EN14.

Climate Change Mitigation / Biodiversity enhancement

No on site car parking is proposed and the hotel would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. 5 cycle parking spaces would be provided on site. The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impact of the development, including the provision of public transport, walking and cycling information. The Plan would encourage individuals to choose alternative modes over single occupancy car use.

Mitigation for climate change has been considered for both the construction and operational stages of the development as set out above and include an approximate 42% improvement over the Part L 2010 Building Regulations benchmark in relation to carbon emissions from the refurbished and extended building. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

The opportunity to plant street trees on Princess Street and Clarence Street would be investigated and the potential for a green roof, brown roof or blue/green roof would be investigated to help to manage surface water run-off. Opportunities to enhance and create new biodiversity within the development, such as bat boxes and bricks, bird boxes and appropriate planting would be investigated and all of these measures would be included in planning conditions.

Overall subject to compliance with the above conditions it is considered that the proposals would aspire to a high level of compliance in terms of measures which can be feasibly incorporated to mitigate climate change for a development of this scale

Conclusion

A hotel would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel

patterns. It would fulfil an important role in providing hotel accommodation within the City Centre. It would be consistent with GM Strategy's key growth priorities and meet the demands of a growing economy and population, in a well-connected location within a major employment centre. It would therefore help to promote sustained economic growth.

The development would not have a significant detrimental impact on the settings of surrounding listed buildings, including the Grade I Listed Town Hall and the Grade II* Listed Old Law Library. The impact on residential amenity would not be unusual in this context. It would enhance a non-designed heritage asset within a 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 the less than substantial harm would be outweighed by the benefits of the development.

It is considered that the Environmental Statement has given sufficient information to assess the environmental impacts of the development and that, with the mitigation measures proposed and those already designed into the development, those impacts would not be significant or would be balanced out by the public benefits that the scheme would bring.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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

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

of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation

Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and 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:

The site location plan referenced AL(02)0001 Rev P01 received by the City Council as Local Planning authority on 7 May 2019

The following drawings referenced:

AL(05)0007 Rev P01
 AL(05)0020 Rev P01
 AL(05)0021 Rev P01
 AL(05)0022 Rev P01
 AL(05)0023 Rev P01
 AL(05)0024 Rev P01
 AL(05)0028 Rev P01
 AL(05)0029 Rev P01
 AL(05)0035 Rev P01

All received by the City Council as Local Planning authority on 7 May 2019

AL(05)0027 Rev P02
 AL(05)0030 Rev P02
 AL(05)0031 Rev P02
 AL(05)0032 Rev P02
 AL(05)0033 Rev P02
 AL(05)0036 Rev P01
 AL(05)0060 Rev P02

AL(05)0061 Rev P01
AL(05)0063 Rev P01

All received by the City Council as Local Planning authority on 7 June 2019

AL(05)0040 rev P02
PB8611-RHD-AS-SW-DR-R-0101 Rev -
PB8611-RHD-AS-SW-DR-R-0102 Rev -

All received by the City Council as Local Planning authority on 2 August 2019

AL(05)0100 Rev P01
AL(05)0101 Rev P01
AL(05)0102 Rev P01
AL(05)0103 Rev P01
AL(05)0104 Rev P01

All received by the City Council as Local Planning authority on 7 August 2019

AL(05)0062 Rev P02
AL(05)0032 Rev P03

All received by the City Council as Local Planning authority on 9 August 2019

The letters from Drew Lowe of Stephenson Studio Ltd. dated 3 May 2019 and 7 June 2019.

The following documents:

The Design & Access Statement Rev P01 dated 4 April 2019 and prepared by Stephenson Studio

The Phase 1 Geo-Environmental Assessment March 2019 prepared by REC and referenced 1CO106385P1R0

The Air Quality Assessment dated March 2019 prepared by REC and referenced AQ106371

The Areas Schedule

The Bespoke BREEAM 2014 RFO/NC Pre-assessment Report dated 12 April 2019 prepared by Sustainably Built Ltd SBL Project No: SBL399

The Ecological Survey and Assessment April 2019 prepared by ERAP Ltd. and referenced 2018-349

The Crime Impact Statement dated 12 April 2019 prepared by GMP and referenced 2019/0252/CIS/01

The Daylight and Sunlight Assessment dated 12 April 2019 prepared by Michael Scanlan BSc (Hons) MRICS & Jerome Muir MSc MRICS and referenced [2269]MPS/JM - Final

The Economic Benefits & Regeneration Statement dated April 2019 prepared by Hatch Regeneris

The Supporting Planning Statement dated April 2019 prepared by Avison Young

The Structural Design Statement dated 12 April 2019 prepared by ROC Consulting referenced 3874 / DN / JS / SDS-P01,

The TV/FM & DAB Reception Survey Report dated 4 April 2019 prepared by SCS Technologies Ltd. Job NO: 154136
 The Outline Mechanical and Electrical Services Report dated 10 April 2019 prepared by Martin Design Associates Ltd ref: 18112/-Rev B,
 The Environmental Noise and Vibration Assessment Report dated 17 April 2019 prepared by Azymuth Acoustics UK ref: AA0138
 The Flood Risk Assessment & Suds Statement Dated 12 April 2019 prepared by Stephenson Studio ref: P01,
 The Heritage Statement: Significance & Impact April 2019 prepared by Stephen Levrant: Heritage Architecture.

received by the City Council as Local Planning authority on 7th May 2019.

The following documents

The Service Strategy Statement dated 6 June 2019 provided by Malmaison to Stephenson Studio ref PO1,
 The Details of Local Employment dated 6 June 2019 provided by Malmaison to Stephenson Studio ref PO1,
 The Waste Management Strategy dated May 2019 prepared by 1st Waste Management,
 The Transport Statement dated 23 April 2019 prepared by Royal HaskoningDHV ref: PB8611-RHD-ZZ-XX-RP-R-0001
 The Framework Travel Plan dated 24 April 2019 prepared by Royal HaskoningDHV ref: PB8611-RHD-ZZ-XX-RP-R-0002

received by the City Council as Local Planning authority on 7th June 2019.

The Waste Management Strategy 1 August 2019 by Stephenson Studio ref P02
 The Design for Access 2 Section 1-26 report dated 6 June 2019 prepared by Leach Rhodes Walker Architects and Stephenson Studio ref: 7597_E3_190528_SJM

received by the City Council as Local Planning authority on 14 June 2019.

The Consultees Response Document prepared by Stephenson Studio and dated 2 August 2019 and the Objection Responses Document prepared by Stephenson Studio and dated 2 August 2019 both received by the City Council as Local Planning authority on 2 August 2019

The Sustainable Design Alternatives Rev A dated 7 August 2019 prepared by Martin Design Associates Ltd received by the City Council as Local Planning authority on 7 August 2019.

The emails from Drew Lowe of Stephenson Studio dated 29 May 2019 and 5 August 2019

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19

and DM1 saved Unitary Development Plan polices DC18.1 DC19.1, DC20 and DC26.1.

3) (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.

4) 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.

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.

5) Prior to the commencement of the development a detailed construction and demolition management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority (approval to be in consultation with Transport for Greater Manchester), which for the avoidance of doubt should include;

- *Safe methods of working adjacent to the Metrolink Hazard Zone;
- *Method Statements and risk assessments for construction and demolition works;
- *A scheme for scaffolding and/or hoarding arrangements in order to ensure the safe operation of the tramway;
- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust and dirt 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;
- *Communication strategy with residents and local businesses which shall include details of how there will be engagement, consult and notify them during the works;
- *The retention of 24hr unhindered access to the trackside equipment chambers for the low voltage power, signalling and communications cables for Metrolink both during construction;
- *construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway).

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).

6) No development shall take place, until a scheme for the protection or temporary relocation of the Overhead Line Equipment Building Fixing has been submitted to,

and approved in writing by Manchester City Council (approval to be in consultation with Transport for Greater Manchester).

Reason - To safeguard Metrolink infrastructure and in the interests of public safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

7) Prior to commencement of the development detailed mitigation measures to safeguard local air quality for the construction, design and operational phases 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 Core Strategy Policies EN16 and DM1.

8) 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).

9) No development shall take place until surface water drainage works details have been submitted to and approved in writing by the Local Planning Authority in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards.

*Maximise use of green SuDS in design;

*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 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.

If there is no clear adoption policy in place to take over the proposed drainage system after construction, we suggest the following construction and maintenance condition to be considered by the LPA:

The development shall 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 Core Strategy policies EN08 and EN14.

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 programmes 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 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; and
- (b) An assessment of the possibility of providing a green roof, brown roof or blue/green roof and full justification of the results. If this is possible full details of proposals and a management and maintenance strategy for the chosen type of roof;

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied.

Reason - 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 the commencement of development a programmes for submission of final details of the materials, including natural stone or other high quality materials to be used in the repair or improvement of the affected footpaths and for the areas between the pavement and the line of the proposed building on all site boundaries; 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 details will be submitted. 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).

13) Before the development commences a scheme for acoustically insulating and mechanically ventilating (a) the hotel accommodation against noise from adjacent roads and (b) any noise transfer from the A3 and A4 areas of the hotel use to the hotel rooms above and below, 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, 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

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 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 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.

14) No development 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:
2. archaeological evaluation
3. targeted archaeological excavation (informed by the above and subject to a new WSI);
4. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the archaeological and historical interest represented;
5. A scheme to commemorate the site's heritage;
6. Dissemination of the results commensurate with their significance;
7. Provision for archive deposition of the report and records of the site investigation;
8. 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 saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

15) Before first occupation of any part of the development, an updated Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

16) No part of the development shall be occupied unless and until details of:

- a) A servicing strategy (deliveries, collections and ad-hoc maintenance) 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
- b) An events management strategy, should the hotel undertake conferencing and events.
- c) A parking management strategy for hotel guests

Have 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 - 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.

17) 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.

The approved scheme shall be implemented and be in place prior to the first occupation of the hotel element within the final phase of the development hereby approved.

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

18) No part of the development shall be occupied unless and until details of a management strategy for the use of the mobile hoist 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 - 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.

19) No part of the development shall be occupied until the space and facilities for the parking of 5 bicycles have been provided within the basement of the building. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

20) Prior to occupation of the development an investigation of opportunities to plant street trees within the pavements on Princess Street and Clarence Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of ongoing maintenance shall be submitted to and approved in writing by the City Council as local planning authority in accordance with the planting scheme as agreed above.

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

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

21) 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

22) The A3 and A4 uses hereby approved shall only be used in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority before the commencement of the use of the

A3 and A4 uses hereby approved. The A3 and A4 uses hereby approved shall not operate outside of the approved opening hours.

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) 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

24) 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.

25) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the hotel accommodation, including A3 and A4 uses to ensure that it achieves a background noise level of 5dB below the existing background (La90) 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 completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any noncompliance with the above noise standards suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future occupiers and adjacent residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved UDP Policy DC26.

26) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 12 April 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

27) Prior to implementation of any proposed lighting scheme details of the relevant scheme (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.

28) The window(s) at ground level, fronting onto Princess Street and Clarence 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.

29) The approved waste management scheme as detailed within the Waste Management Strategy dated May 2019 prepared by 1st Waste Management and the Waste Management Strategy dated 1 August 2019 by Stephenson Studio ref P02 and as shown on the drawings referenced AL(05)0040 rev P02, PB8611-RHD-AS-SW-DR-R-0101 Rev - and PB8611-RHD-AS-SW-DR-R-0102 Rev -, shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

30) 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

31) The development hereby approved shall include for full disabled access to be provided to all publically accessible communal areas of the hotel and identified accessible rooms 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.

32) Before development commences details of the final method of Sustainable energy generation as set out in the Bespoke BREEAM 2014 RFO/NC Pre-assessment Report dated 12 April 2019 prepared by Sustainably Built Ltd SBL Project No: SBL399 shall be submitted and approved in writing by the City Council as Local Planning Authority.

Reason - For the avoidance of doubt and 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 Fra

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: 123522/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.

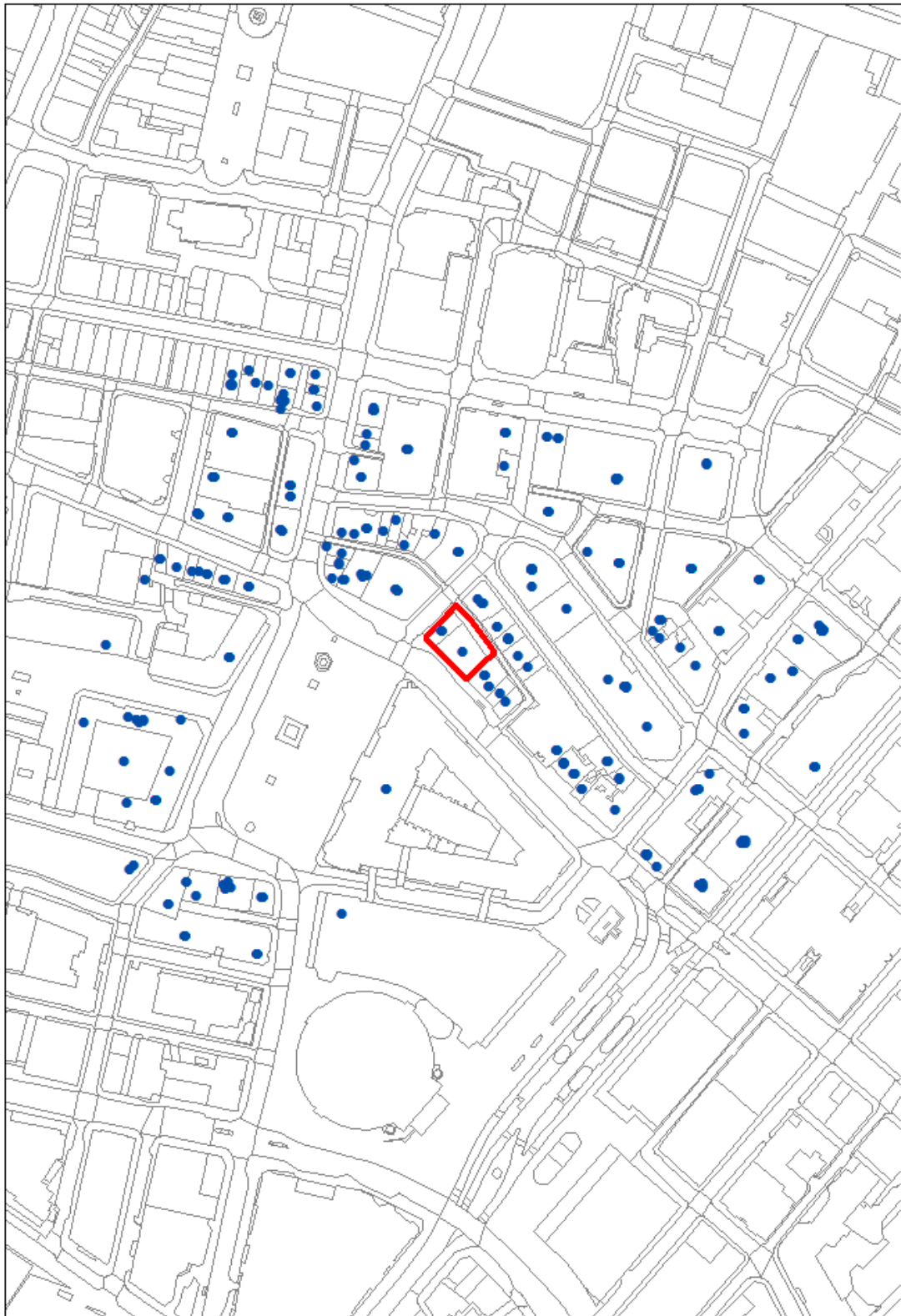
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
 Environmental Health
 Corporate Property
 MCC Flood Risk Management
 Oliver West (Sustainable Travel)
 Strategic Development Team
 United Utilities Water PLC
 Greater Manchester Police
 Historic England (North West)
 Environment Agency
 Transport for Greater Manchester
 Greater Manchester Ecology Unit
 Greater Manchester Pedestrians Society
 City Centre Regeneration**

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 : Emily Booth
Telephone number : 0161 234 4193
Email : e.booth@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121857/FO/2018	15th Nov 2018	22nd August 2019	Hulme Ward

Proposal Erection of a twelve-storey purpose built student accommodation building with three storey element to rear comprising 82 units with roof top terrace and associated landscape and highway works, following demolition of existing structures

Location 84 Cambridge Street, Manchester, M15 6BP

Applicant Alumno Group, C/o Agent

Agent Mr Ryan McTeggart, GL Hearn, Vantage Point, 4 Hardman Street, Spinningfields, Manchester, M3 3HF

Description

At the Planning and Highways Committee meeting on 14 March 2019, members resolved to defer determination of this application in order to undertake a site visit before making a decision. A site visit was undertaken on the 11th April 2019, at the committee meeting also sat the 11th April 2019, Members were minded to refuse the application due to concerns expressed regarding the negative impact of the proposed development on neighbouring properties resulting in a loss of amenity, overlooking and reduction in daylight. The application was therefore deferred and the Director of Planning asked to bring a report which addresses the concerns raised and potential reasons for refusal.

Following committee on the 11th April 2019 the applicant sought to review the scheme with a view to making changes to address the concerns that had been expressed at Planning and Highways Committee. Revised plans were received in June 2019 and a further notification was undertaken on the basis of the revised drawings.

The alterations to the scheme comprise a reduction in the height of the rear of the building by nine storeys from twelve storeys to three storeys and a consequent reduction in the number of units from 97 units to 82 units. The change in the scheme is illustrated in a set of computer generated images included below.





In addition to the amended plans, the applicant has provided new information on daylight / sunlight impacts to reflect the changes. This is detailed in the body of the report.

The site lies on the west side of Cambridge Street in Hulme, just north of the junction with Cavendish Street and to the south of the Mancunian Way. The site is viewed in the context of the Mancunian Way and Manchester City Centre when approaching Manchester from the south.

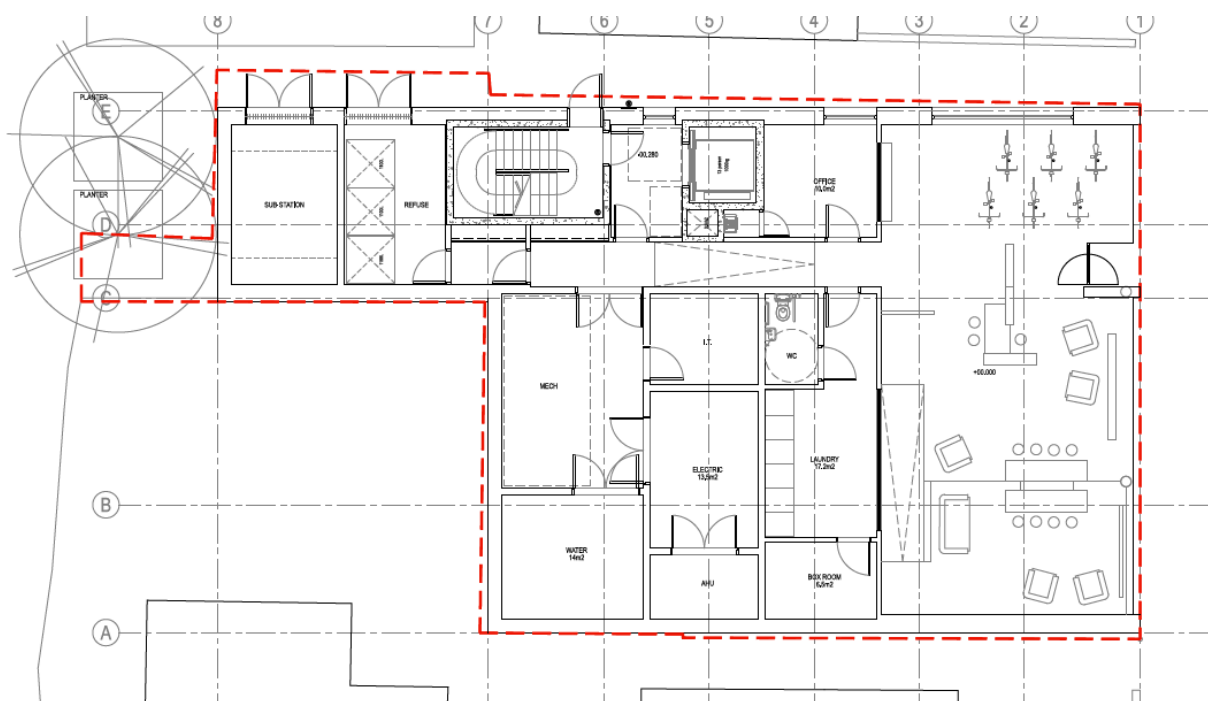
The site measuring 0.3 hectares comprises a vacant public house known as the Church Inn, the pub closed in March 2016. The site is bounded by student accommodation blocks immediately to the north (Cambridge House) and south (Manchester House), Cambridge Street to the east with Manchester Metropolitan University student accommodation and facilities on the opposite side of the street. To

the west lies a housing estate managed by One Manchester, the site immediately adjoins the turning head to Bristle Street and lies in close proximity to property on Elmdale Walk and Dalesman Walk.

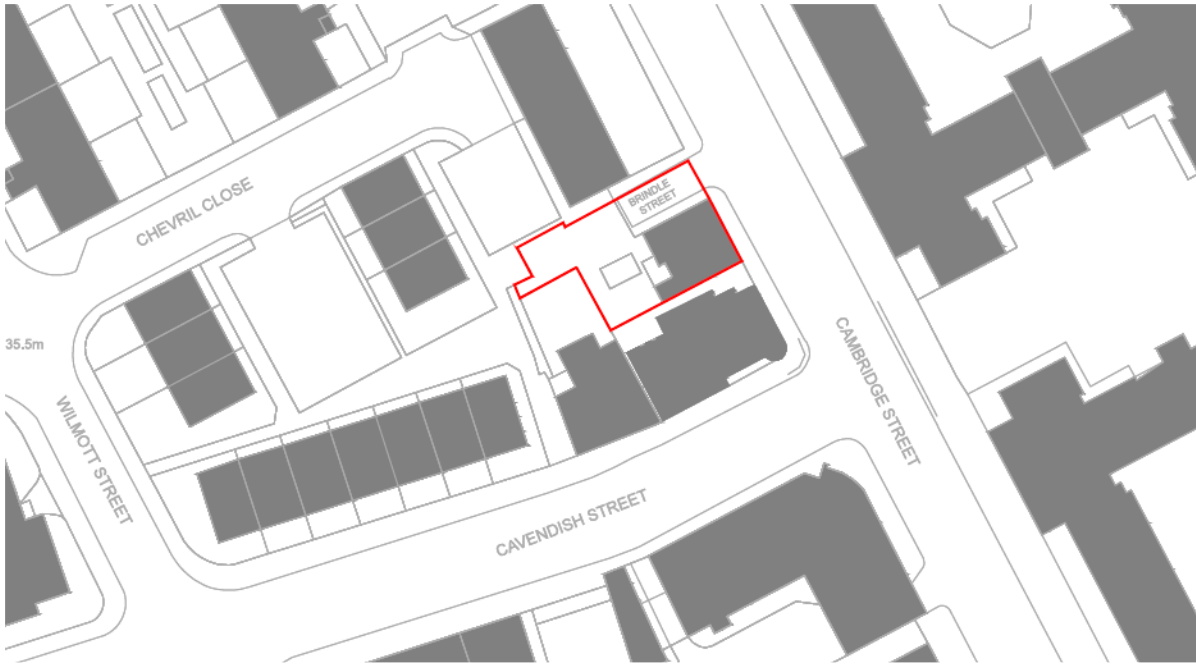
The proposal comprises the demolition of the Church Inn and redevelopment of the site to create a part twelve-storey, part three storey purpose built student accommodation (three storey element to rear) comprising 82 units with roof top terrace and associated landscape and highway works.

A total of 82 student rooms would be provided within the development, arranged in 26 studios and 28 two bed clusters with en-suite facilities. The development would provide communal areas in the form of a reception, lounge, office, box room, laundry, cycle storage for 24 cycles, toilet and bin store at ground floor and roof terrace to the 11th floor. There would be an electricity substation incorporated to the west of the ground floor.

The proposed building would occupy the majority of the site with the main entrance facing Cambridge Street. It would occupy the unadopted highway known as Brindle Street that sits immediately to the north of the existing Church Inn building to accommodate the building (the applicant is in the process of acquiring this land). The rear garden would also be occupied by development. There are two category B trees (a Wild Cherry and a Grey Elder) to the rear boundary of the site with Elmdale Walk that would be removed as a result of the development proposals. The piece of land to the west of the site which is partially in the applicants' ownership would not be enclosed and will contain two proposed trees in planters.



(Proposed Ground Floor Plan)



(Site Context)



(Street View Visualisation)

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. 379 letters of notification were sent out.

Comments on the originally submitted scheme

126 letters of objection were received to the originally submitted scheme on the following grounds:

- Loss of historic building, with well preserved original features, that will have a detrimental impact upon the character of the area. The frontage should be retained. The building is a heritage asset of community value and could be used as a social hub and the application equates to vandalism of important social fabric as there are too few public houses and this is one of the very few original Hulme buildings left. MMU own the two nearest pubs and would commercially benefit from the demolition of the Church Inn.
- No more profit driven student accommodation that imbalances the population mix, there is a decline in the environment with social disruption and street litter. This development does not provide community benefit. There is a need for social housing. Existing residents are being forced out.
- The dense development is out of scale, the building dwarfs surrounding structures, glass should not be used in construction, the replacement building is not of excellent design quality.
- Impact on privacy and light to neighbouring buildings specifically on Elmdale, Dalesman and Broomwood Walk, where vulnerable occupants (children / elderly) reside and play outside. The levels of loss of light are beyond those acceptable having regard to BRE standards and it is odd that students within the student accommodation blocks to either side apparently deserve less right to light as a transitory population. The Vertical Sky Component daylight amenity for occupants of Manchester House is of particular concern.
- Congestion on roads, too many people in a restrictive area overstressing local services. There will be disruption during construction.
- Servicing entrances to the building are closes to the residential area with associated nuisance
- The building does not lie within the City Centre and should not be considered as such.
- The scheme would affect TV reception.
- The loss of the trees takes away an existing screen to the residents to the rear
- The scheme is not policy compliant.
- A site visit is requested by committee members to fully appreciate the local impact.
- Where would construction materials be stored, as it could impact on green areas.
- 2 months after the closure of the pub in March 2016 J.W. Lees advertised the sale by public auction in July 2016. It was taken off the market before this happened and purchased by Urban Splash on 1st August 2016.
-

A petition with 62 signatures was also submitted in relation to the originally submitted scheme stating that:

We the undersigned, ask for permission to be refused on the grounds that the size, scale, mass and density of the proposal would cause an unacceptable loss of amenity to all its neighbours including:

- Reductions in daylight below recommended levels
- Massive overshadowing, overlooking and loss of privacy inside properties and gardens
- No provision for adequate means of access for the increased traffic generation due to servicing the building and parking which would compromise safety
- Noise disturbance and anti-social behaviour of such a dense population of teenagers on local elderly and child residents.

One neutral comment was received in relation to the originally submitted scheme stating that student accommodation was highly sustainable and accessible in this location but raised queries in relation to the ground floor facing Cambridge Street which they did not consider to be an active frontage or to provide a community hub as the current facility could. The comment went on to state the Cambridge Street elevation is too thin, and leaves a noticeable large gap in the streetscape, when the planning department should be creating a street 'wall'. The comment also stated that the scheme should consider landscaping, cycle lane, the pedestrian environment and crossing points.

Comments on the revised scheme

The revised scheme elicited 46 responses on the following grounds:

- Loss of community pub and heritage
- The scale of the proposal
- The design of the proposal
- No more students, who litter and cause anti-social behaviour and create an unsustainable community and increase drug use
- Overshadowing, loss of sunlight and privacy – the scheme is practically the same
- Cause traffic and parking issues
- The development has increased from 8 to 12 storeys and the landlord has left windows open to cause deliberate damage to the building, the roof terrace would still be unusable due to the wind.
- Disruption during construction
- Loss of property value

Local Members comments on the originally submitted scheme

Councillor Annette Wright requested that the site visit was undertaken prior to any decision being made by Planning and Highways Committee. She stated that there are residential properties immediately behind this site and there are concerns about the impact of the development on the residents on the estate with regards to the effects on light, the fact that there is existing anti-social behaviour in the area and the development would create an enclosed area out of sight of the main road.

Campaign for Real Ale

Trafford & Hulme branch of CAMRA objects to the above application on the basis that it will involve the loss of a public house in an area that has already seen a number of recent closures (the Junction and the Whalley), leaving just a handful of pubs in the Hulme area. If it is lost, there are only four remaining pubs, the nearest being the Salutation which is in the ownership of MMU and leaves neither significant competition nor a facility specifically catering for non-student local residents. Further afield, there is the 3 Legs of Man, and the Ducie Arms and Old Abbey Taphouse on the southern fringes of the Hulme area are a significant walk away.

The branch would also disagree with the findings of the historic building report submitted with the application. Whilst the building may not be worthy of listing, its main facade is interesting and attractive, and represents the last vestige of the Edwardian era in an area that has undergone extensive redevelopment over many decades.

GL Hearn's argument that the pub is not viable due to past problems of anti-social behaviour is neither evidenced nor a valid one for changing the use. This is entirely a matter of how the pub and the surrounding area have been managed and there is no reason why the pub could not be viable again given the right approach. In particular, we urge the Council to apply CAMRA's public house viability test (please see attached) to ensure this judgement rests on a proper evidence base. For instance, have there been any serious attempts to market the pub as a going concern?

Despite the fact that the pub has been closed for a few years now, there has been vocal support for it within the Manchester Shield Facebook group, as well as within CAMRA circles, reflecting the fact that its value has not been forgotten.

Finally, a small point but potentially an important one. It is disappointing that the application fails to mention the words 'Church Inn' in its title and therefore deflecting attention away from the fact that this is a proposal involving the loss of a public house, an important local facility. It is notable that at a time when the country has lost a quarter of its entire stock of public houses in the past 10 years and continues to lose them at a rate of 18 per week, forward looking cities such as London are making specific planning policy commitments to preserve the public houses they have left. CAMRA would urge Manchester to do the same.

Whilst JW Lees as owner of the pub may claim issues of falling sales, there appears to be little evidence of how different approaches to running the pub could have seen it having a viable future. The Old Abbey taphouse in Hulme is a good example of how community based approach to running a pub can give it a sustainable future. It is questionable therefore whether Lee's comments are more about maximising profitability as opposed to viability.

Highway Services

Directly adjacent to the development site, No Waiting at any time restrictions are operational, with No Loading during the morning and evening peak periods. Adopted highway extends to the building line, with comprehensive footways and street lighting.

For the avoidance of doubt, all external doors (with the exception of fire doors) should be inwardly opening, in order to prevent obstruction to passing footway users.

TRIP GENERATION AND JUNCTION CAPACITY:

It is accepted that the proposed development is likely to generate only a negligible increase in traffic accumulation, given the car-free nature of the development. As such, any slight increase in trips can be absorbed on the existing network with no significant implications.

The Transport Statement indicates that in comparison to the former public house use, the proposed development is anticipated to have a total two way trip generation of 1 vehicular movement during the PM peak hour and a total daily flow of 14 vehicles, with a significant reduction in vehicle trips across the day.

HFAS (Highway Forecasting and Analytical Services) and UTC (Urban Traffic Control) were consulted in relation to the trip generation and junction capacity assessments and confirmed that trip levels present an accurate assumption.

SITE ACCESSIBILITY:

The site is in a highly sustainable city centre location with a high level of public transport provision including city centre shuttle buses, high frequency local bus services, national coaches, Metrolink trams and local, regional and national train services.

Accident data has been considered which indicates no significant highway safety concerns within the last 5 year period.

OFF-SITE HIGHWAYS WORKS:

All amendments to the adopted highway will be subject to Section 278 Agreement

- **FOOTWAY IMPROVEMENTS:** Highways would recommend that the footway across the perimeter of the site be resurfaced as part of the development.

PARKING:

It is understood from the application and supporting documentation that this development will be car free, therefore there will be no on site provision offered.

Given the nature of this development, low levels of vehicle ownership are anticipated and given its accessible location, this is deemed to be acceptable to the Highways Team. It is recommended that the operator monitors demand for potential leased parking with nearby operators as part of the Travel Planning Strategy.

Car Club provision has been referenced within a walkable radius of the site, the use of which should be fully promoted through a Travel Plan.

The inclusion of one off site disabled bay is considered appropriate for the scale of the development.

Chevril Close currently offers 16 Resident Parking bays (underpinned by associated TRO) in an echelon arrangement to the northern side of the carriageway. In principle, Highways accept the proposed addition of a disabled bay in this location, to replace an existing RP bay.

PICK-UP/ DROP-OFF:

The TS provides no commentary regarding the intended location for vehicles to load and therefore further information is sought.

Given the end users of the site, it is likely that there will be high levels of pick-up/ drop-off activity and therefore it is recommended that a pick-up/ drop-off strategy is agreed with MCC Highways and conditioned to any future consent, in order to cater for these vehicles.

Although some reference has been made to check in/out during key enrolment periods within a Student Management Plan, it is recommended that this be conditioned to any future consent of the application as it is likely to generate increased amounts of vehicular traffic to and from the site.

CYCLE PARKING:

The level of cycle parking is acceptable for the development. There are 24 spaces to be offered on-site (equating to circa 29% provision), with an additional 8 spaces to be provided within the MMU Campus on Brompton Docks (32 spaces equating to 39% cycle parking provision). This is in-line with comparable student residential developments. The indicative location of the cycle storage within the building is accepted.

REFUSE AND SERVICING:

Highways have been in discussion with the applicant to discuss refuse collection and servicing at the application site.

BASEMENT / STRUCTURES:

It is recommended that discussion is held with MCC's Structures Team. Should there be any excavations and former cellars adjacent to the highway.

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent

highway. The document should also consider ongoing construction works and contractor parking in the locality.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

It is recommended that the above is conditioned and attached to any planning permission that may be granted.

TRAVEL PLAN:

A framework Travel Plan has been prepared which sets out a list of potential measures that could be implemented to influence modal choice, and a management strategy for producing a full Travel Plan in the future.

A number of sustainable travel initiatives are proposed to encourage against reliance on car travel to access the development. It is important to influence travel patterns at the beginning of occupation. If the Travel Plan is to be successful, it will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of the travel plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel plan need to be included from the outset, in the plan itself, including:

- A travel plan budget and resources for the day to day implementation and management of travel plan measures.
- Appropriate management structures.
- Detailed timeframes for delivery.
- Travel plan handover arrangements when developer responsibility ceases.
- Target and monitoring arrangements.

Should the application be approved, it is suggested that further development, submission, implementation and monitoring of the Travel Plan be attached as conditions of any planning consent.

Highways suggest conditions relating off-site Highways Works, Cycle Storage, Servicing Management Strategy, Student Management Plan (Enrolment periods), Pick-up/ Drop off Strategy, Construction Management Plan and Travel Plan.

Environmental Health

Recommend conditions relating to construction management, external equipment and contaminated land. Environmental Health have assessed the information with regards to lighting, acoustic insulation, refuse and air quality that has been submitted to accompany the application and consider it to be acceptable.

MCC Flood Risk Management

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

Greater Manchester Police

Recommend a condition to require compliance with the Crime Impact Statement submitted.

Arboricultural Section

Any comments received will be reported to Committee

Greater Manchester Ecology Unit

The ecological assessment of the site has been undertaken by suitably qualified consultants and was to appropriate standards.

The building to be demolished has been assessed as having only low potential to support bats, although not negligible. The recommendation is that as a precautionary measure any demolition method statement prepared for the development should include specific actions to be taken to avoid any possible harm to bats during demolition. I would support this recommendation and would advise that the details of these measures be required by means of a condition placed on any approval granted to the development. Once approved the demolition method statement must be implemented in full.

The two trees on the application site are not of particularly high quality but they are in an area where tree cover is sparse. Compensation should therefore be sought for any tree losses.

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, EN1, EN2, EN3, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12.

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 EN1 - Design Principles and Strategic Character Areas. The site currently has a building on site with a façade that has historic architectural features. However, the building lies empty and has no remaining historical features internally. The building currently has a negative impact and there is an opportunity to enhance the area. The proposal involves a good quality design, and would enhance the character of the area and the overall image of Manchester. The design responds positively at street level. The positive aspects of the design are discussed in more detail below.

Policy EN 2 - Tall Buildings. The proposed development would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

Policy EN3 – Heritage. The proposal would have an impact on a non-designated heritage asset. 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 EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies. The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 - Adaptation to Climate Change. The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 - Green Infrastructure. The development includes tree planting and landscaping to a roof terrace.

Policy EN14 - Flood Risk. A Flood Risk Assessment has been submitted and this is discussed in more detail below.

Policy EN15 - Biodiversity and Geological Conservation. The redevelopment would have an acceptable impact upon possible roosting bats and breeding birds on the site subject to conditions.

Policy EN16 - Air Quality. The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

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. In addition the application is accompanied by a Waste Management Strategy.

Policy T1 - Sustainable Transport. The development would 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.

Policy H12 - Purpose Built Student Accommodation. The provision of new purpose built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should

contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.

6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the proposed development itself or when combined with existing accommodation.

7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.

8. Consideration should be given to provision and management of waste disposal facilities that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.

9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bed spaces.

10. Applicants / developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

The proposals are in accordance with this policy and this is discussed in detail below.

For the reasons set out in more detail the proposal is considered to accord with relevant policy.

Saved UDP Policies

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

The proposal has been designed to minimise the impact from noise sources.

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

National Planning Policy Framework

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was revised in February 2019 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 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.

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.

Oxford Road Strategic Spatial Framework

This Strategic Spatial Framework adopted in March 2018 can be used to guide decision-making on planning applications.

At figure 2 the site is identified as a site for increased density opportunity.

Paragraph 4.15 states that where the density of development increases, it should be noted that a further premium must be placed on the quality of design and public realm. In development management terms, new development must respond to its context, be mindful of the amenity of all users and existing residents, and contribute positively to public realm and permeability including with surrounding neighbourhoods. Higher density development must have particular regard to architectural quality and consider microclimatic effects carefully. Whilst high density forms of development can be inherently sustainable, strategies must be in place to maximise energy efficiency, carbon reduction and to deal with climate change issues such as green infrastructure, drainage / use and ongoing effective maintenance of Sustainable Urban Drainage Systems (SuDs).

Paragraph 4.16 states that any proposals for taller buildings must be able to robustly satisfy the firmly established criteria for assessing the merits of tall buildings within

national and local planning policy guidance, including Manchester City Council's Core Strategy Policy EN2 Tall Buildings and Historic England Advice Note 4 on Tall Buildings. In assessing tall buildings, this means that particular emphasis will be placed on:

- Understanding effects on the historic environment through a visual impact analysis and assessment of verified key views.
- Ensuring that microclimatic effects in terms of wind and sunlight / daylight, do not have an adverse effect on the safety, comfort or amenity of the area.
- Proposals for tall buildings will need to be sustainable. In terms of energy use, the City Council's policy standards will be expected to be properly addressed and where possible surpassed.
- Landmark buildings will need to be of the highest architectural quality and have a positive relationship to the City's skyline.
- They should contribute to the legibility of the area, and the provision of public space and high quality public realm.
- The design needs to be credible and therefore demonstrably deliverable.
- Tall building proposals within key city centre regeneration areas such as Oxford Road Corridor should have clearly identified regeneration benefits.

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

Principle of student accommodation

The application site is unallocated previously developed land, located within a sustainable location characterised by a range of types and sizes of residential

accommodation and is immediately adjoining Manchester Metropolitan University and its Halls of Residence.



(Photograph of site as existing)

The proposed development is therefore well connected to and in close proximity to the University Campus and would satisfy the requirements of point 1 of Policy H12.

This development would be energy efficient and achieve BREEAM very good. It is considered therefore that the proposal would meet the requirements of point 2 of Policy H12.

The principle of a high density development has been established by the Oxford Road Strategic Spatial Framework. The site is highly sustainable and close to a wide variety of amenities and services, as well as public transport. The target population is expected to have zero levels of car ownership. Along with the provision of cycle parking and a Travel Plan, it is expected, therefore, that the proposal would not result in an increase in on-street parking in the surrounding area. It is considered therefore that the proposal would meet the requirements of point 3 of Policy H12.

The site lies on a key gateway route from the south into the City Centre. Although the site is in part occupied by a former public house of some local value, it generally creates a poor quality built environment and has raised issues of crime and safety. The redevelopment of the site would have a hugely beneficial impact on the area, improve the perception of the City at a key location and improve the vitality and safety of the surrounding streets. It is considered therefore that the proposal would meet the requirements of point 4 of Policy H12.

A condition should require compliance with the Crime Impact Statement and Secured by Design accreditation. It is considered therefore that the proposal would meet the requirements of point 5 of Policy H12.

The applicant is an established provider of purpose built student accommodation with an understanding of how to appropriately integrate such developments into existing urban areas. A detailed Management Strategy accompanies the application controlling the management and operation of the development. The development

would be subject to appropriate acoustic insulation levels. It is considered therefore that the proposal would meet the requirements of point 6 of Policy H12.

There are no listed buildings in the vicinity of the site. The Church Inn building on the site proposed to be demolished, is of some local value. Although it retains limited features of interest to the façade there is very little in terms of any interior features of historic value retained. The building in its current disused state that is an attractor for anti-social behaviour and does not contribute positively to the street scene or to the character of the local area. Therefore point 7 of Policy H12 is considered to be complied with.

Waste would be stored at ground level in an accessible stores. A private waste collection service would remove waste from the site twice a week. It is considered therefore that the proposal would meet the requirements of point 8 of Policy H12.

Alumno have demonstrated in their supporting information that there is a need for additional student accommodation, the development would be in the immediate vicinity of the Manchester Metropolitan University campus. Commercial negotiations between MMU and the applicant are ongoing and there is potential for MMU to take a long lease on the building. If agreed, the building would be managed as part of MMU's wider residential portfolio, including 24/7 staffing and security. It is considered that point 9 of policy H12 is satisfied. An email from Manchester Metropolitan University has been supplied by the applicant that states they are very supportive of Alumno's proposals.

In terms of the deliverability of the scheme, Alumno have provided supporting information and have supplied credentials. It is considered that the proposal would meet the requirements of point 10 of Policy H12.

The need for student accommodation

The supporting Study of Needs documentation with this application states that according to the evidence, there is a gap in the provision of bed spaces in Manchester.

This application seeks to accommodate 82 bed spaces and based on the supporting information, there is an established need for this type of purpose built student accommodation.

Therefore subject to consideration of the detailed matters set out below the principle for the redevelopment of previously developed land for student accommodation is considered to be acceptable.

Consultation

The application is accompanied by a Planning Statement and Statement of Community Engagement that sets out that prior to submitting the application the developer met with local Members and One Manchester Housing Association. They held a focus group with current students at Manchester Metropolitan University and held a public exhibition at Hornchurch Court Community Room, a communications

company commissioned by the applicant also conducted door to door visits to local residents. Details of an extensive area for a letter drop that was undertaken and a press release placed in the Manchester Evening News have also been provided.

Eight individuals made submissions during the public consultation via an online form raising concerns regarding the height of the proposed development, particularly in relation to other buildings in the local areas and the impact this would have on adjacent residents and with regards to the development being targeted at students. Comments were also received about the retention of the historic pub building.

The applicant has provided a local business survey (23 interviews with local businesses) which was undertaken at the end of 2018 which indicates support for the proposals from local businesses.

The City Council have notified individual properties directly affected by the proposals.

Tall Buildings Assessment

A key factor in assessing the scheme is whether this is an appropriate site for a tall building. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE in July 2007.

Height and Scale

The development proposal would comprise a 12 storey building measuring c.40m in height. Following concerns expressed about the impact of the proposed building upon the amenity of neighbouring property the rear part of the building has been reduced to 3 storeys in height measuring 11.6m.

The site currently accommodates a two storey public house, which in the context of surrounding buildings is largely conspicuous. The student accommodation blocks to the south and north are five storey in height. The halls of residence to the east are four storey with five storey features. To the west the social housing units and the rear of the Best One premises fronting Cavendish Street are three storey in height. Views to the north are dominated by the Mancunian Way and the eight storey Manchester Metropolitan University Business School Building.



(Views of the proposed development from Cambridge Street towards the City Centre)



(View of the proposed development from Cambridge Street towards the South)

To the south stands the Crowne Plaza, a 19 story building located on Booth Street West and to the west the residential Hornchurch Court stands at 15 storeys. Planning permission has also recently been approved for the construction of a part 6, part 11 and part 16 storey building comprising 491 student bed spaces (application 120896/FO/2018) on Stretford Road (Birley Fields Plot E) approximately 160 m to the west of the site.

The site has been identified as a site for high density development in the Oxford Road Strategic Spatial Framework. It is considered that the development proposals are acceptable in urban design terms having regard to the context of the buildings of varying heights in the skyline associated with the Inner Ring Road, the City Centre and the Oxford Road Corridor.

In addition the revised National Planning Policy Framework at (paragraph 123) sets out that where there is an existing shortage of land for meeting identified housing needs it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

The design of the building focusses on high quality materials to complement the local architectural materiality and vernacular which is characterized by the inclusion of red brick.

On the main Cambridge Street elevation, the building would be red and black. It is proposed that the walls of the taller element (to the north) is built from a variegated red brick. The lower element (to the south) would be constructed using black brick set in a precast concrete frame. The windows would be constructed using an aluminium composite. The facade of the ground floor podium would be predominately glazed.

The north elevation would predominately comprise red brick and the south elevation would comprise the black brick within the pre-cast concrete frame. The west elevation would replicate the treatment to the Cambridge Street elevation.

A signage strategy has been submitted which fully incorporates wayfinding into the design of the building in the form of a large feature 84 to the façade and any further signage being incorporated into the ground floor facade glazing.

It is considered that the design of the proposed development is complimentary to the immediate local context whilst providing a building of good architectural quality, providing a landmark building in a prominent gateway location in accordance with policy.

Loss of Public House

A large number of the responses received in relation to the application (including the Campaign for Real Ale) relate to the loss of the Church Inn Public House on site. The premises has not operated as a Public House since March 2016 when it was the subject of a violent armed robbery.

It is recognised that public houses can make a valuable contribution to a community. They have traditionally been of intrinsic value to British life and in this case, Manchester culture. Many are steeped in history, forming part of local social and cultural heritage. Often they form an essential part of an area's daytime and evening economy.

It is therefore important that there is an understanding of any heritage, economic, social or cultural value to local community, associated with a public house and if they contribute to wider daytime/evening economic objectives as part of the planning process.

In the case of the Church Inn Public House, the premises is not listed by the Council as a 'community asset'. It is understood further that the premises ceased trading in 2016 and has been closed ever since.

Whilst it is believed the building was initially marketed for reoccupation, no interest was forthcoming and realistically, the building is highly unlikely to be reoccupied for its original use. The building is situated on the edge of the city centre, where a plethora of public houses and bars are present. A feasibility report to this effect has been submitted to accompany the planning application.

The applicant also provided a letter from J.W. Lees with further detail with regards to the viability of the operation of a pub on the site. The letter states that J.W. Lees only ever sells pubs that they feel are no longer viable as pubs. They state that they go beyond 'best endeavours' to keep pubs open. They confirm that in 2009/2010 they invested in The Church with a small £23,798 scheme to give it a sparkle/makeover. They state that this did not revitalise the pub and in the following five years its annual barrelage fell from 127 to 81 to 33 to 42 to 44 in 2015/2016. To put this in perspective 44 barrels means that the pub was only selling 243 pints per week which is not sustainable. They consider that a pub needs an annual barrelage of 150 barrels per annum to be viable. Following an incident of extreme violence in 2013/14 the pub never recovered and when they received notice from the tenant they reluctantly put it up for sale by auction since they did not consider that it would be responsible to let the pub to a new tenant.

There has since been no interest in reopening the public house.

In light of the above, it is not believed that the loss of the public house is in itself a reason not to grant planning permission.

The Heritage of the Public House

The application is accompanied by a Heritage Assessment. The building was constructed in the c.1820's as a dwelling and was converted to a Public House in 1852. The principal elevation was replaced in 1900, hence the terracotta high level sign stating Church Inn 1900. A two storey extension to the rear was added in 1986. A single storey extension was added in 2007. The findings of the report are that the building frontage had some aesthetic value of local interest but did not meet the criteria for statutory listing.



(Front Elevation)



(Side Elevation from Brindle Street)

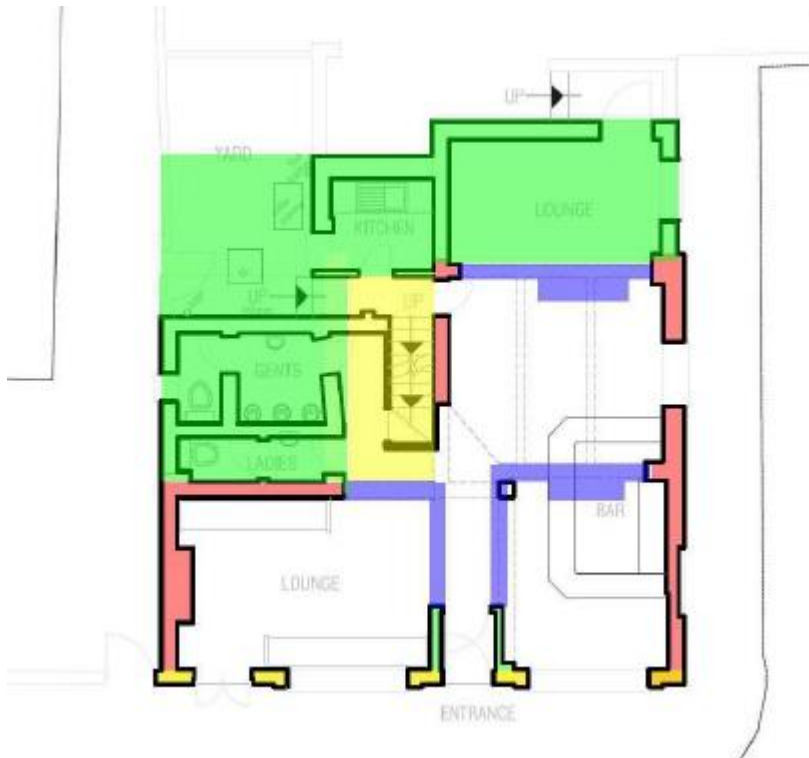


(Building from Rear)



(Side Elevation)

The internal ground floor layout of the building has been significantly altered. Whilst some features have been retained such as a tiled floor within the ground floor, most features of any historic nature have been removed.



(The ground floor plan dating to 2009 showing the c. 1825 parts shaded red, the former positions of original walls and chimney breasts shaded blue (now removed), the 1900 alterations shaded yellow, and modern extensions shaded green. This plan illustrates the substantial internal alterations that have taken place to the building.)



(Photos of the Ground Floor Bar)



(Photos of first floor accommodation)

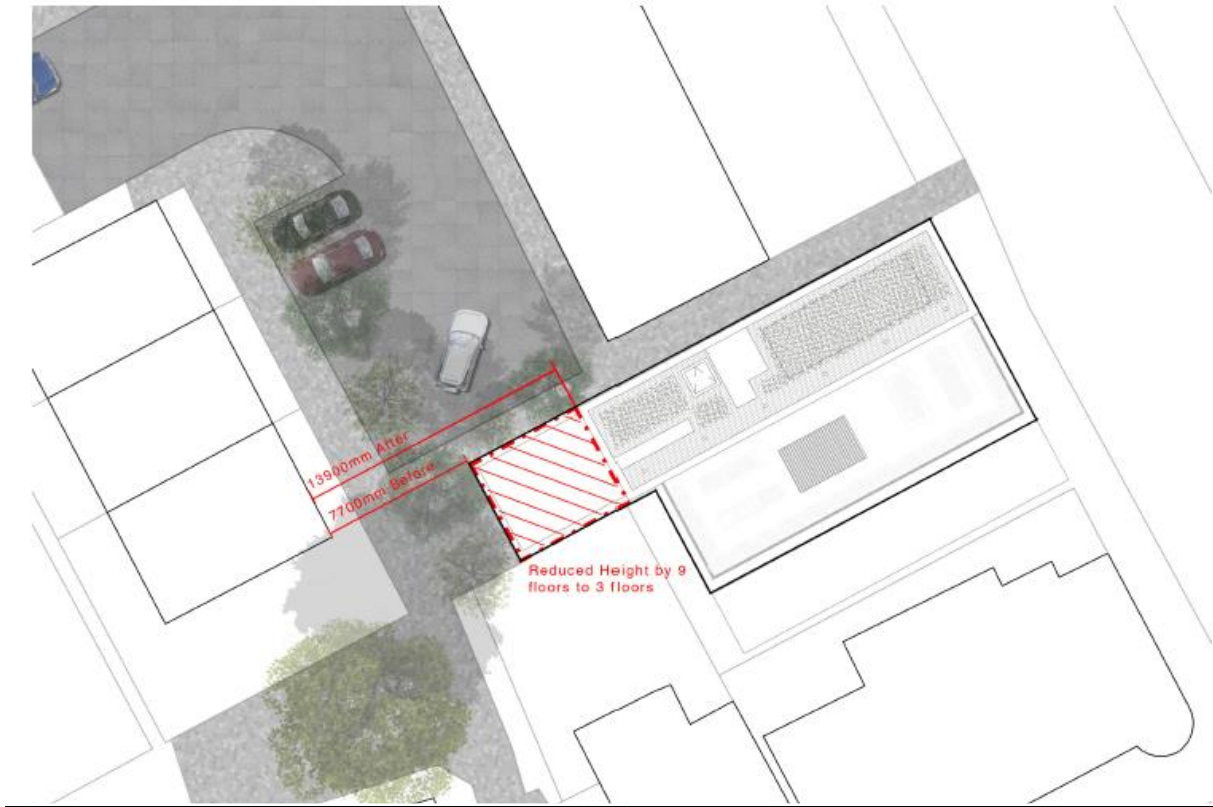
Whilst it is acknowledged that the building may have some local value, the pub has been extensively altered both internally and externally over the years which has significantly undermined any original architectural quality or historic value of the building

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.

The loss of the building which is not within a Conservation Area and does not meet the criteria for statutory listing, has been balanced against both its remaining value but also importantly the benefits and merits of the scheme. In this instance the loss of the building would facilitate redevelopment that would offer public benefits by leading to environmental improvements, increased vibrancy and vitality to the street scene and create direct and indirect employment through the operation of student accommodation and via the construction of the proposed replacement building has been assessed in line with guidance within the NPPF as being acceptable.

The applicant has stated that a feature installation of a model of the Church Inn will be kept in the reception area, a condition requiring that this is adhered to is attached. Reference has also been made to the reuse of elements of the existing façade within public seating and art works. Further details are to be required by condition.

Residential Amenity



Plan submitted marking reduction in height by 9 floors to 3 floors and showing increase in separation distance from 7.7m to 13.9m.

The height of any building is itself unlikely to be an issue unless this generated material harm. A potential impact could be loss of light and / or overshadowing.

Loss of Light

Concerns were raised in relation to the original proposal with regards to loss of light to existing properties, in order to address this the applicant revised the scheme.

A daylight / sunlight study has also been submitted to accompany the revised scheme which sets out that the amendments made to improve the effect the proposed building has on daylight and sunlight amenity to neighbouring property.

The removal of nine storeys to the western side of the development is noted as are changes to materials to lighter colours to reflect daylight.

The daylight / sunlight assessment undertaken predicts the impact of the proposal on individual windows against the standards set out in the BRE Guide to Good Practice – Site layout Planning for Daylight and Sunlight Second Edition BRE Guide 2011. This is a technical assessment and best practice for applications where there are potential impacts on 'light' to neighbouring properties.

The submitted daylight / sunlight study had used the following method to assess the impact on the surrounding properties:

Daylight

Vertical Sky Component (VSC) – This is a measure of the amount of sky visible from a centre point of a window. A window that achieves 27% or more is considered to provide good levels of light, but if with a development in place the figure is both less than 27% and would be reduced by 20% or more, the loss would be noticeable.

No Sky Line (NSL) – The no sky line is the divider between the part of the working plane from which a part of the sky can be seen directly and the part from which it can't. This is often given as a percentage indicating the area from which the sky can be seen, compared to the total room area. The deeper the no-sky line permeates the room, the brighter the scene appears. A room will appear gloomy if more than 50% of the working plane is beyond the no sky-line. The working plane is usually taken to be horizontal at 0.85m above the floor in houses.

The BRE Guide recognizes that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density locations as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within high density locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The assessment in this application had assumed layouts for rooms in surrounding properties where it has not been possible to obtain the room layouts.

The study now submitted has also undertaken a Radiance analysis of the daylight to the kitchens in 2 – 12 Elmdale Walk. This analysis considers reflected daylight, not just direct skylight, and gives a more accurate representation of the retained light levels.

Sunlight

The BRE guidance sets out that if a habitable room has a main window facing within 90 degrees of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected. This will be the case 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 and;
- Received less than 0.8 times its former sunlight hours during either period and;
- Has a reduction in sunlight over the whole year greater than 4% of annual probable sunlight hours.

Overshadowing

Section 3.3 of the BRE report gives guidelines for protecting the sunlight to open spaces where it will be required. This includes:

- Gardens, usually the main back garden of a house and allotments
- It is recommended that at least half of a garden or amenity area should receive at least 2 hours of sunlight on 21 March. Development impact will be noticeable where the area which can receive 2 hours of sun on 21 March is less than 0.8 times its former value.

Impact on each neighbouring development is set out below:

Cambridge House

There are 15 windows identified as being potentially affected at the student accommodation at Cambridge House. 5 bedrooms and 5 living kitchen diners facing Cambridge Street and 5 secondary side windows to the living kitchen diners set on the corner of the building facing towards the development. The VSC results show that all five bedroom windows would comply with BRE guidelines.

The development would see a reduction in the VSC of the side facing secondary windows to the living kitchen diners at Cambridge House beyond the BRE guidance, however, these are secondary windows to the kitchen living diners; the windows facing Cambridge Street would still receive an appropriate level of daylight (marginally below the level suggested 20% rather than 27%) and sunlight having regards to the BRE guidance above. These windows are to the communal areas of Student Accommodation, which forms temporary accommodation rather than a permanent place of residence.



Cambridge North Hall

The student accommodation is located to the east of the proposed development across Cambridge Street East. Of the 52 windows assessed, 19 comply with BRE guidelines. The remaining retain between 0.65 and 0.79 times the existing VSC, marginally below the recommended 0.8 ratio. The affected windows serve student

bedrooms where the requirement for natural light is less in comparison to permanent residents. This is because the students occupying these rooms are transient and usually occupy rooms for a maximum of nine months. In addition, students typically follow living patterns that differ from that of a more traditional dwelling.



Cambridge South Hall

The student accommodation is located to the south-east of the proposed development. Analysis shows that all windows tested comply with the BRE Report guidelines for both daylight and sunlight amenity.



Opal Hall, Cavendish Street

The student accommodation is located to the south of the proposed development. The windows facing the development all appear to serve bedrooms. VSC results show that all windows tested comply with the BRE Report guidelines for both daylight amenity. None of the windows facing the development are orientated in a southerly direction and therefore sunlight amenity has not been assessed.

Manchester House, Cavendish Street

There are 20 bedroom windows to the student accommodation at Manchester House that were assessed for impact (10 facing Cambridge Street and 10 facing north towards the development site). With regards to daylight 7 out of the 10 windows would comply with the BRE report guidelines for daylight amenity. The three remaining windows retain between 0.76 and 0.79 of the VSC, only marginally below the guideline of 0.8.

The 10 north facing windows are predicted to be impacted beyond the levels that are set out as acceptable with regards to BRE guidance. The VSC to ground floor windows would be affected by 8.89 – 10.44% and the VSC to the upper floors reduced by between 10.22 to 17.58%.

The affected habitable windows serve student bedrooms where the requirement for natural light is less in comparison to permanent residents. This is because the students occupying these rooms are transient and usually occupy rooms for a maximum of nine months. In addition, students typically follow living patterns that differ from that of a more traditional dwelling.

In terms of sunlight, none of the windows analysed are orientated within 90 degrees of due south and as such do not require assessment with regards to the BRE guidance.



44 Cavendish Street

This property is located to the south west of the proposed development. The property accommodates three flats on the upper floors, served in parts by windows on the rear elevation facing the development site. The living rooms to these flats overlook Cavendish Street and are unaffected. The VSC analysis shows that three windows, serving two bedrooms and one kitchen would have their VSC reduced by 17.96 – 24.02% compared to the 27% guideline figure. It is, however, considered that the retained VSC figures are consistent with an urban environment.

The daylight distribution results show that both bedrooms would comply with BRE guidelines. The daylight distribution to the kitchens would be reduced from 95% and 96% to 74% and 67%. The retained figures represent 0.78 and 0.70 times the daylight distribution in the existing scenario, marginally below the 0.80 recommended.

The above results compare favourably with the previous scheme with the VSC to each room increasing by 3.67 – 7.24% and the daylight distribution improving between 23 – 45%.

In terms of sunlight, again, none of the windows analysed are orientated within 90 degrees of due south and as such do not require assessment with regards to the BRE guidance.

The conclusion of the assessment is that only two windows at 44 Cavendish Street would be impacted by the development in terms of loss of light. This is to the 2 habitable windows on the rear of the building. On balance and given the limited impact overall it is not considered this would warrant a reason for refusal, particularly given the other significant benefits of the scheme.



2 – 12 Elmdale Walk

These flats are immediately west of the proposed development. The assessment found that the kitchens windows to 2, 4, 6 and 8 Elmdale Walk will all comply with the VSC and daylight distribution analysis. The kitchen windows to 10 and 12 Elmdale Walk would have retained daylight amenity that are commensurate with an urban location and that the Radiance analysis shows that daylight within most of the kitchens will not be materially affected by the development proposals.

In terms of sunlight, none of the windows analysed are orientated within 90 degrees of due south and as such do not require assessment with regards to the BRE guidance.



With regards to an assessment of overshadowing of private gardens and communal amenity areas results show that all areas would full comply with the BRE Report guidelines for sunlight amenity, receiving well in excess of 2 hours direct sunlight to at least 50% of their areas on March 21st.

Light to windows to Manchester House, 44 Cavendish Street and less so at Cambridge House and at 2 – 12 Elmdale Walk would still be affected by the development proposals following revisions, however, the loss of daylight to student accommodation and to four windows to the flats, beyond the in the BRE guidance. This is not considered, having regard to all other matters to be sufficient to refuse planning permission, this includes the overall benefits of developing the site and the regeneration benefits for the local area.

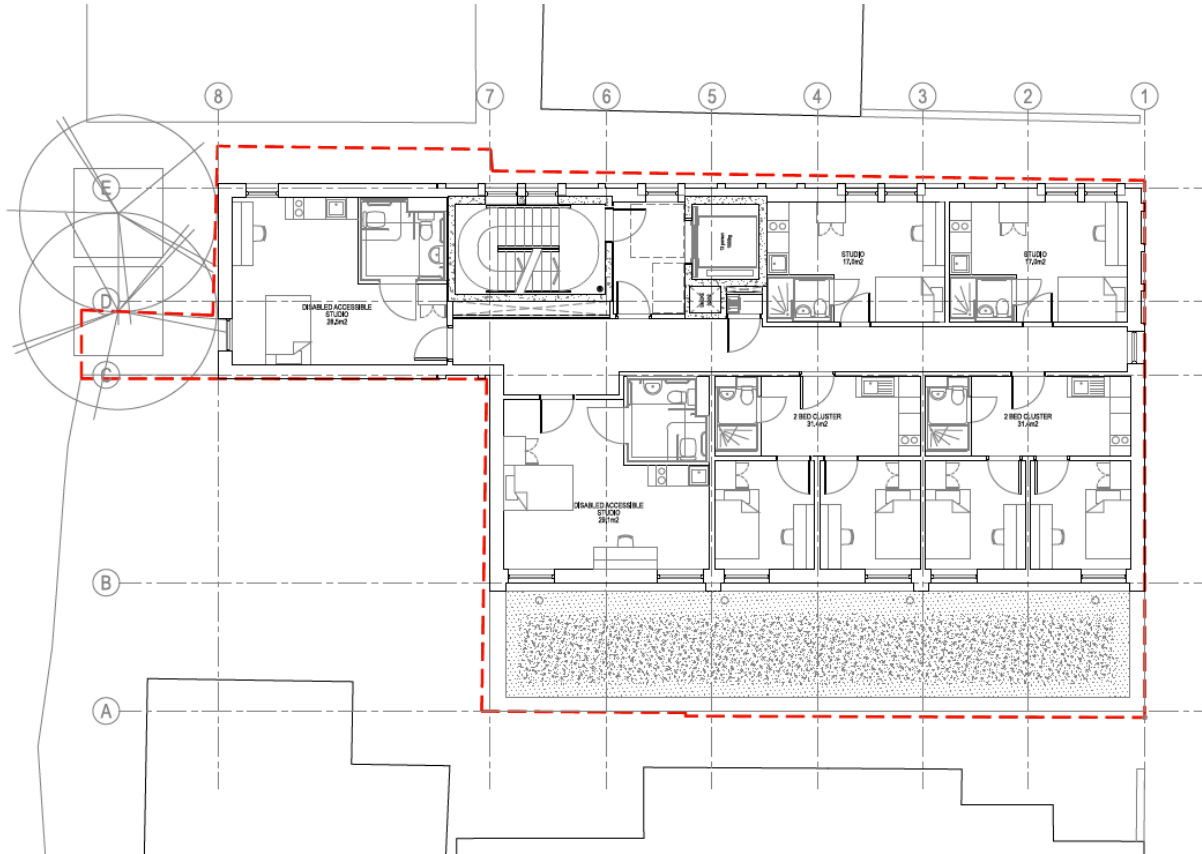
It is also recognised that this site is not within a traditional suburban location; its context being more urban with higher density development and of a tighter knit grain. The BRE guidance advocates flexibility in such situations, it is considered the relationship to surrounding developments responds to its location and particular characteristics.

Loss of privacy

The community statement submitted to accompany the application states that the Alumno Group recognised that respondents to pre-planning consultations were concerned that adjacent properties could be overlooked by the proposed building on the site of the Church Inn.

The applicant states that the building has been designed in a sensitive manner to ensure that no properties would be directly overlooked.

The first floor plan included below shows the relationship of the building to the site boundaries. The second plan below also shows the proposal in a wider context.





The windows to the north directly overlook the existing alleyway that provides pedestrian access to Dalesman Walk.

The revised plans show that there are now 2 windows to the rear elevation in an offset position, 7.7m separation distance from the three storey flats within the first three storeys in height and 9 windows in an offset position, 13.9m separation distance from the third to the twelfth storey to residents at 2 – 12 Elmdale Walk, preventing any undue overlooking.

There would be one window per floor facing out of the rear (western) elevation (except at ground floor). The windows would serve a corridor or two studio apartments rather than communal areas. As such, only two residents would look out to the rear of the site at an oblique angle (separated by c. 7.7m from neighbouring residential property).

The amenity space to the side of 2 – 12 Elmdale Walk is currently overlooked by existing windows within Manchester House and to 44 Cavendish Street. There would be additional overlooking of the garden space in close proximity, however it is not considered that the view from windows proposed would cause such an undue impact as to warrant a reason for refusal in this particular context.

With regard to windows on the south elevation (facing Manchester House) these would overlook the external wall of Manchester House which has ten windows to the westernmost part of the elevation separated by c. 5m. On the opposite side of the building, the north elevation faces Cambridge House which has windows that face toward Cambridge Street. There are some corner windows to communal spaces c. 2m separation from the proposal but this relationship is considered to be appropriate in this context.

Whilst the proposed building would be close to surrounding property, the siting and layout provides an acceptable arrangement. The privacy distances provided in this city fringe context, the response of the building proposed to the heights of the buildings surrounding, and the orientation of each element of the development is considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy.

Policy EN1 of the Core Strategy states that opportunities for good design, that enhances the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF.

Overall, the development proposed would deliver a high quality building which has a clear contextual link to the Regional Centre, providing significant regeneration benefits.

Noise

The applicant following the last committee noted a concern that had been expressed by members in relation to noise from the roof terrace and its impact upon residential amenity. They have suggested a condition that the roof terrace shall not be accessible for use by residents or visitors between the hours of 1800 and 09.00. A condition to this effect is attached.

Building Management

The application is accompanied by a detailed Management Plan. The applicant works alongside a facilities management company who have other student housing development in Manchester. There would be an on-site point of contact for 24 hours a day. The applicant states that the management company would have robust procedures in place to manage student behaviour. They reiterate that students will not be allowed to bring to the site or park locally (with the exception of students requiring accessible accommodation). During the move in / move out process over two weekends in the academic year arrivals will be staggered and additional staff will be employed to minimise disruption, further details of this will be required by condition. Tenancy agreement will have regards to noise and anti social behaviour. There will be rules and regulations relating to the property, local neighbourhood consideration, parking rules and enforcement measures. Should there be any serious incidents, ongoing or repeated complaints received from local residents about a student, the student will be treated as having a serious breach of the tenancy agreement which in turn will trigger the landlord to make an application to the court for possession of the accommodation.

Servicing

The applicant initially proposed to service the building and have waste collection from Cambridge Street during the evening hours. This raised some concern with regards to impact on the highway network.

An alternative arrangement of servicing and waste collection from Chervil Close to the west was suggested to ensure the safe operation of the highway. Both parties agree that deliveries can be directed to Chervil Close.

A twice weekly collection of bins and the servicing of the building from this location is unlikely to have an unduly adverse impact upon residential amenity.

The applicant still wishes to take some servicing from Cambridge Street. A condition recommending a servicing agreement is recommended.

Construction Disturbance

Residents raised queries in relation to disturbance associated with redevelopment of the site and in relation to the location of the storage of materials during construction which would be addressed as part of the Construction Management Plan condition.

Trees, Landscaping and Public Realm

Two category B trees (a Wild Cherry and Grey Elder) to the rear of the site near Elmdale Walk would be lost as a result of the development. Greater Manchester Ecology Unit comments that they are not of particularly high quality but they are in an area where tree cover is sparse and states that compensation should be sought for any tree losses.

The arboricultural report submitted to accompany the application recommends mitigation for the loss of the trees in the form of tree planting.

Plans now received include 2 trees to the rear which are to be contained in planters, there is also landscaping to the level 11 roof terrace, to include beds for the growing of food.

It is recognised that delivering new tree planting is important and the applicant has also stated that they will accept a condition which requires this to be explored and for off site tree planting to be provided. A condition recommending that off site street trees are provided is attached.

Ecology

An ecological assessment of the site has been undertaken by suitably qualified consultants and was to appropriate standards. No ecological issues have been identified, however, Greater Manchester Ecology Unit recommend a condition requiring a demolition method statement that should include specific actions to be taken to avoid any possible harm to bats during demolition.

Wind

A wind microclimate assessment has been submitted to assess the impact of wind on the pedestrian environment within the site and its surroundings.

The proposed development is aligned such that its south facing façade is exposed to prevailing southerly winds, introducing the potential for flow acceleration at its south-eastern and north-western corners.

The change in design at the north-corner is beneficial, as it will re-direct wind at the higher level before it reached ground. This will likely improve wind conditions in comparison to the previous design. The corner acceleration at the south-eastern corner has not altered as a result of the massing change.

The direct exposure to prevailing winds creates a pressure drop downstream. The air is thus forced to gain speed around the corner, leading to increased wind speeds and less comfortable wind conditions.

Given the above the reports conclude that mitigation measures are necessary to provide comfortable and safe wind conditions for all.

The proposal responds to the wind assessment in order to mitigate potential impact through certain design measures including the positioning of the primary entrance on Cambridge Street away from the windiest south-east corner of the site; articulation within the building facades to assist in the surface break-up and deflection of wind; and the provision of a protective balustrade, pergola and planting upon the roof terrace.

On the basis of the mitigation measures proposed the scheme proposed is considered to be acceptable in relation to the local wind environment.

Noise

A Noise Assessment Report was submitted to accompany the application that assesses noise breakout and the protection afforded to residents of the development from outside noise. This has been considered by Environmental Health who are satisfied subject to the imposition of a condition requiring compliance with the measures set out in the report.

The application also includes a management strategy, which sets out that on signing the tenancy agreement students will have to have regards to noise and anti social behaviour. There will be rules and regulations relating to the property, local neighbourhood consideration, parking rules and enforcement measures. Should there be any serious incidents, ongoing or repeated complaints received from local residents about a student, the student will be treated as having a serious breach of the tenancy agreement which in turn will trigger the landlord to make an application to the court for possession of the accommodation.

Highways

The scheme has been assessed as having an acceptable impact in terms of it being in a sustainable location within walking distance of the City Centre core, Oxford Road Corridor and MMU Birley Campus which places no pressure on the highways network. There is no parking at any time on Cambridge Street and there is a residents parking scheme in operation in the area.

The Highway Authority suggest conditions relating to off-site Highways Works, to include works to resurface footways and to provide an on street disabled accessible car parking space. Conditions would also be required for a pick up / drop off strategy, for construction management and to ensure travel planning occurs in line with the Travel Plan submitted (welcome pack, communal noticeboards, email updates, calendar of events, cycle parking provision and encourage use of city car club). The applicant is agreeable to undertaking the works required.

With regards to servicing and deliveries, the applicant has set out that deliveries to the development will be directed to use Chevril Close and students will be informed of this rather than stopping on Higher Cambridge Street.

Highways have set out that servicing from Chevril Close presents the most viable servicing strategy. It is acknowledged that servicing from this location is not ideal, however this is preferred to loading from Cambridge Street. It is also recommended that all servicing, including refuse collection, is taken from this location as opposed to from Cambridge Street.

A condition requiring the agreement of a servicing strategy is required.

Cycle Parking

Cycle Parking provision has increased from 16% in the originally submitted plans to 24 spaces to be offered on-site (equating to circa 29% provision), with an additional 8 spaces to be provided within the MMU Campus on Brompton Docks (32 spaces equating to 39% cycle parking provision). This is in-line with comparable student residential developments. The location of the cycle storage within the building is accepted. The level of cycle parking is considered to be acceptable for the development subject to a condition requiring maintenance of this level.

Climate Change

The combined use of passive design, energy efficiency building services and low and zero carbon technologies would achieve an overall reduction in regulated carbon emissions of 25%, exceeding the City Council's reduction targets. The inclusion of the air source heat pump would provide 44% of the buildings energy demand. The building would be BREEAM Very Good with a predicted score of 64.4% (55% is required for Very Good).

Air Quality

An Air Quality Assessment has been submitted with the application. The Assessment concludes that overall, the construction and operation air quality effects of the proposed development would not be significant. The assessment has been considered by Environmental Health and the development is considered to be Policy EN16 compliant.

Waste

Bin provision will be provided within each cluster kitchen for general food/waste, paper and card and glass and tins. It would be the responsibility of the students to pre-sort the waste into the correct bins. The students would then transfer waste to the ground floor secure bin store, which is located to the west of the building footprint, regularly, to be inspected by the management company.

The management company propose to ensure bins are taken to the collection points to be emptied and returned to the bin store. The bins would be collected by a contracted waste transfer company twice weekly. The bin need has been calculated to be will 3 1100 litre bins (2 x General Waste and 1 x Mixed Recycling). Servicing is shown as taking place from Cambridge Street. The level of provision has been assessed by Environmental Health as satisfactory.

Crime and Disorder

A recommendation of the Crime Impact Statement is to secure the pathway connecting Cambridge Street with Elmdale Walk. Gating of this route did not form part of the planning submission. The applicant is hesitant to close the pathway off as it is an existing right of way for residents to access the City Centre and as it constitutes an existing right of way the City Council would not wish for this route to be closed. The pathway would be overlooked by the proposed development and measures will have to be introduced to ensure the security of this route to the satisfaction of Greater Manchester Police.

A Crime Impact Statement has been prepared by Greater Manchester Police and explains how the design may contribute to, or mitigate against, crime and anti-social behaviour. A condition requiring the achievement of a Secure by Design accreditation will be attached to any consent granted.

Disabled Access

The development has been designed to take into account the Equality Act and Part M of the Building Regulations. The site is generally flat, all pedestrian routes to the building connect with level access into the building. The development will also incorporate a digital Beacon system approach to aid wayfinding for partially sighted individuals.

An off site disabled car parking bay would be secured through a planning condition.

TV Reception

A baseline Television Reception Survey has been carried out. The report concludes and recommends mitigation measures should any interference be found, as follows:

- Interference to analogue television service reception would not be possible
- Whilst widespread interference to Freeview service reception is not expected, the development and use of tower cranes could cause interference to adjacent properties viewing Winter Hill transmissions on Cavendish and Higher Cambridge Street. Antenna betterment / repositioning should restore all services and is the simplest and most cost-effective mitigation solution. If this

is required, it is advised that a registered antenna installer undertakes all required work.

- The development and use of tower cranes could cause interference to digital satellite reception within 90m to the immediate northwest of the site. Whilst it was not possible to locate all satellite dishes during the survey as it is expected that most were located on rooftops, dish relocations to positions where views to the serving satellite remain unobscured should restore all services and is the simplest and most cost-effective mitigation solution. If this is required, it is advised that a registered antenna installer undertakes all required work.

A condition requiring a post-construction survey and any mitigation measures should be attached to any permission to ensure that any mitigation measures are appropriately targeted. Given the above, it is considered that the proposal would not have a significant adverse impact on TV reception.

Drainage / Flooding

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

Infrastructure

Comments received raised concerns in relation to the impact of the proposed development upon infrastructure in the locality, specifically upon medical services. The proposed development is in walking distance of local shopping parades, Asda Hulme and the City Centre, as such it is considered that the scheme would be well catered for and that the small increase in student numbers would not have a detrimental impact.

Comments on the proposal

It is acknowledged the application has generated a number of representations. These have been addressed in the main body of the report. It is also noted that the applicant has amended the proposal in an attempt to minimise impact further. The only comment not already addressed relates to loss of property value. As Members are aware this is not a material planning consideration and so should not be given any weight.

Conclusion

As noted above, it is recognised the proposal has raised concerns; most notably due to the loss of the former public house and potential impact on residents from loss of light. As set out in the report the former public house, which has some local value, has been subject to significant alteration over time. The exception being the front façade which dates back to 1900. Internally very little remains of the original

structure. The use itself ceased in 2016 and it is understood no interest was forthcoming when marketed.

The applicants confirmed that it was not viable or feasible to reuse the existing building as part of the development due to the extent of the existing basement, the impact that piling for the new building's structure would have on the existing building and the constraints of the existing building.

It is proposed, in recognition of the former use to place a model in the reception area for so long as the use is in operation and to utilise elements of the façade for public seating and art.

Revised plans were submitted to address concerns with regards to loss of light to neighbouring residential property. The potential impact on loss of light has been fully assessed. The conclusion is that all but four windows in nearby apartments would be unaffected, of the four windows, two windows would be impacted by the development in terms of loss of light. On balance and given the limited impact overall it is not considered this would warrant a reason for refusal, particularly given the other significant benefits of the scheme.

The impacts, both the loss of the former public house and light, together with all other impacts have been fully assessed and balanced against the merits and benefits of the proposal.

With an identified need for University supported purpose built student accommodation, the proposal would deliver a high specification development in a highly sustainable location that also responds to its location on the corridor.

The development proposals would result in the loss of 2 trees, however, the trees are of low amenity value and the appropriately detailed replacement strategy can maximise high quality site landscaping that will benefit the visual amenity of the local area.

On balance, the proposals are considered to be consistent with Core Strategy Policies SP1, EN1, EN2, EN3, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12 and Saved Unitary Development Plan Policy DC26.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in

accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the 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. 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:

Plan – Level 0 – PL010 Rev B
 Plan – Level 1 – PL011 Rev A
 Plan – Level 2 – PL012 Rev A
 Plan – Level 3 – PL013 Rev A
 Plan – Level 4 – PL014 Rev A
 Plan – Level 5 – PL015 Rev A
 Plan – Level 6 – PL016 Rev A
 Plan – Level 7 – PL017 Rev A
 Plan – Level 8 – PL018 Rev A
 Plan – Level 9 – PL019 Rev A
 Plan – Level 10 – PL020 Rev A
 Plan – Level 11 – PL021 Rev B
 Plan – Level 12 – PL022 Rev B
 Elevation East – PL030 Rev B
 Elevation South – PL031 Rev B
 Elevation West – PL032 Rev B
 Elevation North - PL033 Rev A
 Section A-A – PL040 Rev B
 Section B-B – PL041 Rev B
 Section C-C – PL042 Rev A
 Section D-D – PL043 Rev A
 Section E-E – PL044 Rev B

Design & Access Statement prepared by Carson & Partners (May 2019)

Daylight and Sunlight Report prepared by Consil (Version 1, 14 June 2019)
 Crime Impact Statement prepared by Greater Manchester Police (Version B, 24 May 2019)
 Transport Statement Prepared by TPA May 2019 1804-05/TS/02
 Framework Travel Plan Prepared by TPA May 2019 1804-05/TP/02
 BREEAM New Construction: Pre-Assessment Report prepared by RPS dated 28 May 2019
 Baseline Television Signal Survey & Television Reception Impact Assessment, prepared by GTech Surveys (Version 2.0, 22 May 2019)
 Flood Risk Assessment and Surface Water Drainage Strategy prepared by Conisbee (Version 1.3, 23 May 2019)
 Drainage Strategy, prepared by Conisbee 161045-CON-X-00-DR-C1000 Rev P3
 Sustainable Drainage Maintenance Plan, prepared by Conisbee (Version 1.0, 23 July 2018)
 Wind Microclimate Assessment - Design Review prepared by RWDI (ref. RWDI#18033425)
 Noise Assessment Report prepared by Cundall dated 24 May 2019
 Management Plan prepared by Homes for Students dated May 2019

External Lighting Strategy – SK_E001
 Waste Management Plan dated 15/11/2018
 Heritage Statement prepared by Stephen Levrant Heritage Associates dated July 2018
 Ground and Contamination Investigation Summary prepared by Conisbee dated September 2018
 Phase 1 Geo-Environment Desk Study prepared by Wardell Armstrong dated February 2017
 Phase 2 Site Investigation Report prepared by Ground Engineering Limited dated September 2018
 Arboricultural Impact Assessment prepared by TEP dated October 2018
 Ventilation Strategy prepared by Cundall dated 24 October 2018
 The Impact of Higher Education on the Economy of Manchester prepared by Alumno Group dated 30 October 2018
 Student Accommodation – Church Inn, Manchester prepared by Alumno Group dated 30 October 2018
 Statement of Community Involvement prepared by Lexington Communications North dated August 2018
 Planning Statement prepared by GL Hearn dated November 2018
 Energy Statement prepared by Cundall dated 26 October 2018
 Ecological Assessment prepared by TEP dated May 2018
 Broadband Connectivity Assessment prepared by Cundall dated 29 October 2018
 Bluetooth low energy beacons for Church Inn, Manchester prepared by Danny Ball dated 25 October 2018
 Air Quality Assessment prepared by Cundall dated 25 October 2018

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

3. Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and hard

landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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

4. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

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

5. The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning within six months of occupation.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

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. Prior to occupation further details of hard and soft landscaping treatment shall be submitted. Landscaping 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. 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:

The footway across the perimeter of the site be resurfaced as part of the development.

The provision of an on street disabled car parking space (this space shall be retained and permanently reserved for use by disabled persons);

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)

13. Within six months of the first use of the development, a revised Travel Plan which is consistent with the Framework Travel Plan submitted as part of the application and which takes into account the information about travel patterns gathered following the opening of the building 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 building, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

14. The development shall not commence unless and until an access strategy relating to students moving in and out of accommodation, which shall include details of loading and unloading arrangements at the site, has been submitted to and agreed in writing by the City Council as local planning authority. Access for students moving in and out of accommodation shall take place thereafter in accordance with the approved strategy.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

15. Prior to the commencement of the development a detailed construction /demolition management plan (to include details about the protection of bats) 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.

16. Prior to the first occupation of the student accommodation, a detailed servicing strategy (including refuse collection) 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).

17. 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).

18. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason - To secure a reduction in noise from Cambridge Street; in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

19. 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 (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.

20. The approved waste management scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

21. 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.

22. 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.

23. Assess the impact of the development on television signal reception within the potential impact area identified in the Pre-Construction Signal Reception Impact Survey within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems

within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester.

24. 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.

25. Before first occupation of the development hereby approved a strategy for the planting of street trees including details of overall numbers, size and species, planting specification and maintenance, shall be submitted to and approved in writing by the City Council as local planning authority.

Any approved tree planting shall be implemented not later than 12 months from the date the proposed building is first occupied.

Reason - Pursuant to Core Strategy policies EN9, EN15 and DM1.

26. Prior to the first occupation of the use hereby approved, the applicant will display a model of the former Church Inn within the reception area. The model shall be displayed for so long as the use is in operation.

Reason - To commemorate the history of the site by means of model, pursuant to Policy SP1, EN1 and EN3 of the Core Strategy.

27. Prior to first occupation further details of the use of elements of the existing façade within public seating and art works shall be submitted in writing to the local planning authority.

Reason – To commemorate the history of the site, pursuant to Policy SP1, EN1 and EN3 of the Core Strategy.

28. The roof terrace hereby approved shall not be accessible for use by residents or visitors between the hours of 1800 and 0900.

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

29. The student accommodation granted consent as a Sui Generis use would need a further change of use to any other use (for example as Short Term lets) under the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

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.

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: 121857/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
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Arboricultural Section
Greater Manchester Ecology Unit**

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

Relevant Contact Officer : Jennifer Connor
Telephone number : 0161 234 4545
Email : j.connor3@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
123274/FO/2019	8 April 2019	22 August 2019	Rusholme Ward

Proposal Erection of a 2 storey teaching block and re-arrangement of the associated car park

Location Xaverian College , Lower Park Road, Manchester, M14 5RB

Applicant Mr S Channell , Xaverian College, Lower Park Road, Manchester, M14 5RB

Agent Ms T Croghan, Pozzoni Architects, Woodville House, 2 Woodville Road, Altrincham, WA14 2FH

Introduction

This application was reported to committee on 25th July 2019 following a site visit that morning. As members resolved that they were minded to refuse the proposal, the application was deferred and requested that a report be brought back which addresses the concerns and provide for further consideration of potential reasons for refusal. Members were minded to refuse the application on the basis of the following:

- The proposals were in conflict with Core Strategy policy EN3 and saved UDP policies DC18 and DC19.

At the committee meeting members discussed the impact of the proposals on the conservation area and in particular sought to give greater weight to the views into the conservation area and the application site from Dagenham Road, concern was also expressed on the impact of the proposals on views of the listed buildings on the site. Some discussions were also held around the replacement trees to be provided as part of the proposed scheme. For clarity the view into the site is to the later extensions to the listed Firwood building.

Response of the applicant

The applicant was present at the Committee meeting held on the 25th July 2019 and have been mindful of the debate held. Following that meeting the College have provided to the Council information relating to the project and its importance to the continued operation of the College on its Victoria Park campus. The applicant also outlined the need for additional teaching space in their statement to the Committee meeting to allow for delivering increased provision at the campus to accommodate the demographic growth in the College age population that will be experienced from September 2020. In addition to this the proposals are required to provide financial security in a challenging fiscal climate for the post 16 sector and allow the College to continue to deliver outstanding educational provision.

In detail the finance for College places is based upon a per pupil funding basis, it is indicated by the applicant that this funding is significantly less than that of primary or secondary schools per student. In addition to this pressure Xaverian currently manages an estate that includes the maintenance of 3 listed buildings, which is not typical of college institutions in general. This produces additional burdens on the Colleges finances and a recent example is provided where modest repairs required

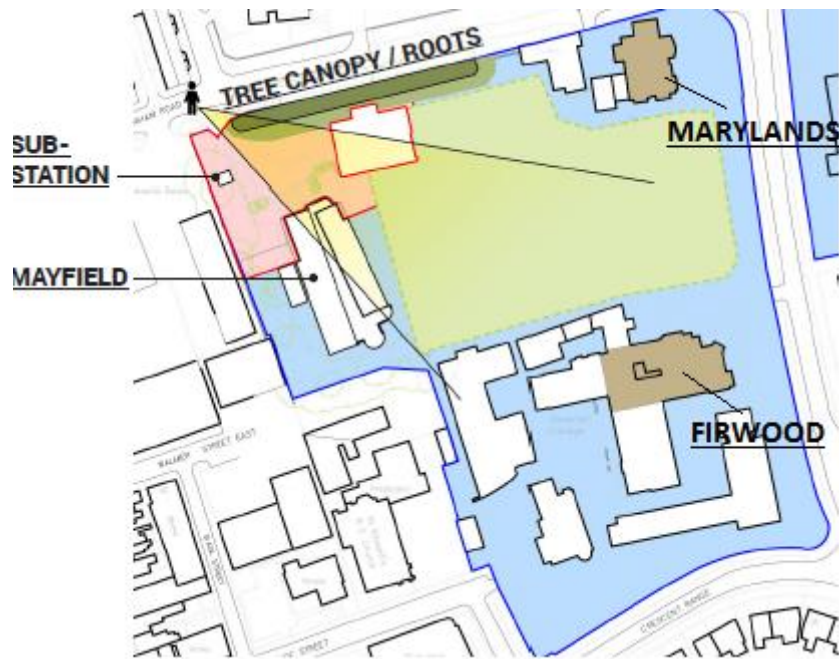
to Marylands (one of the listed buildings on Campus) cost 4 times that of a more modern structure with similar floorspace.

The current funding climate for the College therefore places additional costs on it to maintain financial viability which has resulted in it reviewing the strategic options available to it. These have been shared on a confidential basis to the Council but the College have agreed for some elements to be shared with Committee to allow an understanding of the reasons behind the proposals (as well as the planning balance exercise set out within the printed committee report). Of the three options provided the current proposals would enable the College to increase its income and meet the needs of the wider community as a result of an increased college age population. The other options without the proposals would result in increased pressures on the Colleges income and the resultant financial pressures to reduce its overheads both in terms of its estate and curriculum delivered.

In recognition of the discussion held at the Committee meeting and in particular the comments regarding views of the listed buildings on the site the College has confirmed that they would be willing to instigate Community open days during the summer months for members of the public to view the listed buildings on the campus. This could be secured by way of an appropriate planning condition if members determined that this public access in addition with the other matters set out above, overcome the concerns with regards to the loss of a view into the conservation area and of the Firwood listed building from Dagenham Road.

In addition to this information the applicant has reviewed options for the siting of the building to address the concerns expressed by Committee and in particular the maintenance of views across the open space towards the rear of the Firwood listed building. The options have been provided to the Council to be presented as further information. It must also be noted that officers worked closely with the applicant prior to the current application being submitted in order to explore the optimum siting of the proposed new accommodation in order to minimise adverse impacts on the conservation area and the listed buildings.

Option – Moving the building east



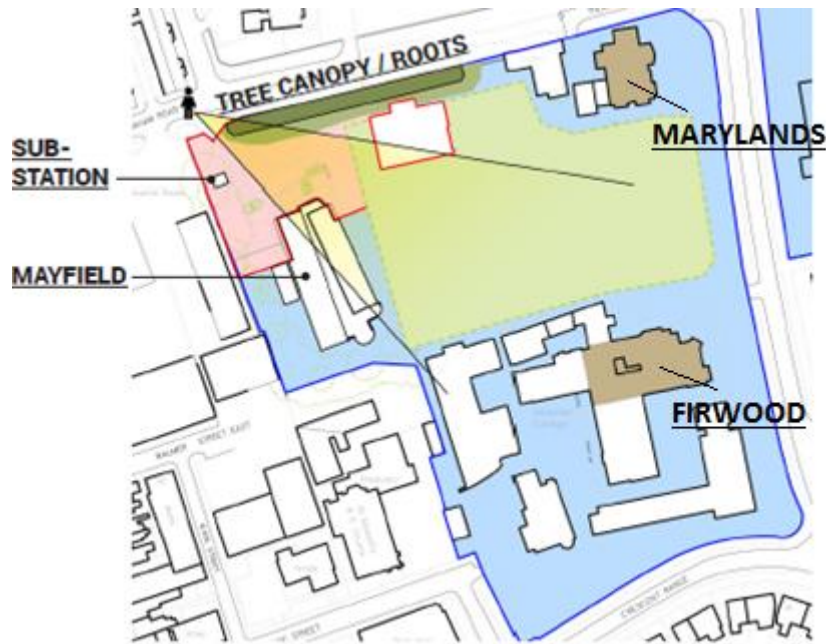
Relocated building outlined in red



CGI representation of the building moved east

Whilst the movement of the building would create a gap across to the unlisted rear extensions of the Firwood and open space with the result being that the building would encroach onto the communal open space. It is also noted this would provide a very limited view.

Moving the building further east



Relocated building outlined in red



CGI representation of the building moved further east

Moving the building further east maintains the view into and across the communal open space. The result of this option is that the building is visually more isolated from other buildings on the campus and would not frame the open space but would

encroach significantly on to it. There would also be a requirement for additional hardstanding to provide access paths to the building which could further erode the green space, reducing this substantially in size.



Victoria Park Conservation Area edged Yellow; Xaverian open space edged red

Response of the Director of Planning to this additional information

The options provided by the applicant would result in the movement of the proposed building and whilst this would gain some long distance views to the unlisted rear extensions of the Firwood building, the result would be encroachment into the communal open space used by the College its staff and students. The importance of this space is not just through its use by the College but it also retains the historic setting of the two listed buildings on the site and as set out on the map below provides the largest expanse of open space within the Victoria Park Conservation Area. The open space is therefore a significant feature of the conservation area and the setting to the two listed buildings on the campus.

Other options for siting the building have been explored by the applicant following the 25th July Committee meeting and whilst these options could provide varying degrees of views to the rear of the Firwood building they are considered to give rise to a higher magnitude of less than substantial harm than the application proposals. The

application proposals would retain a greater amount of open space whilst framing rather than encroaching onto it.

It is considered that the further information and review of options provided by the applicant confirms that the impact upon the character of the Victoria Park Conservation Area and the setting of both Maryland and Firwood listed buildings can be preserved and that as a result the harm arising from the proposal on Victoria Park Conservation Area can be categorised as less than substantial as set out within the National Planning Policy Framework (NPPF). As set out in the main body of this report, whilst there are identified impacts on certain views into the campus these impacts are considered to be less than substantial and the public benefit derived from the proposed through the provision of additional educational facilities is considered to outweigh any harm caused.

Background

This application was placed before the Planning and Highways Committee meeting on the 27th June 2019 and at that meeting the Committee deferred deliberation in order to allow members to undertake a site visit.

The applicant has provided supporting information relating to the background to the application development and the educational establishment that the proposals relate to.

Xaverian College is an open-access inner city Roman Catholic Sixth Form College, established in 1977, with the student cohort almost entirely full-time aged 16 to 19. The College is two miles south of the city centre in Rusholme in the Diocese of Salford. The College draws from a diverse community, and 65% of its students are from disadvantaged areas. In relation to disadvantage uplift, the College receives additional funding in recognition of the specific needs of 53% of its cohort. Currently, approximately 25% of students qualify for bursary / free school meals. 70% of the Colleges students are from the City of Manchester.

The college is an Outstanding Grade 1 (OFSTED) college with 2,298 FTE students and is a Beacon College recognised nationally for its expertise and good practice and chosen to support improvement within the whole sector. The College celebrates high success in students achieving high grades in both A-Level subjects and applied courses. This is particularly significant given that a large number of students enter the college with a lower than average points score. The number on roll has and continues to increase and due to this the College urgently needs new and improved teaching spaces.

The student population in September 2017 was 2,298. This has necessitated maximising the utilisation of timetabled spaces, loss of some support spaces due to their conversion to teaching purposes and use of the poorer quality accommodation.

The College's projections indicate by 2024, based on current demand, the college will have increased by 177 places. The last 5 years the College has grown by 14.7% and expects (in line with recognised demographic upward movement in 16-19 age

group) to increase numbers year on year moving forward. It is indicated that the College is now at capacity and without additional building work the College will be unable to meet the educational provision demands of the increasing local demographic. The additional information at the beginning of the report sets out the challenges the College faces in this regard.

To address this need for additional teaching space the College initially approached the City Council with proposals to demolish the 'Sunbury' building located on the campus and replacement with a building to provide the additional required accommodation. This approach would have resulted in the loss of a historic building on the campus and within the Victoria Park Conservation Area, albeit a non-listed building, and at this point the College was invited to review other options on the campus either through extensions or replacements of non-historic buildings on the campus. Following this feasibility process proposals for a new build option have been developed by the College and are now present in the proposals subject of this current planning application.

The College has also stated within a supporting statement that Xaverian College has operated at its current home in Victoria Park for over 100 years and as far as they are aware, are one of the longest standing custodians of listed buildings in this designated conservation area. During the College's time within Victoria Park, the College has taken continuous steps to maintain the buildings in its ward and preserve the nature of its campus.

Description of site

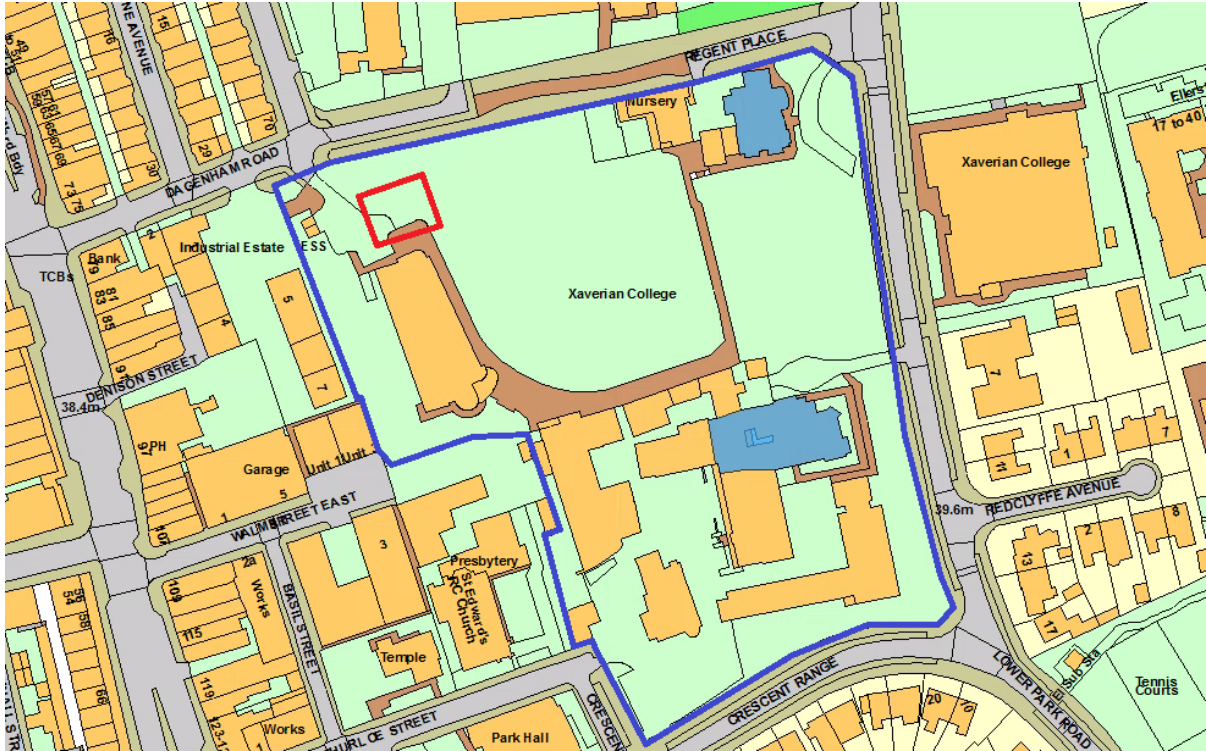
The application site forms part of Xaverian College campus which is located in the Rusholme ward of Manchester. The College occupies a mix of new and converted buildings focussed around an open area green space. Many of the older buildings are former residential villas which have been converted and extended to accommodate educational use. The application site lies on the western boundary of the campus and the Victoria Park Conservation Area and has an access from the end of Dagenham Road, this part of the College campus contains the listed buildings known as Marylands and Firwood which have both been converted for educational use in the past. Marylands lies to the east of the application site beyond the open area of green space whilst Firwood is to the south and east again across the open space, both buildings are Grade II Listed.

The northern boundary of the campus in this location is formed by a high brick wall with mature boundary trees, behind. Regent Place which is beyond the campus boundary provides limited vehicular access to the properties to the north before changing to a pedestrian only route and again forming a highway as it meets Lower Park Road to the east.

To the north and west of the application site along Dagenham Road are residential streets comprising two storey red brick back of pavement terraced properties whilst to the immediate west of the site are industrial and commercial uses leading on to the commercial centre of Rusholme district centre. To the north of the site and Regent Place is the University of Manchester Victoria Park campus halls of residence which

comprise a collection of buildings ranging in dates and styles arranged around the grade II listed Hulme Hall.

The application site currently comprises car parking for the College and part of the open green space within this area of the site.



Xaverian College Campus edged in blue; approximate location of proposed building is edged in red; Grade II Listed Firwood building is the building shaded blue to the south and Grade II Listed Maryland building is shaded blue to the north adjacent Regent Place



Aerial view looking west across this part of the Xaverian campus with the approximate location of the proposed building edged red with Firwood to the left together with its rear extensions and Marylands to the right.



View looking north east towards Maryland across the open space in the foreground



View of Maryland from Regent Place looking westwards (Views of Maryland are not impacted by the proposal)

The application proposals

In response to the Colleges need for additional teaching space the application proposals are for the erection of a two-storey flat roof building comprising 8 no. classrooms over two floors served by staircase and a platform lift enabling the building to be fully accessible. The building is located to the north of the Mayfield building but is lower in height to this more recent building on the college campus, the main entrance is centrally located on the southern elevation facing towards Mayfield. The external finish of the building is proposed to be red brick with feature brick detailing, with grey aluminium window frames providing significant glazed areas to

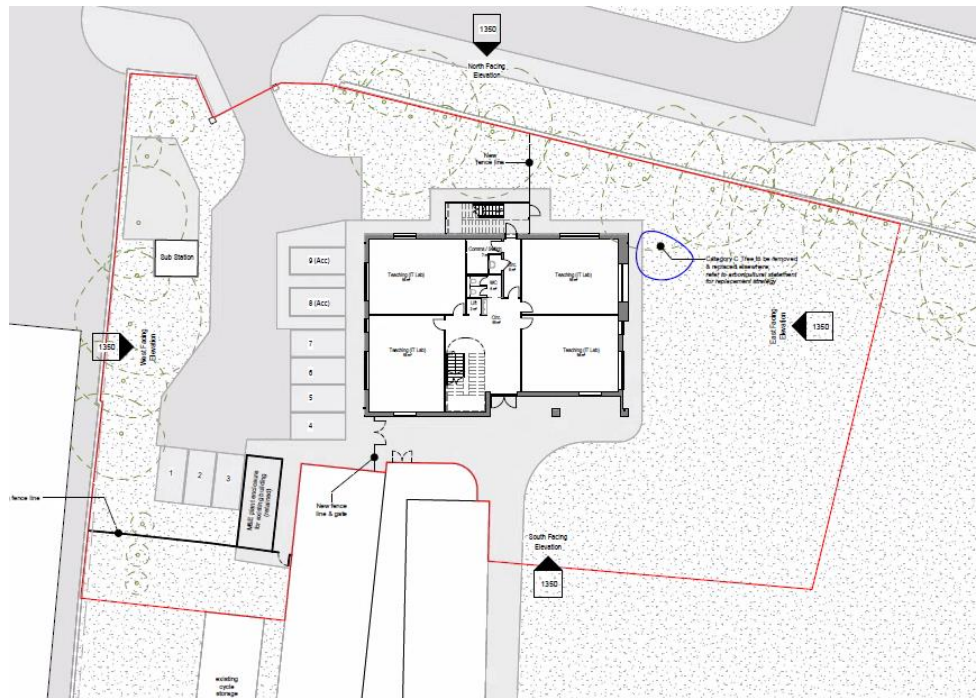
the classrooms and affording views on the eastern elevation across the open space on the campus. The external emergency staircase on the northern elevation is to be screened by a perforated metal finish.



CGI of the east elevation of the proposed building (the building to the left is the representation of the height and scale of the adjacent Mayfield building)

Both the height and choice of materials reflect the adjacent Mayfield building attempting to ensure a consistent built form overlooking the open space that forms a focal point to the campus.

Externally the proposals include the re-provision of the car parking including accessible spaces. As a result of the development one category C tree would need to be removed, and one tree on the site has been found to be in a poor condition (category U) and should be removed irrespective of the application proposals. The applicant has indicated that a replacement tree of a 'Heavy Standard' would be planted as part of the development as a replacement. The boundary trees on the northern boundary of the site are to be retained, a supporting arboricultural method statement has been submitted by the applicant and is discussed further in the issues section of this report.



Proposed ground floor plan and site context of the proposed building

Consultations

In accordance with the statutory requirements for advertising the type of application submitted the application was subject to site notice, advertisement in the Manchester Evening News and notification of 234 addresses within the vicinity of the application site 19 responses were received, and a summary of the comments received is set out below.

Ward members

Councillor Ahmed Ali and Councillor Rabnawaz Akbar - Whilst acknowledging the requirement for a new teaching block is understood they have indicated that they support the objections of residents to the chosen location of the proposed new teaching block. The objections centre on two significant grounds both relating to the Victoria Park Conservation Area. It is vital that the new teaching building contributes to sustaining the heritage aspects and visual amenity of the Victoria Park Conservation Area, and of the two listed buildings, Firwood and Marylands, on the Colleges main site.

Yet in analysing how the teaching block, its design, and the location chosen for it will impact on these listed buildings and their settings, and impact on the visual character of the area, and in determining the impact of the new teaching block as being 'neutral', the applicant's heritage assessment seems to draw on quite limited materials. What it seems to concentrate on is the views out from these listed buildings.

Significantly this analysis does not engage with perceived openness, which is a key characteristic of the Victoria Park Conservation Area. In particular the view from the NW gateway (Dagenham Road/Regent Place) is not integrated into the visual impact assessment provided. The photographs and drawings shown in the assessment

show very clearly a stark contrast between the way in which the existing teaching block in this part of the site was designed to create a framed view across to the listed building, whilst the proposed new 2 storey building will completely intrude on and block out this framed view.

Secondly, large mature trees are an integral feature of the Victoria Park Conservation Area. The arboricultural survey and impact assessment makes clear that the location chosen for the new teaching block will impinge on the root protection area of 5 major class A and class B trees alongside Regent place. This seems an unacceptable level of risk for this mature row of trees, which is such a prominent feature within the Conservation Area.

On both of these grounds we support resident's calls for a rethinking of the location of the College's new teaching block.

Residents comments

- Damage to the existing trees which will result in loss of Grade A species the building should be relocated away from their roots;
- Loss of key views at Victoria Park Conservation Area, especially at the corner of Dagenham Road and Oxney Road;
- Detrimental effect on the character of Conservation Area where open grounds of historic villas are visible from public spaces;
- There was no public consultation for such a conspicuous and sizable development in the conservation area;
- There is no heritage assessment submitted as a part of the application.
- No methodology, verified views of the listed buildings, view comparisons (before and after) or thorough analysis of how the building would effect settings of the listed halls and the character of the area.
- The arboricultural survey and impact assessment is alarming - please see attached extract from the report. The report admits that the building will impinge on the root protection areas of major Class A and Class B trees and one tree will have to be removed.
- The position of the block in the corner will completely block the view of the listed Firwood Hall and its open grounds. The openness of the plots that can be appreciated from the outside / by public is key characteristic of the area and a unique feature specific to Victoria Park. The proposal therefore would be detrimental to the character of the Conservation Area. It will effect a setting of listed buildings.
- The position and the massing of the proposed block should be reconsidered: linear one-story block would be in keeping with the development elsewhere in the campus, with no need for the stair and lift.
- The proposed escape stair is of poor visual quality - industrial and out of character with the area.
- Insufficient time has been given for people to comment on the application.
- The extension of the college is important and necessary and the required facility can be accommodated on site. It must however be positioned more carefully to be acceptable
- I support the need of the college to expand. This however should be done in a much more considered and sympathetic manner.

Other matters raised that are not material planning considerations are that the application was submitted and processed during purdah period so the Councillors / officers could not be involved fully.

Rusholme, Moss Side and Fallowfield Civic Society – The siting of the corner block will completely eliminate the view of the listed Firwood Hall and its open grounds. The openness of the plots that can be appreciated from the outside / by the public is a key characteristic of the area and a feature unique to Victoria Park. The existing teaching block is designed to frame the view of the open grounds and the curved copper corner (stair enclosure): and leads to views into the site which would be blocked by a bulky brick corner of the new teaching block, utilitarian-looking and heavily proportioned. A narrow space created between the existing and the proposed building will result in a blind spot, ideal for bullying during the day and hiding out of hours. The position and the massing of the proposed block should be reconsidered. The proposed escape stair is of poor visual quality – industrial and out of character with the area. The proposal would therefore be detrimental to the character of the Conservation Area. It will effect a setting of listed buildings.

We understand that the reasoning behind this position for the proposed building was to preserve grassed areas. The open grass areas are indeed important there should be a balanced approach considering all aspects and views currently missing from the application. The result therefore is not satisfactory on so many points and position of the block should be considered further before it could be accepted.

The arboricultural survey and impact assessments are of particular concern. The report admits that the building will impinge on the root protection areas of major class A and class B trees, already subject to a tree protection order - and one tree will have to be removed, which cannot be done. On any given project with all the precautions and distances complied with it is always a gamble building close to the existing trees. Trees get damaged and die immediately or soon after. Here however the proposal is in breach of permitted distances on the outset. The proposal therefore is not acceptable, and the building should be re-positioned to avoid damage to the trees.

The submitted Heritage statement is not fit for purpose, it is not robust enough and it doesn't take into account consideration some key views. It lacks a thorough methodology and a hierarchy of views. The proposal should go into more depth in considering and analysing other locations and finding the optimum solution that would retain views, protect the trees and deliver the additional educational spaces. The resulting design might not deliver 8 classrooms, instead it might be only 5 or 6. There isn't however, a rational behind the number of classrooms. The applicant should demonstrate how the existing accommodation is used and how it could be occupied more efficiently. Using existing facilities more extensively is in line with the sustainable approach of the Council and a very strong trend within further education and higher education.

Statutory and non-consultees

Manchester Conservation Areas and Historic Buildings Panel – The Panel made the following comments:

The Panel felt that the proposed building would have been better as an extension to the existing building as it has left an awkward space between them and has also increased the footprint and land take.

The Panel was concerned that the building was being pushed very close to the boundary trees which could be detrimentally affected.

The Panel thought that the design was rather disappointing and felt that it should be an extension or a little gem of a building. They felt that some of detailing looked awkward and the screen enclosure to the staircase looked poor. The Panel would like to see a staircase enclosure that is more integrated into the design or contained within the building.

MCC Flood Risk Management Team - Recommend that a condition be attached that the submitted drainage strategy be implemented as part of the development.

MCC Environmental Health - Recommend conditions relating to construction working hours; noise and external equipment; and land contamination to investigate potential sources or impacts of ground contamination.

MCC Highway Services - It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns. The parking layout is being reconfigured to suit the building development whilst the overall number of parking and accessible bay spaces remains the same. Given that it is not proposed to increase staff numbers, nor is it permitted for students to park on campus, this number of bays is considered to be acceptable from a highway perspective.

In relation to servicing, infrequent access is required to the sub-station and the swept path analysis provided satisfactorily demonstrates that the necessary vehicle manoeuvres can be undertaken within the car park. No waste management details have been provided and a Site Waste Management Plan should be conditioned as part of any approval. It would be difficult for a large refuse vehicle to manoeuvre within the confined space of the proposed car park and waste collection may need to take place from elsewhere within the campus.

The proposed pedestrian access and routing to the proposed building is acceptable from a highway perspective.

It is recommended that a condition be attached to any approval for the submission and approval of a construction management plan.

MCC Neighbourhood Services (Arborists) – Have reviewed the submitted documents and make the following comments. The positioning of the proposed 2 storey teaching block means the foot print of the building slightly encroaches into the root protection zones of a handful of trees on this site.

They have reviewed the submitted Arboricultural method statement and have no objection to the proposed development subject to adequate tree protection being

installed prior to any building work commencing. All root protection encroachment falls below the accepted tolerance level of 20%.

Due the amount of category B and C trees within influencing distance of the proposed development it is suggest that the applicant embed an independent Arboricultural consultant into the project to oversee any tree related pruning / excavation works within the trees protection zone.

The applicant has proposed to remove a tree (ref T42) to allow for development and replace with a heavy standard within the line of trees. It is recommended that mitigation in the form of 2 heavy standard replacements is sought due to scope on this site for mitigation planting.

Policies

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Core Strategy Development Plan Document

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Relevant policies in the Core Strategy are detailed below:

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

Policy EN 3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled

ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

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

Policy EN 15, *Biodiversity and Geological Conservation* – The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City and 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,

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

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

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

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

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

Saved UDP Policies – Policies DC18 and DC19 are considered of relevance in this instance:

Policy DC18, *Conservation Areas* – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following:

- a. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i. the relationship of new structures to neighbouring buildings and spaces;
 - ii. the effect of major changes to the appearance of existing buildings;
 - iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
 - iv. the effect of signs and advertisements;
 - v. 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 or 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.

Listed Buildings – Policy DC19.1 states that in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;

- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

The 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 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.

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.

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.

Legislative Requirements

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in the exercise of the power to determine planning applications for any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Issues

Principle

The principle of the provision of additional educational facilities within an existing education establishment is generally acceptable. There are other examples of additional facilities having been constructed within the campus, Victoria Park Conservation Area and in close proximity to listed buildings. The Xaverian College has been providing education to students on this site for a considerable period of time and pre-dates the establishment of the Sixth form College in 1977, historical ordnance survey maps from 1935 show the site in use as a College.

Notwithstanding the above further consideration of the proposals impact on the character of the Victoria Park Conservation Area and nearby listed buildings, current levels of residential and visual amenity within the vicinity of the site, the level of pedestrian and highway safety experienced on the surrounding highway network, together with impacts on existing trees on the site is required.

Comments received in response to the notification process have criticised the supporting information and in particular the Heritage Assessment prepared on behalf of the applicant. The submitted Heritage Assessment has been prepared by Heritage specialists and is considered to be proportionate to the significance of the heritage assets affected and the impact on the significance of those heritage assets to allow an informed decision to be made on the submitted application proposals.

Impact on the Victoria Park Conservation Area

The application site lies within Victoria Park Conservation Area which was designated in 1972. Victoria Park was conceived in the first half of the 19th Century and has been subject to modern additions since it was first designated. The houses in Victoria Park are large and are set in spacious grounds. Several of the roads are laid out in gently undulating curves, whilst others are straight and relatively short. They are nearly all wide, and some of them have grass verges. Not all the large old houses in Victoria Park have survived, a relatively small proportion of houses from the 1830s and 1840s still exist, and where they were demolished there now stand either groups of smaller houses or large, institutional buildings, such as schools, colleges, churches, university halls of residence and blocks of flats. Despite these changes in many cases the large spaces between buildings have been maintained and a significant number of trees retained. Architecturally, the conservation area is home to a variety of building styles ranging from Victoria villas to 20th century dwellings, educational buildings and offices that are typically between 2 to 4 storeys in height.

The requirement to preserve or enhance the Conservation Area, and the setting of the Listed Buildings, in this case Firwood and Marylands is a key requirement within policy EN3 of the Core Strategy, saved policies DC18 and DC19 of the UDP along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials.

The applicant has provided a heritage statement and a detailed design and access statement as part of their application which specifically examines the impact and contribution the proposal would have on the Victoria Park Conservation Area along with important views within the area and the setting of Maryland and Firwood listed buildings.

Xaverian College shares its western boundary with that of the conservation area. The more recent Mayfield building to the immediate south of the application proposals has enabled the reinforcement of the open space as a focal point of the College campus whilst also providing a buffer from the industrial and commercial uses that lie immediately beyond the western boundary of the College and conservation area. The retention of the open space on the campus has enabled the settings of both Maryland and Firwood to retain an important characteristic of the conservation area that being large spaces between buildings.

The proposed two storey building would remove the view of the listed Firwood building beyond which has been raised as an important view and in terms of the character of the Conservation Area by resident's objections. It should be recognised

that this view point is not a historic or long standing one. The development of the Mayfield building in the mid 2000s opened up the site visually with the creation of the vehicular and pedestrian entrance at this location where previously the site boundary wall would have continued with trees sat behind.



Aerial image from 2003 showing boundary trees in the north western edge of the site circled red



Image looking east along Dagenham Road/Regent Place. Boundary trees are along the boundary wall in the centre of the image, access gates are to the right. The corner of the existing Mayfield building is visible on the left with the copper finish, the rear of Firwood (edged red) is in the distance beyond the open space

Impact of proposals on views from Dagenham Road - Views in to the campus from Dagenham Road/Oxney road junction are restricted to those through the entrance gates to the Campus and between the three storey Mayfield building. The limited views afforded from this point are of the open space and the rear of the listed Firwood building and its later additions beyond. The submitted Heritage assessment does address this impact explicitly and acknowledges that views across the open space towards the listed Firwood building would be diminished. However, these views are limited to the rear of Firwood where later extensions and additions to the building are present. The primary views of the earliest phases of the development of Firwood, are from Lower Park Road where the original Villa took, and continues to take its access from. Firwood is directly related to Lower Park Road it is where the front of the building faces towards, the building was originally sited to front this road. These primary views of the listed building would not be impacted by the application proposals. As set out above this view is not a longstanding historic one but one created when the Mayfield building was constructed in the mid 2000s, in addition the view from the junction of Dagenham Road/Oxney road junction is not considered to provide expansive or extensive views that enable the appreciation of the character of the Conservation Area or of important designated heritage assets within it. Whilst views towards the listed Firwood building from the junction of Dagenham Road and Oxney Road would be diminished by the proposed building it is considered that the loss of this view would result in less than substantial harm on Victoria Park Conservation Area.



CGI of the proposed building as viewed from Dagenham Road

Mature trees are identified as an important character of the conservation area, they are predominantly found within property boundaries rather than within the street or grass verges within Victoria Park. The application is supported by an arboricultural assessment which identifies that one category C tree would need to be removed to facilitate the development, this tree is not a mature boundary tree which are all indicated within the application documents and drawings as being retained as part of the development albeit subject to works that would impinge on their root protection areas (see below further discussion regarding impacts on trees).

The proposed two storey building has been sited to retain the sense of open space around and between the listed buildings on the campus whilst also continuing the framing of this space with the newer Mayfield building to the south. The scale and height of the building is two storeys in height, lower than the adjacent Mayfield building and other buildings on the campus but respectful of the scale of nearer residential properties located on Dagenham and Oxney Road.



Comparison drawing – The existing Mayfield building is to the left, the proposed building is to the right

The design and form of the proposed building is a simple one but this reflects the form of developments both on the college campus but also on adjacent sites in educational use particular those additions in the mid to late 20th century. This scale and form of the building together with the existence of high boundary walls and significant mature boundary trees would result in a building that would not be a prominent addition to the conservation area.

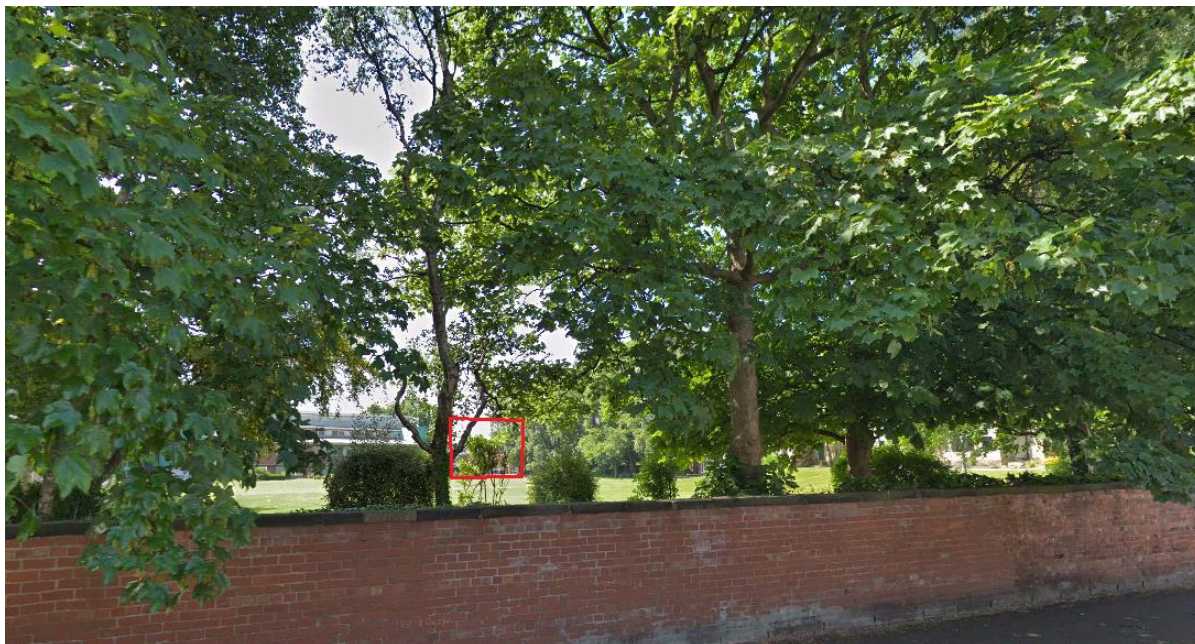
It is considered that the proposed building would give rise to less than substantial harm to the Victoria Park Conservation Area, this level of harm is outweighed by the public benefit derived from the proposal which as set out within this report would provide required additional educational facilities to an existing establishment.

Impact on the Grade II Listed buildings Maryland and Firwood

The submitted Heritage Assessment sets out an assessment of the impact on the settings of both Maryland and Firwood grade II listed buildings. The conclusion of this assessment is that the proposals would have a neutral impact on the setting of these buildings.

Firwood – Firwood is a fine example of an ornate Victoria Park villa dating from the later period of villa development in Victoria Park, subsequently extended on several occasions to accommodate educational use. The extensions to the south in 1922 also contribute externally to this interest. The building was originally constructed as a grand residential villa and whilst being part of the later phase of villa building in the area the Heritage statement identifies it as good example of a high-status residence in Manchester from the second half of the nineteenth century which gives it a high historical value. It is a thought to be the only surviving Alfred Waterhouse villa in the City. The extensions to Firwood have removed and built over the majority of the former garden area of the original villa which have impacted on the setting of the original villa, the exception being to Lower Park Road where a former garden area has been retained. The application site is not prominent from the former villa as later extensions and the Colleges open space sit between the two and together with the

distances between them (approximately 100 metres) provide a physical and visual separation.



View from Lower Park Road westwards towards application site (approximate location of building is edged red adjacent the just visible Mayfield building to the left)

Given the above it is not considered that the proposed building would have an impact on the setting of the grade II listed Firwood building.

Maryland - A very good example of an ornate Victoria Park villa dating from the later period of villa development in Victoria Park. The building was originally constructed as a grand residential villa for a high status resident and the merchant's villa and both the external and some internal ornamentation reflect this. The building has a variety of ornamentation including brick banding, stylised Lombard friezes, decorated heads; columnar stone mullions, carved heads, tall ridge chimneys and interior features as such it has a high aesthetic value.

Maryland's was built as a villa and retains areas to the north, south, east and west which were part of the former residential curtilage of the villa. Whilst the southern part of the villa garden has been incorporated into the campus, the application site lies outside the former garden area of the villa. Despite being a building of substantial scale, views of Maryland's from Regent Place, Lower Park Road and Dagenham Road outside the site are often limited by tall boundary walls and/or tree planting. The view of the southern elevation of the building across the college green is more prominent. Aside from the garden setting and tall walls, a key contribution to the setting of Maryland's is the former coach house which forms the built western side of a hard surfaced courtyard accessed from Regent Place, this coach house has been refurbished as a refectory, the conversion did not involve significant change to the courtyard elevation or the setting of Maryland's. The rear of the coach house has been extended with a contemporary extension which faces west across the college green toward the application site. This contemporary extension, known as the Pavilion, has a part flat and part mono-pitched roof forms.

Given the distance between the application site and proposed building (84 metres) and the intervening built form is not considered that the proposal would have an impact on the setting of the grade II listed

Residential Amenity

The closest residential properties are those lying to the north west of the application site on Oxney Road and Deyne Avenue and are separated from the wider College campus by Dagenham Road and the boundary walls and gates surrounding it. The proposed building has windows on its western and northern elevations, those facing northwards towards Dagenham Road are smaller windows to classrooms with the main larger windows being on the western and eastern side facing towards commercial and industrial properties to the west of the campus and the College open space and Maryland building to the west.

The residential property on the end of Oxney Road would have limited views across towards the application proposals, these views would be across both Oxney Road and Dagenham Road and be restricted by both the boundary wall of the campus and the boundary trees that lie behind it. There is one first floor gable window to this property however, again given the distances between the proposed building and the property it is not considered that the proposal would give rise to unacceptable impacts in terms of loss of privacy or overshadowing.

The main entrance to the proposed building would be to the southern side of the building away from residential properties with only an emergency fire staircase located on the northern boundary. Given this arrangement it is not considered that activity and noise associated with the comings and goings of students or the use of the classrooms would give rise to additional noise or disturbance to nearby residential properties.

Impacts on trees

The application proposals are accompanied by a Preliminary Ecological Survey and Tree survey undertaken in accordance with British Standard 5837 2012: Trees in Relation to Design, Demolition and Construction which also includes an arboricultural method statement.

As set out elsewhere in this report mature trees, particularly those on the sites boundary form an important character of the Victoria Park conservation area. There are 51 individual trees within the application site, 14% of these are classed as Category A trees (those of high quality and value) and a further 41% are category B trees (those of moderate quality and value).

As a result of the proposal a category C tree (those of low quality and value) would need to be removed to facilitate the new building. The applicant is proposing to plant a heavy standard replacement tree on the site as compensation for this loss. In addition as part of the tree survey of the site a further tree classed as a category U tree (one in a condition that should be removed for reasons of sound arboricultural management) would be removed during tree works on the site.

The tree report assesses impacts of the proposed development on trees within and adjacent the application proposals. This identifies that three category A trees and two category B trees would have root protection areas affected by the proposals. The impact assessment indicates that the proposed works would not have a significant effect on tree health, with incursions below the 20% maximum root protection area incursion allowance that is set within the relevant British Standard BS5837 2012. In addition where the proposals encroach within the root protection area special construction methods are proposed to limit the impact on tree roots. Canopy pruning is proposed to one tree that may come into contact with the proposed new building.

The submitted information has been undertaken in accordance with relevant British Standards and indicates the impacts of the proposals on existing on site trees and that the development can retain category A and B trees. The recommendations and conclusions of this information has been assessed by the Council's Arborists who raises no objections to the proposed works or tree removals. However, they do recommend that further mitigation in the form of the planning of an additional tree is undertaken.

The tree survey and assessment makes a series of recommendations and it is considered necessary given the above and to ensure that works progress as set out in the report that suitably worded conditions are attached to any approval to ensure: tree protection measures are in place during construction works; that works within root protection areas are undertaken in accordance with submitted arboricultural statement; that works are progressed under the supervision of an arboricultural advisor and that a scheme for planting a further 2 trees is submitted and approved.

Highway Impacts

The applicant has confirmed that the proposals would not give rise to additional requirements for car parking by staff and students as they are not provided with on-site car parking provision. The application is supported by a technical Highway note that has been assessed by the City Council's Highway Services who raise no concerns in terms of pedestrian and highway safety.

The College have confirmed that in terms of on-site cycle parking there is currently space within the cycle store located at the Mayfield building immediately to the south. In addition to this provision extra cycle store capacity has been provided across its campus. The College indicate that students and staff utilise cycle storage at the point of their arrival at the College and not necessarily at the building they may have only one out of five lessons in.

The College has confirmed that Waste collection provision would be unchanged on the Campus as a result of the proposal and there would be no requirement for waste vehicles to access this part of the campus from Dagenham Road.

The re-provision of car parking and provision of accessible spaces accessed via Dagenham Road is considered to be acceptable, in addition it is confirmed that this area is not used by large delivery vehicles, refuse vehicles or other servicing requirements other than a smaller van required to access the on-site substation.

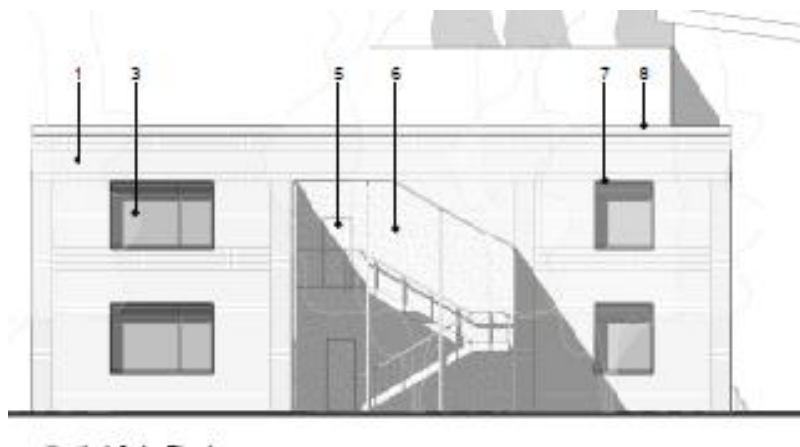
Design

The proposed building has been designed to have the appearance of a contemporary building whilst utilising materials within its construction that are found within and around the College campus.

The main material is red brick, which is elevated through brick bond patterns to add texture to the elevational treatment of the building. Contrasting feature material will highlight the main entrance and corner of the building with recessed window reveals and recessed wall elements to be framed in grey aluminium. An external fire escape stair is proposed on the northern elevation and this is to have a perforated metal screen to surround the escape stair. Concerns have been raised with regards to the design of this element of the building in particular. It is acknowledged that the external emergency staircase would be a visible element of the building from the conservation area. However, the staircase would not extend across the full width of the northern elevation of the building and the applicant is proposing a perforated metal screen solution to assist in reducing the visual impact of this external structure to the building. In addition the, brick boundary wall and boundary trees would form an additional screening element when viewing this elevation of the building from Regent Place.



Boundary wall and trees looking south towards the northern gable end of the Mayfield building



Northern elevation of the proposed building showing the centrally located external staircase

Given the location of the building within a conservation area and the matters raised above it is considered necessary that the final details of materials to be used on the building and screen to the emergency staircase should be agreed by way of appropriately worded condition.

The design approach balances the use of materials sympathetic to the conservation area with the need to provide usable educational space to support the future requirements of the College to accommodate increases in its enrolment numbers. The building would sit immediately adjacent the newest building (Mayfield) on the campus which is also of a modern contemporary design utilising metal cladding that screens and emphasises emergency staircases. Together with the lower height of the proposed building it is considered that the design would assimilate successfully onto the campus and the wider conservation area.

Accessibility

The building has been designed to be accessible throughout with the incorporation of an internal lift to provide access to the second floor. The building incorporates accessible toilet facilities and there is the provision of accessible car parking spaces external to the building.

Conclusion

The application proposals would result in the provision of additional teaching space for an existing college on an established college campus. The applicant has indicated that there is a requirement for additional space to meet the predicted increase in student numbers. The principle of education facilities within an established college campus is considered to be acceptable.

Concerns have been raised by residents with regards to the submitted Heritage Assessment. However it is considered that the submitted Heritage Assessment is proportionate to the application proposals has been written by heritage experts and does identify and assesses the impacts including those raised by residents and ward members on the designated heritage assets within the campus together with the Victoria Park Conservation Area.

In this case it is considered that with the siting, design and height of the proposed building the impact upon the character of the Victoria Park Conservation Area and the setting of both Maryland and Firwood listed buildings can be preserved and that as a result the harm arising from the proposal on Victoria Park Conservation Area can be categorised as less than substantial as set out within the National Planning Policy Framework (NPPF). As set out in this report, whilst there are identified impacts on certain views into the campus these impacts are considered to be less than substantial and the public benefit derived from the proposed through the provision of additional educational facilities is considered to outweigh any harm caused. The proposals are therefore considered to accord with section 16 of the NPPF in particular paragraphs 192, 193, 194, 195 and 196 of that document and policy EN3 of the Core Strategy.

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

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

Recommendation APPROVE

Article 35 Declaration

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015 and any problems arising in relation to dealing with the application have been communicated to the applicant.

Condition(s) to be attached to decision for approval

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received on
 5154-PAL-XX-XX-DR-A-1110 Rev P2 (Proposed site plan)
 5154-PAL-XX-XX-DR-A-1350 Rev P1 (Proposed elevations)
 Design and Access Statement Rev P1

Planning and Heritage Statement prepared by Paul Butler Associates
 Preliminary Ecological Appraisal Rev A dated March 2019 XCII-PEA-001; and Site Report, Appraisal & Plans "*BS5837 2012: Trees in Relation to Design, Demolition and Construction*" dated March 2019 XCII-BS-001 Rev A both prepared by Christians Environmental
 Drainage Strategy Report Rev 1 dated March 2019, XAV-SHD-00-ZZ- RP-C-0001, prepared by Scott Hughes,

All received by the City Council as local planning authority on the 8th April 2019.

5154-PAL-XX-XX-DR-A-1200 Rev P2 (Proposed GA plans)
 Received by the City Council as local planning authority on the 17th June 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) 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.

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.

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.

4) Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Management Plan and shall include:

- The routing of construction traffic; o Detail the 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; o 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.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy Development Plan Document.

5) 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.

6) All tree work, including any related pruning or excavation works within the tree root protection areas as identified within the approved arboricultural method statement shall be carried out by a competent and suitably qualified arboricultural contractor.

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

7) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the approved drawings, documents and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the use or occupation of the phase of development within which the retained tree is located 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. Evidence of the installation of fencing shall be supplied in writing to the City Council as local planning authority prior to any works commencing on 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 SP1 and DM1 of the Core Strategy

8) Notwithstanding the approved documents and drawings, within three months of the commencement of development a scheme for the planting of 2 no. replacement trees on the site shall be submitted and approved in writing by the City Council as local planning authority. The submitted scheme shall include the details of the species, size, location and timescale of the replacement trees to be planted. The development shall be carried out in accordance with the approved scheme and evidence that the replacement scheme has been implemented shall be submitted to and approved by the City Council within one month of the planting of the trees. 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 the implementation of a suitable tree replacement scheme as set out within the approved drawings and documents pursuant to policy EN9.

9) Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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

10) The development hereby approved shall not be occupied unless and until the surface water drainage has been implemented in accordance with the Drainage Strategy Report, XAV-SHD-00-ZZ- RP-C-0001, Scott Hughes, May 2019. The scheme shall thereafter be managed and maintained 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 EN17 of the Core Strategy.

11) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the premises is occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy and saved policy DC26.

12) 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.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policy DM1 of the Core Strategy and saved policy DC26.

13) The car parking as set out on the approved drawings shall be surfaced and demarcated prior to the first use of the building hereby approved and shall be retained thereafter.

Reason – To ensure that there is adequate provision for the parking of vehicles on the site pursuant to policy DM1 and T2 of the adopted 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: 123274/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:

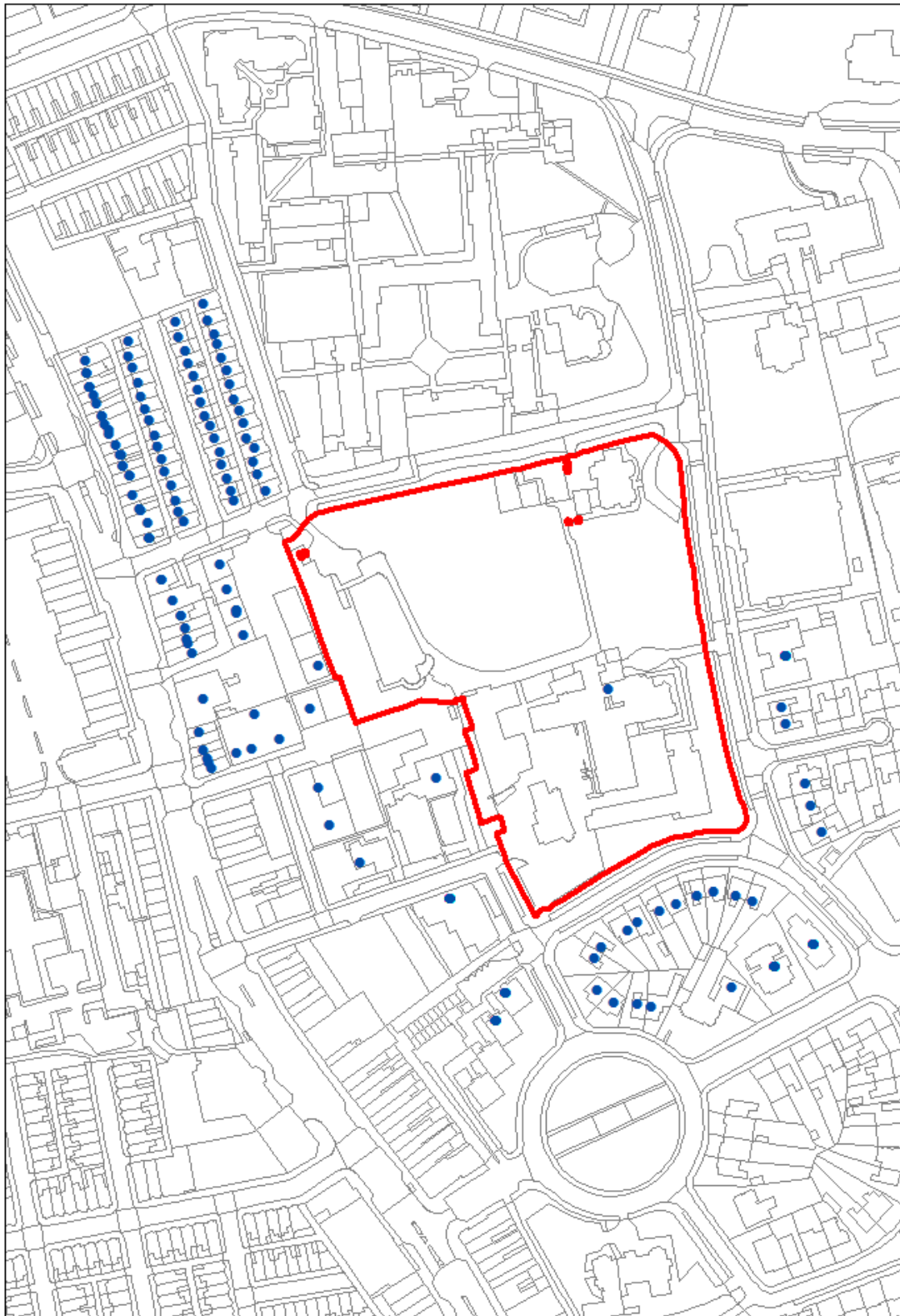
**Highway Services
Greater Manchester Police
Rusholme & Fallowfield Civic Society
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management**

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
Rusholme & Fallowfield Civic Society
Environmental Health
MCC Flood Risk Management
MCC Neighbourhood Services (Arborist)**

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk



□ Application site boundary ● Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
123744/FO/2019	3rd Jun 2019	22nd Aug 2019	Chorlton Park Ward

Proposal Change of use from shop (Class A1) to restaurant/cafe (Class A3) and installation of flue to the side and a retractable awning to the front

Location 559A Barlow Moor Road, Manchester, M21 8A

Applicant Ryan Singh , C/o Agent,

Agent Mrs Becki Hinchliffe, Eden Planning, Office 1 Owen House Farm, Wood Lane, WA16 7N

Description

The application site relates to a vacant ground-floor shop formerly a delicatessen known as Hickson and Black's. The site has been used more recently as a premises known as Lord of the Pies, which was a café/bar, but did not benefit from planning permission for this use. The property is located centrally within the Chorlton District Centre. Within this parade there are commercial premises used as Thai massage parlour, nail and beauty salons, a holistic health centre, and an estate agents. The property is two storeys in height and the upper floor is in use as a holistic health centre. The application site is on the western side of Barlow Moor Road. There is a bus stop with links to the city centre approximately 55 metres from the premises, and the property is a short walk away from the Chorlton Metrolink Stop.

The property is semi-detached and has a narrow passageway to the southern side elevation and a shared vehicular access to the rear yard area, adjacent to the adjoining semi to the north, which is shared with the neighbouring properties to the side and above.



The applicant is applying to change the use of the premises from a shop (Class A1) to a café/restaurant (Class A3). Together with the installation of a flue to the side of the premises and a retractable awning to the front, following removal of the pergola to the front. The applicant had installed the pergola to the front and the flue to the side, but removed the flue and ceased any further internal works to the premises once they were made aware that planning permission would be required for the works.

The applicant seeks opening hours of:
 Monday to Thursday - 8am to 11pm,
 Fridays and Saturdays - 8am to midnight,
 Sundays and Bank Holidays 8am to 11pm.

Consultations

Local Residents – Local residents were notified and 3 letters of objection have been received, the comments are as follows:

- There is an uncertain planning history; the application form refers to the existing use being a café, whereas the Planning Statement states this was not the previous authorised use. Development has also started prior to the current application and the applicant has already shown a disregard to planning rules, it is therefore correct that a planning application should be required to fully assess the proposed change of use.
- The application site is shown edged red on the submitted location plan. Reference to this plan shows that it is right next to adjoining residential properties. The boundary of residential gardens backs directly onto the site and is approximately 1.5m from the building itself, not 8m as referred to in the planning statement. This is exactly the situation that Policy DC10, which says permission will not normally be granted where this is the case, is there to protect. The proposed use is contrary to policy.
- Very concerned about noise, fumes and visual impact of the proposed flue and the kitchen facility that is located at the rear of the unit in very close proximity to residential properties.
- Very concerned about the bin store that is proposed to be located in close proximity to residential properties and will itself give rise to noise, odour and general aggravation affecting the enjoyment of living in the area.
- The proposal for the unit to be open until 11pm during the week and midnight at the weekends means residents would be impacted until late into the night all through the week.
- Residential properties directly overlook the rear of the yard with bedrooms in close proximity.
- Given the very close proximity, the general enjoyment of rear gardens would also be impacted.

One letter making neutral comments has been received. The main comments are:

- Don't have any objections to the physical changes as proposed in the application, however, do have a concern about possible noise levels, as this may impact upon neighbouring businesses and the services they offer, which require a quiet and peaceful environment.
- Aware that the premises are on a busy high street and clients are used to the noise of traffic and passing pedestrians. However, loud music and or rowdy punters in the front beer garden would have a negative impact on the experience of customers of other businesses and will very likely lead to loss of business.

- Would like to know are there any measures in place to limit these potential noise levels.

Cllr Dave Rawson (Member for Chorlton Park Ward) - Would like to request that this planning application be heard before the Planning Committee.

Is very concerned about the impact of the proposed restaurant on the amenity of the nearby residents, particularly the residents of 2, 4 and 6 Napier Road and fully supports the letter of objection that has been submitted by these residents. Cllr Rawson states that he writes on behalf of his two fellow ward councillors.

Chorlton Voice – No comments received at time of writing report.

Environmental Health – recommend the addition of conditions relating to opening hours, deliveries, noise, waste management and fume extraction.

Highway Services – In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highway concerns are expected. The site is accessed by sustainable modes with regular bus routes along Barlow Moor Road and Wilbraham Road. The closest Metrolink facility is located at Chorlton tram stop. Pedestrian access to the site is taken immediately from Barlow Moor Road. Vehicle access to the rear of the property accessed on the northern side of number 559 via a narrow passageway. Only two on-site parking spaces are confirmed. All vehicular demands associated with the development are anticipated to contribute to the level of vehicles parked on-street. In light of this, it is likely that a significant proportion of visitors will arrive on foot from the surrounding residential area, this is accepted by Highways. It is recommended that the applicant confirms the amount of secure and sheltered cycle parking spaces that are available, within the curtilage of the site, for the accommodation of staff/visitors.

The proposed retractable awning and flue are not located on the adopted highway network. As such, a projection over license will not be required. Sufficient headroom clearance should be provided and the applicant is requested to confirm that the minimum clearance provided is 2.1m.

A designated bin storage area is noted to the rear of the site. This is considered to be appropriate in ensuring no obstruction on the adjacent highway. It is assumed that waste is collected from Barlow Moor Road which appears to be common practise for this area and would be acceptable from a highways perspective.

Policies

National Planning Policy Framework

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through which local people and their accountable councils can produce

their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, the NPPF states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted.

National guidance can be found in the National Planning Policy Framework (NPPF). The central theme to the NPPF is to achieve sustainable development. The Government states that there are three overarching objectives to achieving sustainable development: an economic objective, a social objective and an environmental objective (paragraph 8).

Relevant to this application, Section 6 provides guidance in relation to 'Building a Strong Economy', Section 7 'Ensuring the vitality of town centres', Section 8 'Promoting healthy and safe communities', Section 11 underlines the need to 'Make Effective Use of Land, and Section 12 provides design guidance – 'Achieving Well-Designed Places'.

The Development Plan

Manchester's Core Strategy Development Plan Document now 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; however, some of the UDP policies will remain extant until they are superseded by policies in a future Development Plan Document.

Policy SP1 sets out the key spatial principles which will guide the strategic development of Manchester to 2027, the policy states that all development in 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 regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - 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.

Policy EN1 states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy DM1 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. This policy also seeks to protect the amenity of an area from the adverse impacts of development.

Policy C10 states that new development, and redevelopment that supports the evening economy, contributing to the vitality of district centres and supporting a balanced and socially inclusive evening/night-time economy will be permitted, subject to impacts on residential amenity, any cumulative impact or concentration of hot food take-aways and bars, and maintaining a balance between day-time and night-time economies.

Unitary Development Plan for the City of Manchester adopted 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are considered relevant:

DC10 'Food and Drink Uses'

Saved UDP Policies DC10.1 to DC10.4 sets out the considerations to be made when assessing proposals for food and drink uses.

Policy DC10.1 states that in determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises (whether or not other activities, such as a nightclub, are included), the Council will have regard to:

- a. the general location of the proposed development, including any reference to the area in other policies in the Plan;
- b. the effect on the amenity of neighbouring residents;
- c. the availability of safe and convenient arrangements for car parking and servicing;
- d. ease of access for all, including disabled people; and
- e. the storage and collection of refuse and litter.

Policy DC10.2 states that the Council will normally accept the principle of developments of this kind in the City Centre, industrial and commercial areas, in shopping centres and, at ground level, in local shopping parades of more than 8 shops or offices.

Policy DC10.3 states that development will not normally be permitted where:

- a. it is proposed outside the general locations mentioned above, or
- b. there is a house or flat on the ground floor next to the proposed business, or only separated from it by a narrow street or alleyway.

Policy DC10.4 states that where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle; conditions may be imposed in order to protect the amenity of nearby residents. These conditions may, amongst other things, include limitations on the hours of opening, and the need to deal satisfactorily with noise, fumes, smells, the storage of refuse and the collection of litter.

Policy DC26 'Development and Noise'

DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

the effect of new development proposals which are likely to be generators of noise; and the implications of new development being exposed to existing noise sources which are effectively outside planning control.

DC26.2 New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

DC26.3 Developments likely to result in unacceptably high levels of noises will not be permitted:

- in residential areas;
- near schools, hospitals, nursing homes and similar institutions;
- near open land used frequently for recreational purposes.

DC26.4 Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:

engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;

layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or noncritical rooms within a building; and

administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.

DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

DC26.6 Exceptions to the general policy will be considered on their merits. The Council accept, as an example, that the occasional use of outdoor facilities such as sports stadia for concerts can be acceptable in certain circumstances. Any such proposal will be considered in the light of consultation with local residents and others, and the practicability of appropriate conditions on any approval.

Issues

Principle – As the application site is within a district centre that contains a variety of commercial uses the principle of the use of the premises as a restaurant is considered to be acceptable.

Policy C10 of the Core Strategy requires that new development, and redevelopment that supports the evening economy, contributing to the vitality of district centres and supporting a balanced and socially inclusive evening/night-time economy will be permitted, subject to impacts on residential amenity, any cumulative impact or concentration of hot food take-aways and bars, and maintaining a balance between day-time and night-time economies.

Matters that will require consideration, in order to assess the acceptability of any proposal are impacts on residential amenity, hours of use, fume extraction, parking, servicing and refuse.

The Use - In 2015 changes were made to the Town and Country Planning (General Permitted Development) (England) Order 2015 that allow a change of use from a use in class A1 (retail shop) to a use falling within Class A3 (restaurants and cafes) for units with a cumulative floor space of the existing building of 150 square metres or less. In order to do so the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required.

In this instance there is a fall-back position where permitted development rights could be utilised for the use of the property as an A3 café/restaurant use. As the unit has an existing floor space of 65 square metres the applicant could apply for the change of use using this route. In this instance the proposed conditions would allow the local planning authority greater control through the planning permission process.

It should be noted that the previous tenant of the property, did make an application for prior approval of the premises under the GPDO 2015. The only reason this was refused permission was because the applicant applied for permission to operate as a café/bar. The use of the property as a café/bar would not fall within the remit of Class A3.

It is understood that in this instance the current applicant believed permission had been granted to the previous tenant for the use of the property as a café/restaurant. The applicant had carried out internal refit work and had installed a pergola to the front and a flue to the side. Once the applicant was made aware that this was not in fact the case, they stopped works immediately and applied for planning permission, which are now subject of this application. The applicant had already removed the flue and is proposing to remove the pergola and install a retractable awning. The decking and outdoor seating area to the front were installed by the previous tenant, but the applicant is seeking to retain these.

The applicant seeks to change the use of the currently vacant premises (Class A1) into a restaurant use (Class A3). As with any proposal that results in the loss of a retail unit in a shopping parade consideration has to be given to its impact on the vitality and viability of the parade. Both policy C10 and saved policy DC10 seek to protect, support and promote the role of existing shopping parade. In particular to achieve a balance of retail and non-retail uses on the parade. This is further reinforced by the NPPF which requires that decisions should be taken to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day to day needs;

In considering applications policy C10 advises that on balance, new uses in centres should support both the day time and evening/night-time economies whilst not undermining the role of the primary shopping area.

Balance of uses – It is not considered that this proposal would have a detrimental impact upon the vitality and viability of this part of the Chorlton District Centre, as the surrounding properties in this instance are still predominantly in Class A1/2 use, with an estate agents, nail and beauty parlours and holistic health centre. In addition properties on the opposite side of Barlow Moor Road whilst accommodating a bar, restaurant and hot food takeaway also contain a broad range of services including beauticians, hairdressers and estate agents.

Furthermore, the applicant is proposing to open throughout the day which would provide daytime activity.

Therefore the principle is considered to be in general accordance with the criteria set out in Policy C10 and would support the vitality and viability of Chorlton District Centre.

Parking – The applicant has indicated that there would be two parking spaces to the rear of the property. The site is close to good public transport links such as buses into the City Centre and the Metrolink network. Highways Services have raised no objection to the proposal on these grounds and anticipate that the proposed use would see a similar level of activity as the previous use with the majority of users arriving on foot.

Residential amenity – The parade of shops that include the application property are located within the heart of the district centre which is commercial by its nature. However, there are a number of residential properties to the rear and side of the

parade on Napier Road and it is noted that numbers 2 and 4 Napier Road have small rear yards that directly back onto the application properties rear yard area.

Concerns have been raised by local residents regarding the additional noise and disturbance especially late at night. The proposed use could result in up to 30 customers at any one time. However, on balance and given the number of customers the unit could accommodate it is considered that the proposed restaurant would not give rise to greater impacts than other similar existing uses within the district centre. Furthermore, the opening hours for the premises as applied for are in line with the existing food and drink uses within the centre.

The existing relationship of the site is that it has a shared rear yard with the other businesses, which is currently used to park vehicles and store refuse and recycling bins to the businesses located within the building. The property does not have an alleyway separating it from neighbouring properties, therefore, bins and parking are all contained within the site. The application site is not a corner property and is not located on the side of a residential side street, but is located in the middle of a parade of commercial premises. The neighbouring residential properties on Napier Road have rear gardens which abut the rear yard of the application site. Therefore, given this relationship the proposal is not found to be contrary to the provisions of saved UDP Policy DC10.

The application includes an outdoor seating area to the front, however, an appropriately worded condition should be attached to any approval to ensure that area is not used beyond the hours deemed acceptable, which are 9am to 10pm. It should be noted that the applicant has stated that the external area to the rear is not be used for outdoor eating or drinking, and a condition is suggested to prohibit this directly.

Environmental Health, whilst not objecting to the proposals in terms of noise impacts, have requested that a number of conditions be attached to any approval including to acoustically insulate the premises prior to first use and any associated external equipment. They have indicated that the proposed extraction system would need to comply with the proposed condition.

Activity associated with the use would generally be limited to the front of the property with customers coming and going from the front entrance located on the Barlow Moor Road frontage and the associated front external area. Given the relationship to properties on Napier Road to the rear it is recommended that conditions be attached to any approval to limit the times for the disposal of waste including bottles into external waste receptacles and to ensure that installed extraction systems do not give rise to unacceptable noise levels.

It is therefore considered that the proposed development subject to the recommended conditions accords with Core Strategy policies DM1 and C10 and Saved Unitary Development Plan policies DC10 and DC26.

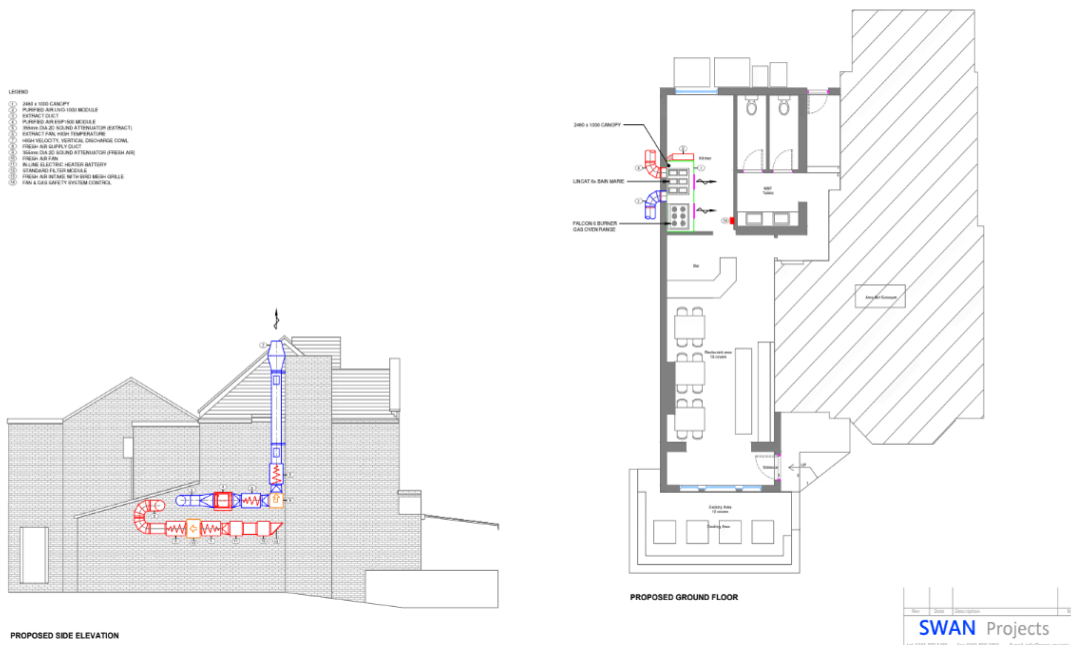
Hours of Use – The proposed hours of use are as follows:

Monday to Thursday - 8am to 11pm,

Fridays and Saturdays - 8am to midnight,
Sundays and Bank Holidays 8am to 11pm.

The hours proposed are considered to be acceptable for a district centre location and area similar to other Class A3 uses within the district centre. As such the proposed use is not considered to give rise to significant adverse impact on the character of the area or residential amenity. In addition the proposals have been assessed by the Council's Environmental Health officers who raise no objection to these proposed hours of use. It is therefore considered that the use accords with Core Strategy Policies C10 and DM1 and Saved Unitary Development Plan policies DC10 and DC26.

Fume Extraction – Residents on Napier Road have raised concerns regarding the appearance of, and odours and smells emanating from the flue, particularly due to how close the flue would be to neighbouring residential properties.



Amended flue design

Environmental Health initially stated that the traditional cowl shown in the submitted drawings was unacceptable as this would prevent adequate dispersal of the kitchen emissions. Following receipt of these comments the applicant has amended the design of the extraction flue and added further to the extraction system, Environmental Health have reviewed the amended extraction system and are satisfied subject to a condition specifying that the works be carried out in accordance with the submitted scheme, as shown above.

Appearance – The proposal includes the removal of the pergola to the front and the installation of a retractable awning. It is not proposed to alter the existing shop front, which features stone sills and lintels. The removal of the pergola and replacement with a retractable awning would allow for this attractive feature to be more readily visible within the street scene.

See below:



Proposed and existing front and side elevations

The proposed flue, whilst large would be somewhat screened by the chimney stack to the side of the premises. A suitably worded condition is proposed requiring that the flue be painted black.

There are no elevational alterations proposed to the rear of the property. It is proposed to store the bins to the rear of the property as shown below. However, it is recommended that a suitably worded condition be added to require a bin store to screen the bins from neighbouring occupiers.

Servicing/Refuse – The applicant has submitted a waste management strategy following comments made by Environmental Health. This details the waste collection and disposal requirements for the proposed restaurant.

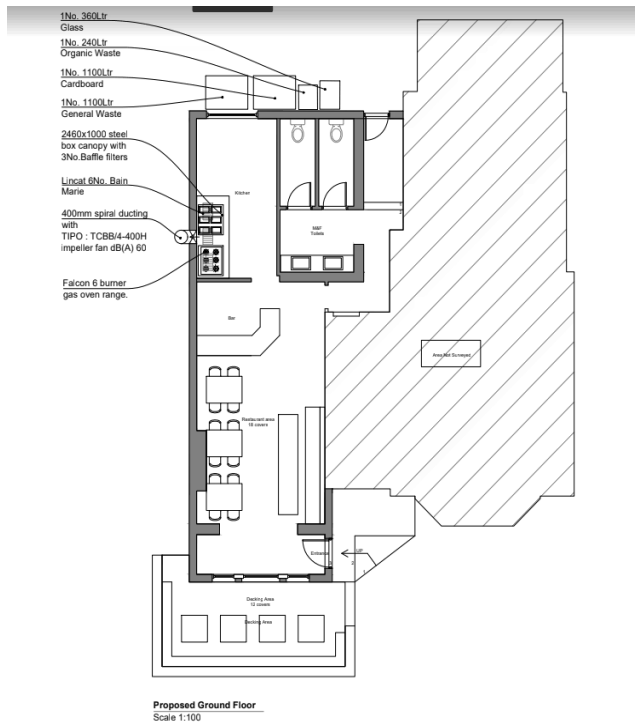
The waste management strategy shows that there would be four receptacles for waste:

1. Mixed Municipal Waste (General Waste);
2. Organic Waste (Food Waste),
3. Glass Waste and;
4. Cardboard.

Four individual bins for each of the above waste streams will be located in the rear yard area. Waste and recycling will be put straight in to the appropriate containers.

The waste containers would be stored within the rear external yard and would be collected three times per week, and processed as follows:

- MMW would be taken to a Materials Recycling Facility in Salford where it is processed and any recoverable or recycling material is removed;
- Food waste is segregated at source. It is then sent to an Anaerobic Digestion Facility to be processed. Energy (gas) is produced to power the national grid. The residual waste is turned to livestock feed and sent to local farms;
- Glass is segregated at source and processed locally to reproduce glass;
- Cardboard waste is segregated at source and processed locally back into cardboard.



Proposed layout

In addition it is recommended that the servicing hours are restricted to Monday to Saturday 7.30 am to 8.00 pm with no deliveries or waste collections on Sundays or Bank Holiday Mondays and a further condition, as indicated above, to prevent the refuse, glasses or glass bottles being disposed of in outside receptacles between the hours of 21:00 and 08:00 to further protect the amenities of the nearby residents.

Resident's comments – Concerns have been raised by residents with regards to the potential for impacts on residential amenity arising from the proposed use and in particular on those properties to the rear that adjoin the rear yard to the application property. As detailed above it is acknowledged that these residential properties adjoin the rear yard to the property and mitigation is proposed in the form of conditions to ensure: activity related to the disposal of waste in the rear yard is limited to certain times of the day; that installed extraction equipment is acoustically insulated in accordance with a scheme to be submitted and approved; and that the rear yard not be used for the consumption of food and drink by customers. On this

basis the proposals are considered to accord with national and local planning policies.

Conclusion – It is considered that on balance the proposed change of use would not give rise to unacceptable impacts to warrant refusal of the application. The use would introduce additional activity to this parade within the district centre, and would bring a currently vacant unit back in to use, leading to employment opportunities. It is not considered that the proposed use would give rise to unacceptable impacts in terms of residential amenity either by way of noise, odours or an increase in comings and goings within a commercial parade. The scheme is considered to be in accordance with the guidance contained within saved policies DC10, DC26 and Core Strategy policies DM1, C10 and SP1

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 based on seeking solutions to 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:

Proposed plans and elevations PL001 rev B, received by email 5th July 2019;

Proposed plan and elevation of flue C515/1, received by email 8th July 2019;

Proposed design brief and manufacturer's specifications by Swan Projects, received by email 8th July 2019.

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

3) The premises shall not be open outside the following hours:-

Monday to Thursday - 8am to 11pm,

Fridays and Saturdays - 8am to midnight,

Sundays and Bank Holidays 8am to 11pm.

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) 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 order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

5) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with the submitted scheme by Swan Projects dated 8th July 2019, and shall be implemented before first occupation of the premises and maintained in place as long as the use is in operation. The scheme shall be maintained in accordance with the manufacturer's specification.

Reason - In the interests of the amenities of occupiers of nearby property pursuant to Core Strategy policies DM1 and C10 and Saved Unitary Development Plan policy DC10.

6) Prior to first occupation, 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.

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.

7) The external area of the premises to the front shall not be used for the consumption of food or drink outside the following hours and shall not allow for the use of amplified sound or any music in these external areas at any time:-

09:00 - 22:00hrs Monday to Sunday including Bank Holidays.

The external area to the rear of the premises shall not be used at any time by customers including for the consumption of food or drink.

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.

8) Notwithstanding the approved plans and documents before first use of the development any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme to be submitted 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 equipment shall be operated in accordance with the approved scheme whilst the use is in operation.

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

9) The development shall be carried out in accordance with the submitted scheme for the storage (including segregated waste recycling) and disposal of refuse as detailed in the email and drawing PI001 rev B received by email 5th July 2019, and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

10) Notwithstanding the approved plans, details of a bin store shall be submitted to and approved in writing by the City Council as local planning authority. The bin store shall be installed within 1 month of the completion of building works and shall remain in situ whilst the use is in operation.

Reason - To maintain the quality of the street environment in the locality of the development in order to comply with policies SP1 and DM1 of the Core Strategy.

11) No disposal of refuse, glasses, or glass bottles in externally sited receptacles shall take place outside the following hours:

08:00 to 21:00 hrs Monday to Sunday including 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.

12) Prior to the hereby approved extraction flue being installed a scheme to enhance its visual appearance shall be submitted and approved in writing by the City Council as local planning authority. The approved scheme shall be installed in full and remain in perpetuity.

Reason - In the interests of visual amenity pursuant to policies SP1 and DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 123744/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.

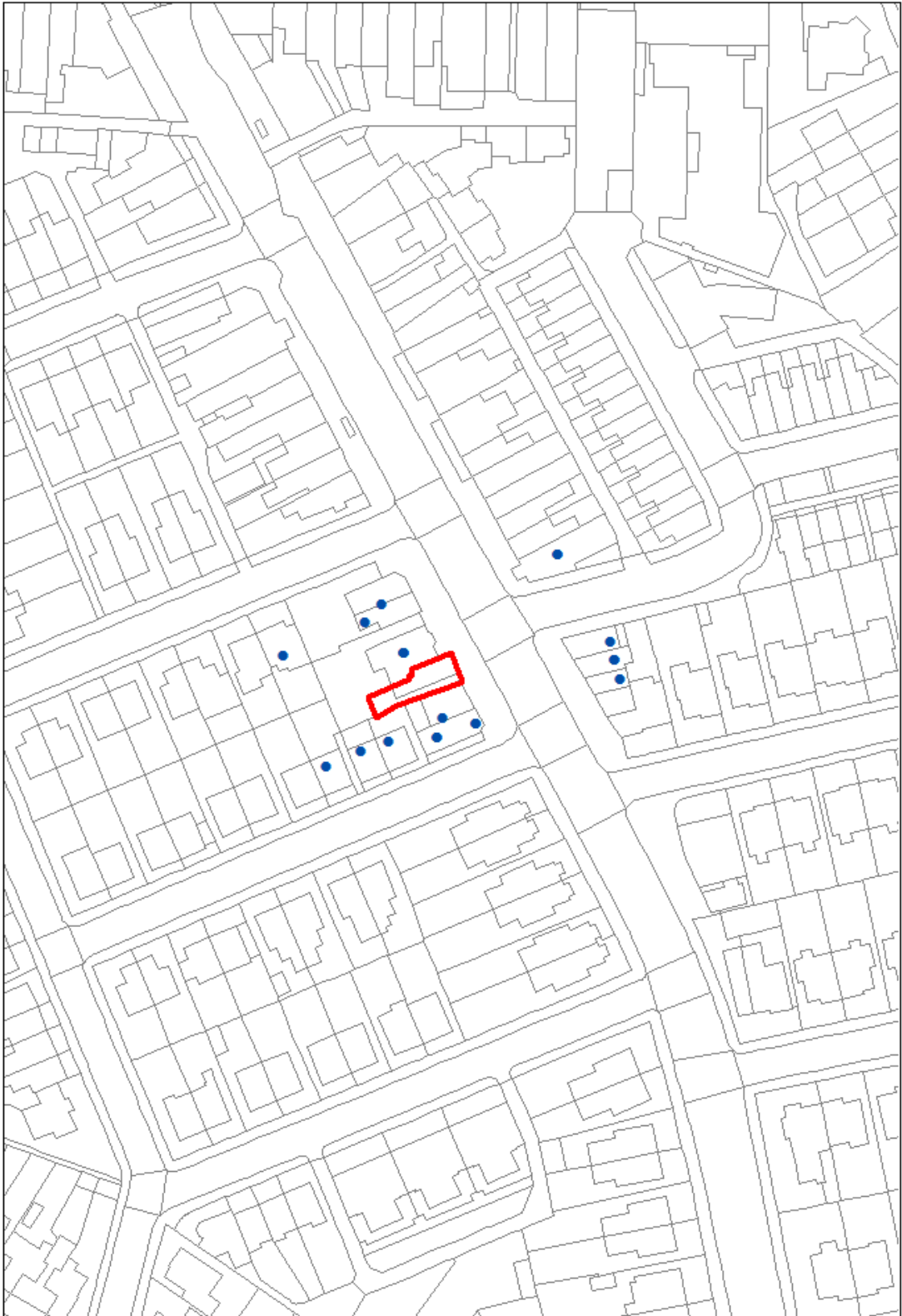
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Chorlton Voice**

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 :	Melanie Tann
Telephone number :	0161 234 4538
Email :	m.tann@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
120607/FO/2018	26th Jul 2018	22nd Aug 2019	Fallowfield Ward

Proposal Creation of Artificial Grass Pitch (AGP) for Multi-Sport Activity and installation of 6 x 18 metre high floodlighting columns, creation of a hard standing, formation of topsoil bund, erection of 5 metre high ball stop fencing and installation of 1.2 metre high barriers to artificial grass pitch

Location Platt Lane Complex , Yew Tree Road, Manchester, M14 7UU

Applicant Mr Mike Howarth , Manchester Metropolitan University, All Saints Building, All Saints 8, Manchester, M15 6BH,

Agent Mr John Bennett, Surfacing Standards Ltd, 1A Perth House, Corbygate Business Park, Priors Haw Road, Corby, NN17 5JG

Description

The application site is currently a grass football pitch within the Platt Lane Sports Complex. The pitch, which is the subject of this planning application, and is part of the wider Platt Lane Complex, is located on the south-east corner of the junction between Platt Lane and Yew Tree Road. The site is denoted by a white X on the below photograph. The area is predominately residential in character, with Platt Fields Park adjacent to the site.



The sports complex was established many years ago and was previously Manchester City Football Club's training ground. Since 2014 the sports complex has been owned and run by Manchester Metropolitan University (MMU) and offers a gym, fitness classes and a range of pitches for sports such as football, rugby, and American football. The sports complex is not exclusive to MMU students but is open to all including local clubs and community groups.

Application proposals

The applicant is proposing to replace the existing grass pitch with an artificial grass pitch (AGP) to allow for multi-sport activity, such as hockey, lacrosse, football and American football, with the dominant use being hockey. The applicant is also proposing to install six, 18 metre high floodlighting columns, 5 metre high ball stop fencing to the perimeter of the site, 1.2 metre high barriers around the pitch, a topsoil bund to the northern boundary of the pitch, and an area of hard standing for pedestrian access and spectators. The proposal seeks to use the pitch from:

Mon to Thurs	9am – 9pm
Friday	9am – 8pm
Sat & Sun	10am – 5pm

Originally, the applicant sought to use the pitch from 9am to 10pm Monday to Friday and 9am to 7pm Saturday and Sunday. However, following concerns about the proposal, the scheme was amended to that now before the committee. Furthermore, the applicant has removed the proposed AGP warm up area on the northern boundary and is proposing to install a topsoil bund, which would be 2 metres in height and would be seeded.

The current hours of use permitted for this pitch are 9am to 10pm Monday to Friday, Saturday 10am to 10pm, and 10am to 6pm Sundays.

It should be noted that other existing floodlit pitches within the Platt Lane Complex have an hours condition of Monday to Friday 8:00am to 10:00pm, Saturday 8:00am to 7:00pm, and Sundays 8:00am to 7:00pm.

Consultations

Local Residents – Following receipt of the revised drawings local residents were re-notified and 37 letters of objection have been received, the comments are as follows:

- On behalf of the local Residents Action group, would like to formally request that a site visit be made by councillors before any further decisions are made in this whole process.
- Have looked into the planning restrictions imposed on Manchester Grammar School (116407/FO/2017), regarding their own flood-lighting scheme and note that local residents' objections were taken into consideration regarding the operating hours of the facility, and were limited to 8pm daily, following concerns regarding floodlighting and glare.
- Please note that on the Manchester Grammar School scheme the floodlit pitch is approximately 60m from residents' front doors and there are 3 rows of mature trees as a barrier. The MMU scheme is 18m from residents' front doors, with no tree barriers as a shield.
- Similar restrictions have been placed on the operations of the Platt Fields Fun Fair, which operates for 8 weeks per year. It is also limited to closing before 8pm. So cannot understand how this MMU facility would ever be allowed to operate after 8pm all year round.
- Acknowledge the offer to slightly reduce operating hours by MMU at the site, but the revised plans remain hugely problematic given the overall negative impact that this development will have on an already overburdened area. Bar an offer to slightly expand car-parking provision, there is little to assuage

residents' concerns about the increased usage that this development will result in, with all the increased traffic, noise, and especially light pollution we will experience as a result.

- Despite attempts to paint this as a facility with relevance to the local community, its primary purpose remains the provision of sports facilities to MMU students, and other commercial interests who may pay rent to use the facilities. It is not of any positive value to a diverse local community that already has to bear more than its fair share of the burden of transient populations that have little desire to invest in the community and its well-being. For universities, student satisfaction is king, and this development is aimed squarely at their needs and the opportunities that students desire given the fees that they are required to pay. This commercialization of higher education results in a tragic disconnect between the universities and the communities in which they are situated, as it means that student satisfaction trumps everything else.
- The comments from Sports England indicate that this development's primary use will be for Hockey - a fact left out of the original submission which indicated multiple sport usage. This will mean relocation of established community football clubs who use the current grass pitch, again to satisfy the demands of a student body playing an elite sport with no relevance to our diverse community. Surely the lack of relevance to local communities should be taken into account. Our community's quality of life should not be put at risk to satisfy the desires of a privileged minority, who can afford to go to university and play elite sports, or play for such clubs with all the costs that doing so entails. Frankly, it's offensive to the exceptionally hardworking folk of this area, many of whom have witnessed real hardships.
- Note that there is still no mention of any substantive environmental impact assessment in the plans, both in terms of increased light, emissions and noise, and the effect on local wildlife. Neighbouring Platt Fields has a diverse flora and fauna, particularly its bat population, which roost around, and potentially within the Platt Lane complex. At the very least, there should be a survey carried out by the developers to ensure that this protected species' habitat is not put at risk.
- The permanent residents of this neighbourhood are being poorly treated by a university that only has its commercial interests and those of its students at heart.
- The noise and light pollution caused by the proposal will disrupt the peace and tranquillity required for prayer and classes at the masjid, which has windows facing the pitch.
- Have already been experiencing much noise and disturbance from the Platt Lane Complex during the Holy month of Ramadan in summer 2018, particularly during evening and night prayers.
- Attendees and worshippers of the masjid have reported feeling intimidated by the existing users of the Platt lane Complex, due to the use of foul language, loud mannerisms and aggressive type behaviour witnessed.
- Do not feel that the proposal will benefit the masjid or the local community who make use of prayer/class facilities. Rather it will further disrupt our peaceful worship, aims and objectives.
- If allowed, this will affect the daily operations of the masjid which is also a registered charity and thereby have a negative impact, affect, and significantly

strain many aspects of our work. We foresee difficulties continuing our work in a setting where this application is allowed. This Application does not serve the community (hundreds) which utilise our centre and hence it is against the Public Interest.

- Would like to understand how much cycling provision is at the complex at present and how much is to be provided.
- Concerned about the impact the proposal would have on the local highway network as more traffic has already been pushed on to Yew Tree Road and Platt Lane due to the Oxford Road bus corridor, believe this proposal will create even more traffic and parking issues.
- Concerned that if approved the proposal would put off long term residents from moving to the area and existing families would leave the area due to the light and noise pollution, especially families with young children as they wouldn't be able to sleep due to the disruption of the use proposed operating until 9pm.
- Concerned that the noise readings provided by the applicant do not reflect the noise readings taken by local residents during pitch use.
- The scale of the proposal is not in keeping with the residential area as the site will be used much more intensively than at present, for longer periods of the day, with more players all year round.
- Concerned that as hockey is to be the prevalent sport played on the AGP pitch this will be much noisier than present due to the nature of the game using a ball and sticks, and the pitch materials.
- Living in the area with the existing complex and noise and traffic issues from it and the fun fair which operates for 8 weeks of the year is hard enough. This will be exacerbated further by the proposed intensive use of this corner pitch, which is so close to residents' houses.
- Believe that if this proposal was in Didsbury it would not be allowed, but as this is a less affluent area residents' views are less important.
- Concerns that highway safety will be made worse due to more parked vehicles from patrons of the complex.
- Coaches visiting the site often block neighbouring roads, and this will be made worse by more coaches visiting the site. There is currently only one coach parking space yet there are often three coaches per session.
- Only 1 electric charging point is proposed to 29 spaces. Concerned that this means the applicant is encouraging 28 petrol or diesel cars for every one electric car.
- The proposed planting of trees and shrubs will not be a sufficient noise barrier.
- The fun fair at Platt Fields is limited to closing at 8pm so the proposed operation of this pitch until 9pm is excessive.

24 letters of objection were received in relation to the originally submitted scheme prior to the revisions and supplementary information which has sought to address concerns raised, points additional to those summarised above were:

- The proposal would be at odds with the aims of the Platt Fields Park Management Plan, which is to create a natural eco system. A noisy, over-lit planning blight can do nothing but harm.
- 3G pitches are known carcinogenic and would be an environmental disaster

- It can be argued that the Article Four direction of Manchester City Council is being reversed by this application. The residents of the area do not want it turned into a giant hall of residence by the creation of an "open all hours" sports complex, which will result in total "studentification" of the area.
- Concerned that this may well be a revenue-increasing scheme by MMU which will have a negative impact on the neighbourhood. If provision of such facilities locally was a concern then the area is replete with them - these are available for public use at Whalley Range High School - which has a huge number of pitches, Sir William Hulme Grammar School, Trinity Sports Centre, and Manchester University's extensive provision for public use at the Armitage centre. These are all within a mile radius of the Platt Lane complex and give plenty of options.
- The lack of engagement of MMU with local residents is disappointing.
- Fear an increase in anti-social behaviour such as being attacked/mugged.
- Question why there is no Section 106 agreement to benefit local residents, such as an upgrade to the park or free gym memberships.
- The facility already has 3 outdoor artificial pitches available for public use/rental, as well as two further indoor pitches.

Councillor Mahadi Sharif Mahamed – Objects to this application. I remain totally opposed to this project in line with my previous objection. I believe the scale of this plan will adversely affect the lives of local residents and community, in terms of traffic, noise, light pollution, parking. This area cannot cope with any more development.

Councillor Ali Raza Ilyas – Objects to the planning application from MMU in relation to extending and developing their sports ground on Platt Lane. I fully support the objections made by residents in the area, and their detailed analysis of the impact this proposed development would have on them.

The key concerns being, parking and lack of coach parking in the facility, causing considerable problems for residents which would increase if development goes ahead. Along with the noise that will be on-going until 10pm from both the sports being played and users leaving the venue to get to cars parked outside resident's homes. There are many sports facilities in the area that are not in close proximity to residents that users can seek out.

The current sports ground already poses significant issues for local residents, and the new proposal would increase these problems.

There is already significant noise throughout the day and evening seven days a week from the use of the outdoor pitch. The proposal would effectively more than double the amount of noise. In addition the proposed floodlighting of the new pitches would increase the light pollution already suffered by residents. This is unacceptable so close to people's homes, and would further adversely affect residents' ability to enjoy a reasonable home life. It has a particular impact on children, given that noise and light would persist at unacceptable levels until 10 pm each night during weekdays. The noise generated by people leaving the development would also be substantially greater at a time when people should be able to expect to go to bed.

The application would increase traffic and parking problems in the area. Residents already experience considerable inconvenience from inconsiderate and dangerous parking by people using the complex and Platt Fields. The amount of parking available at the complex is insufficient for its users, and increasing the facilities would further exacerbate this ongoing problem. This is not an occasional problem, but a constant issue, with local roads being used as a car park for the complex.

In addition, the closure of Oxford Road to cars has, as predicted many times by local Councillors, led to commuters "rat-running" through areas of Fallowfield and Moss Side to the west of Oxford Road. Platt Lane and Yew Tree Road are one of the routes used. There is now significant pressure on local residents in these areas as a result of increased traffic, parking and pollution. To add to this pressure by allowing further development of the Platt Lane complex is adding insult to injury for local residents, and they are rightly angry about its implications for their lives.

Whatever the intentions of the applicants, the fact is that increasing usage will increase the level of anti-social behaviour experienced by residents when users leave the complex. This is something experienced whenever there is a major event in Platt Fields, but it is also a day-to-day experience of residents from the current usage of the complex. The residents also have concerns, from their current experience, about environmental issues around rubbish disposal and how these will increase.

For these reasons I am opposed to the application, and support the residents' objections.

Friends of Platt Fields Park - Object because the development proposal is contrary to a number of Manchester City Council's stated planning policies, as follows: Consider that, the proposed substantial change of use from an unlit, single-use, grass football pitch to a multi-sport activity artificial grass pitch (AGP), with 6 x 18 metre high floodlighting columns, will not make a positive contribution to this locality as a neighbourhood of choice, will not enhance or create character, will not make a positive contribution to the health, safety and wellbeing of nearby residents. This planning application is contrary to these aspects of policy SP1.

This development proposal is likely to increase emissions – there are concerns that microplastics from AGPs end up in the environment, also there is growing concern that they may cause cancer. This proposal seeks to eradicate a natural resource and replace it with an artificial one and to not reuse previously developed land wherever possible. This planning application is contrary to this aspect of policy SP1.

There is no mention in policy EC8 of the suitability of land in the Central Manchester Strategic Regeneration Area for the provision of education employment land, other than land in The Corridor (Manchester), and in Birley Fields, the new Manchester Metropolitan University Campus. This planning application is contrary to policy EC8.

The distinct historic and heritage features of the neighbourhood around the development site is of fairly grand residential properties overlooking the open parkland of Platt Fields. This development proposes to replace the outlook over an unlit, grass, football pitch to an outlook over a very brightly-lit, multi-use AGP, with the likelihood of significant associated noise during the opening hours – Monday to Friday from 09:00 until 22:00; Saturday from 09:00 until 19:00; Sunday and Bank Holidays from 09:00 until 19:00. This planning application is contrary to policy EN3.

This development seeks to destroy an element of existing green infrastructure. If this application is approved, the Council would be discouraging the enhancement of the quality and amount of green infrastructure in this locality, and reducing the performance of its functions in the local ecological context. This planning application is contrary to these aspects of policy EN9.

If this application is approved, the Council would be condoning the destruction of green infrastructure that would allow for adaptation to climate change. This planning application is contrary to this aspect of policy EN9.

This development has no regard for many aspects of policy DM1. The development's siting, layout, scale, form, massing, materials and detail are inappropriate to this prominent site surrounded by residential properties; the impact of the development on the surrounding area would be detrimental; the development has no regard to preserving the character of the surrounding area; the development will have significant negative effects on local amenity, including privacy, light, noise, vibration, air quality, litter, birds, road safety and traffic generation; we understand that the existing use of the development site has a negative impact on community safety and crime prevention due to transient noise, vandalism, and threatening behaviour from groups of youths leaving the site; the development is not designed for health - the noise and light pollution from the development during its proposed long opening hours would have a negative impact on the health of residents nearby – their ability to sleep, study and enjoy their leisure time; the development would cause additional traffic and parking problems as users travel to and from the site; the effects relating to biodiversity, landscape, heritage, green infrastructure, and flood risk and drainage. This planning application is contrary to policy DM1.

This development is likely to result in unacceptably high levels of noises in a residential area and near open land used frequently for recreational purposes; considering the type of development and the proposed opening hours, it is unlikely that there will be a set of conditions that could be applied by the Council to guarantee an 'acceptable' level of noise. This planning application is subject to policy DC26.1, contrary to policy DC26.3, unlikely to be able to satisfy policies DC26.4 and DC26.5, and doesn't qualify as an exception under DC26.6.

A major concern that relates not only to the park's ecosystem but to the local area in general is the likely impact the increased light levels would have on the biodiversity in the park, in particular the bat population. More floodlights would exacerbate this.

When all the above points are taken into consideration, this planning proposal is clearly and demonstrably contrary to a number of the Council's stated planning policies. We therefore respectfully request that the Council refuse planning permission.

Platt Claremont Resident's Association - We represent 1600 mostly terraced-homes in Moss Side and Fallowfield, North of Platt Lane. These are people's HOMES, where they wish to come back to after stressful days at work and feel they can relax and unwind, spend quality time with their children, other family members and friends.

Remain totally opposed to this project in line with the previous objection.

This proposal is completely not conducive to harmonious relations in this residential neighbourhood, where the Council is encouraging more families to settle and bring up their children. The council's housing strategy is to increase family homes and lessen HMOs in Moss Side. The scale of this plan will adversely affect the lives of local residents and community, in terms of traffic, noise, light pollution, parking. This area is creaking at the seams and cannot cope with any more development.

This application cannot be seen in isolation - Platt Lane/Yew Tree Rd already support many different events and activities that bring large numbers of people, rubbish and vehicles throughout the year - melas, bonfire night, Eid festivals, funfairs, BMX national championships, Friday prayers at 2 mosques extremely close, church services at Holy Trinity Platt, also on Platt lane.

Looking at MMU's community policy, the only benefits are to the people who will pay MMU to do their classes and games. The community they speak of is the sports community in the Greater Manchester Area. They will come from across Manchester and beyond. Already the hockey consultative body acknowledges that this development will "free up" capacity at the Armitage centre for other sports clubs.

The suggestion that MMU "may" offer free gym membership to the residents of houses on Platt Lane is so insulting as to be a real indication of the lack of awareness of what residents will put up with.

The existing use of MMU Sports area already impacts seriously on this locality with people cars and coaches throughout the week on the sports centre, the university course students and the 2 back night-time pitches. Vehicles are leaving the site after 10pm, their headlights blazing into the windows of the houses opposite on Yew tree Rd.

The hours have been reduced a little - but still from 9am until 9pm every weekday and 10-5 both weekend days. 9pm is after most children's bedtime and the noise that will spread upstairs on all the houses fronting the development (notwithstanding the language that many enthusiastic sports people use) will be extremely problematic.

The noise stats submitted measure general noise, not the following: Ball and stick strikes, referee whistles, teams shouting. Should point out that NOT ONE of the other recent sports development proposals in South Manchester has houses anywhere near as close as these are to this development.

Since the closing of Oxford Rd to traffic, the number of vehicles using Yew tree Rd has increased significantly. The junction with Platt lane is frequently log-jammed with long queues stretching back along both roads. There are also numerous accidents as cars try and rush across the junction.

MMU's parking and traffic plan is inadequate, based on the un-tested premise that users will car-share, use public transport and walk. This does not currently happen. Currently, their car-park cannot function at peak times, especially at changeover times. The Yew Tree car-park entrance is inadequate and unsafe, with car jams and traffic paralysis inside their car-park. Exiting cars frequently puts extreme pressure on

the existing queues on Yew tree Rd. We remain unconvinced about their provision for coaches.

We reckon up to 700 extra people will use the complex weekly and the bulk of this extra activity will be at night. Giant Floodlights will glare into our homes every evening. Residents do not want a halo of glare and light on their houses, every night, all year round. We can already see the halo of glare when it rains in Manchester over the MMU sports complex. This would only be far worse next to our homes.

I therefore urge you to refuse this project in its entirety; it is dangerously unsustainable in this very densely populated neighbourhood.

Rusholme, Moss Side and Fallowfield Civic Society - This sports facility is situated within a densely populated residential area, albeit also adjacent to the edge of Platt Fields, an inner city park. The density of accommodation nearby is not well depicted on the various site plans provided with the application. It can best be appreciated at page 5 of the Design and Access (D&A) Statement.

It is misleading and unhelpful for the applicant to cite Sport England's assessment standards, which relate to 'sports fields' to a site such as this. Nor is it accurate to describe the activities here as 'sports events' the term used in the WHO noise information, given in the Noise Impact Assessment. Events are discrete entities, not a continuous stream of activities, closely timetabled throughout the day and into the night, with little let up.

The reality is that any activity on site will be intrusive to large numbers of people seeking quiet enjoyment of their homes. This reasonable desire of homeowners risks being thwarted by this proposal, as it will increase hours of use, noise, light pollution, traffic, and parking.

It seems quite unacceptable that the daily duration and impact of the construction work will be constrained far more rigorously than that which will be inflicted daily on the many residents of nearby homes.

It is unclear whether it is intended that play on the pitches will stop only at the designated time, so that the site will not be clear and quiet until well after 10pm on weekdays.

Using the table provided in the NPPG, that the intensification of use envisaged here will go beyond the 'Noticeable and Intrusive' category, for which the response is to Mitigate and Reduce to a Minimum, to the 'Noticeable and Disruptive' category, for which the remedy is 'Avoid'.

The disruption that will be caused late at night, when there is a potential for sleep disturbance, is greater than the impact during the day.

The impact of floodlighting the area will be greater the longer it extends into the night, and 10pm is too late.

The car parking proposed on site could accommodate the maximum number of

vehicles assumed to be on site at any one time and there would be no overspill of demand onto the public highway.

Regular traffic movements associated with University fixtures and new traffic generated by use of the new Artificial Grass Pitch (AGP) will be such that the both functions will not overlap and/or impact on each other will therefore not create undue congestion.

The main driver for this proposal seems to be the desire of the owner, MMU to deliver a wide range of sports to a student population whose numbers are swollen by the closure of facilities at Crewe.

References to 'the community' relate to the users of the facility, not the community of neighbours whose quiet enjoyment of their homes and gardens will be compromised by the noise and light generated until late at night and every day of the week.

It is currently not the case that the non-MMU users of this facility are predominantly local children, walking a short distance from home for an evening kick-around. Instead, the users arrive in cars and coaches from across Greater Manchester. They already leave late and disturb residents. The longer hours applied for will obviously worsen the misery of residents.

Rusholme, Moss Side and Fallowfield Civic Society strongly object to this proposal.

The site already causes nuisance on many fronts to those who have to live near it. It is quite unacceptable to intensify the harms of noise, traffic and parking by both making the pitch less weather-dependent and adding to the harm by continuing it late into the night.

We hope that you will appreciate that, in the experience of the resident community, enough is enough and they are fearful of the impact that these changes will inflict on their lives.

As a minimum, the hours of use should be limited to 8pm.

Highway Services – The site is considered to be sufficiently accessible by sustainable modes and is in close proximity to public transport facilities.

The promotion of car sharing and the use of mini buses (or similar) is welcomed and it is recommended that this is encompassed within a formal travel plan. No waste management proposals have been submitted and it is assumed that the existing arrangements will remain. It would also appear that the main pedestrian and vehicle access remain unchanged which is acceptable to Highways. The boundary fence proposals incorporate a 5m high ball stop fence which are acceptable from a highway perspective.

It is recommended that prior to the commencement of the development a detailed construction management plan outlining working practices during development is submitted to and approved in writing by the local planning authority.

As described by the applicant, in a worst-case scenario, 29 additional vehicle arrivals can be expected and we consider that this can be accommodated on the highway network. In terms of car parking, this is proposed to be increased by making the north car park open for public use (21 spaces and 2 disabled bays) and there are proposals to create an additional 8 spaces in the west corner which we consider would be sufficient provision from a highway perspective. It is proposed that new secure cycle parking is proposed in addition to an electric vehicle charging point which is also acceptable. A university-wide travel plan is currently being developed which should include measures at the Platt Lane Complex and it is recommended that the full travel plan be conditioned as part of this application. It is recommended that a Car Park Management Plan is conditioned to allow the coordination of MMU events with external community events in order to minimise/avoid clashes (and potentially offer use of MMU parking facilities for external community events) to further reduce the potential impact on the local road network.

The revised report demonstrates that light spill onto adjacent properties has been sufficiently controlled. The further light spill information regarding glare to vehicles on the highway is sufficient to allow us to support this application.

The additional information in relation to current and estimated pitch usage in addition to the Community Usage Agreement is noted and is acceptable to Highways.

Flood Risk Management – Recommend the addition of conditions relating to sustainable drainage be attached to any planning permission.

Environmental Health – Have assessed the submitted information and are satisfied with the Noise Impact Assessment by Acoustic Consultants Ltd dated June 2019 ref: 6870/DO.

Request the addition of conditions to any approval relating to noise, lighting, construction management, hours of use and contaminated land

Sport England – Sport England raises no objection to this application which is considered to broadly meet the requirements of paragraph 97(iii) of the NPPF and Exception 5 of their adopted Playing Fields Policy, they confirm the draft Community Use Agreement submitted by the applicant is now acceptable.

Greater Manchester Ecology Unit (GMEU) - The adjacent Park is known to be very good for bats, but the application site itself does not support particularly good habitat for bats – dominated by open species-poor close-mown grassland subject to disturbance. Bats may use the tree line at the north-eastern boundary of the site may be used by bats for foraging but I would note that –

- The area is very built up and busy, and Platt Lane is a busy road; the area is therefore already subject to high lighting levels
- The most common species of bat recorded in the area are *Pipistrelles*, known to be relatively tolerant of artificial light
- Bats are most active during the summer months (May to September) and are largely inactive in winter, when the floodlights will most be needed

- The design of the lighting is for cowled directional lights which will reduce light spill

Our conclusion is that the floodlighting is unlikely to affect local bat populations. Nevertheless, in the interests of protecting nocturnal wildlife we would recommend that a curfew be set of the operation of the floodlights so that they are required to cease operations at 21.30 hrs and do not begin operations until 08.00.

They do not consider that the playing field is good for other wildlife because it is so open, disturbed and species-poor.

United Utilities – Request the addition of conditions relating to sustainable drainage.

Policy

The National Planning Policy Framework (NPPF)

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, it states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted.

Paragraph 91 states - Planning policies and decisions should aim to achieve healthy, inclusive and safe places which amongst other things should:

- enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Paragraph 92 states - To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural

buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

Paragraph 96 states - 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 - 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.

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 10 - Safeguarding Open Space, Sport and Recreation Facilities - This policy indicates 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. 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.

It is considered that improved sporting facilities will be provided on site on this basis the proposals are therefore considered to be compliant with the principles of EN10 of the Core Strategy.

Policy DM1 of the Core Strategy 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.

Following the adoption of the Manchester Core Strategy a number of policies in the 1995 Unitary Development Plan for the City of Manchester were saved. The policies relevant to the consideration of the current application are:

Policy DC26.1 (Noise) states the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.3 states developments likely to result in unacceptably high levels of noises will not be permitted:

- a. in residential areas;
- b. near schools, hospitals, nursing homes and similar institutions;
- c. near open land used frequently for recreational purposes.

Policy DC26.4 states where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:

- a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
- b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or non-critical rooms within a building; and
- c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit.

Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.

Policy DC26.5 states the Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

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

Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

Principle – The site is an existing sports pitch, within a larger sports complex. The applicant is seeking permission to replace the grass pitch with an artificial grass pitch (AGP) to allow the pitch to be used for multi-sports such as hockey. The applicant also wishes to install floodlights around the pitch. By changing the pitch to AGP and installing floodlights, this will allow for the pitch to be used more intensively all year round. In principle improvements to the sport facilities are acceptable, however, matters that will require further consideration are the implications on residential amenity including noise, lighting glare, car parking, visual amenity, community use, and ecology.

Siting – The University are proposing to site the new multi-sport pitch on the site of the existing grass pitch on the corner of Platt Lane and Yew Tree Road. The applicant has indicated that whilst the proposed AGP would be a multi-sports pitch with markings set out for sports such as football, lacrosse and American football, hockey would be the predominant use. The applicant has also indicated that this new AGP pitch is required as the existing non-grass pitches within the complex are 3G artificial pitches that are unsuitable for hockey usage.

The location has been chosen to make use of the existing on site facilities and amenities within the wider sports complex, including the existing pitches, changing rooms and administration facilities.

As the proposed AGP pitch would be located on an existing grass pitch that is currently and has historically been used for sport it is considered that the siting of the AGP pitch is appropriate.

Residential Amenity – The site is located within an existing and long standing sports complex. The wider area is predominantly residential and whilst these properties are already subject to impacts relating to the use of the grass pitch the application proposals, with the ability to have a pitch which would be more intensively used by a wider range of sports, has the potential for greater impacts on these properties. Consideration of impacts relating to noise and lighting are set out below.

Noise – The applicant has submitted a noise impact assessment, which considered the impact of environmental noise on the nearby noise-sensitive residential properties. The report also specifically examined the potential for large occurrences of a specific types of noise during hockey shooting practice, and noise from spectators. The submitted information has been fully assessed by the Council's Environmental Health officers who raise no objection to its recommendations.

The grassed pitch is an existing facility within the sports complex and as such a certain level of noise and activity is already experienced by residents who either adjoin or are adjacent to the site. This proposal would allow the activities to continue later on into the evening during the autumn/winter months and the time proposed for

the flood light usage, up until 9:00pm, would be less than the hours that football can be played during the lighter summer evenings (10pm), without the need for flood lights. To ensure that any disamenity to residents is reduced, it is proposed that the use of the pitch and proposed floodlights would be subject to an appropriately worded condition to cease operation at 9.00pm Monday to Thursday, 8pm on Fridays and 5pm on Saturday, Sunday and Bank Holidays.

Residents have also raised concerns regarding noise from hockey balls striking the perimeter boards. The submitted noise impact assessment states that the noise mitigation includes the reduction of impact noise on the strike and goal boards by covering the pitch side of the boards in the synthetic pitch surface as shown in the image below. A condition requiring this treatment to be installed in accordance with the submitted details is recommended.



The submitted noise impact assessment also recommends the use of a Noise Management Plan, as they note that where complaints are usually made this is often due to anti-social behaviour such as swearing. Anti-social behaviour is not necessarily related to the noise level and is something that cannot effectively be engineered out of proposals. As such, it is proposed that a noise management plan is implemented as part of the development. The noise management plan shall include a method of informing the users that swearing and anti-social behaviour is unacceptable and that the centre reserves the right to dismiss users from the pitch and ban future use if this is the case. It is advised that neighbours are given a facility to report excessive noise or anti-social behaviour directly to the sports centre. This would allow the complaint to be investigated and addressed quickly. A condition incorporating this in to a management plan is therefore recommended so that best practice is adhered to in the use of the facilities.

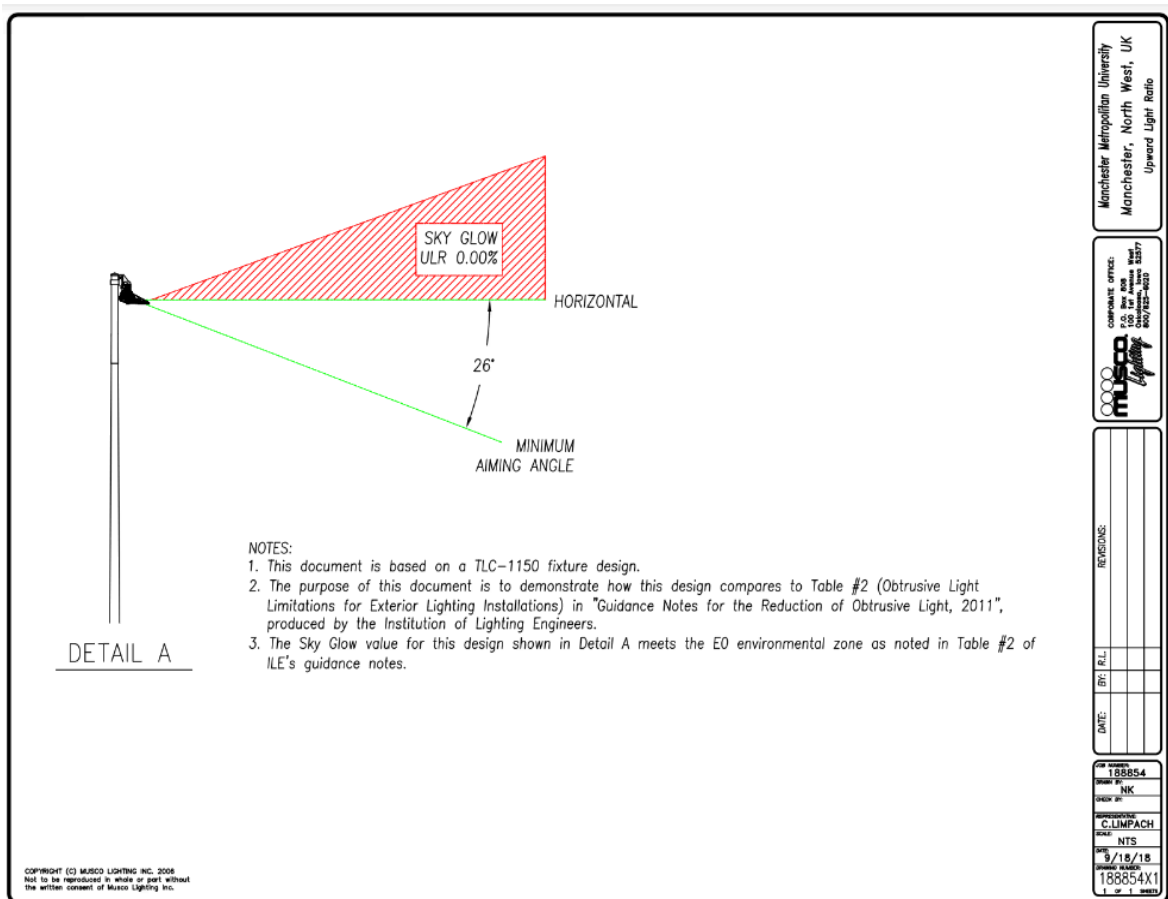
Following the original submission the applicant has amended the proposals to remove a proposed AGP warm up area adjacent to the northern perimeter of the site, this would instead be replaced with a 2 metre high topsoil bund that would be seeded and landscaped to offer further visual and noise screening to the residents that live opposite the pitch along Platt Lane.

Whilst it is acknowledged that the proposal would allow the pitch to be used more intensively, and as such could see additional comings and goings to this area of the sports complex, and that associated noise such as from the movement of vehicles and users of the facility, it is considered that these issues can be mitigated through the imposition of appropriately worded conditions as set out above. It is acknowledged that this is an existing, historical sports facility with associated noise from sports and users of the complex, and as such it is not considered that the proposal would contribute to a significant increase in noise from the site than the existing facilities.

Lighting glare – The submitted documentation on lighting demonstrates that light spill on to adjacent properties would be sufficiently controlled in addition to this any approval would be subject to time restrictions to ensure that floodlighting was further controlled. The applicant has also submitted documentation resolving the potential for glare to road users in accordance with the best practice guidance for the reduction of obtrusive light. Highway Services have confirmed that the lighting is acceptable from a pedestrian and highway safety perspective.

The submitted documentation also notes that the lighting scheme would include control switches and would be programmed to turn the floodlights off on the hour to ensure it is not possible for floodlight use beyond the set times. The last available pitch slot of the day would be 55 minutes long, as opposed to the usual hour, allowing players 5 minutes before the floodlights are switched off.

In addition to ensuring the time periods for floodlighting the pitch are subject to appropriately worded control it is also recommended that a condition is imposed to ensure that the external lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties and requiring the applicant to eliminate glare experienced by local residents should complaints be received in the future should be attached.



Lighting diagram

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 dwellings closest to the site.

Community Use – Concerns have been raised by residents with regards to the proposals being private facilities that do not derive public community benefit. The applicant has submitted a draft Community Use Agreement, which details the hours of access for community use of the pitch, stating community use will be available across all facility opening hours with the exception of Monday 17:00 to close, and Wednesday 12:00 to close during term time. During university holidays community use will be available across all facility opening times.

The applicant has stated that they already have a standard booking form available for casual use and block bookings, which they would use for the pitch subject of this application.

Furthermore, the applicant has stated that there are 141 car parking spaces available for community users on the site.

In addition Sport England following consultation with the National Governing Bodies of Sport have confirmed that the Football Foundation, on behalf of The FA and England Hockey are supportive of a Community Use Agreement for the facilities.

Below is a table detailing existing users of the grass pitch and how current users can be accommodated elsewhere.

Platt Lane Sports Complex planning application — summary of re-provision of existing user groups (Dec 2018)

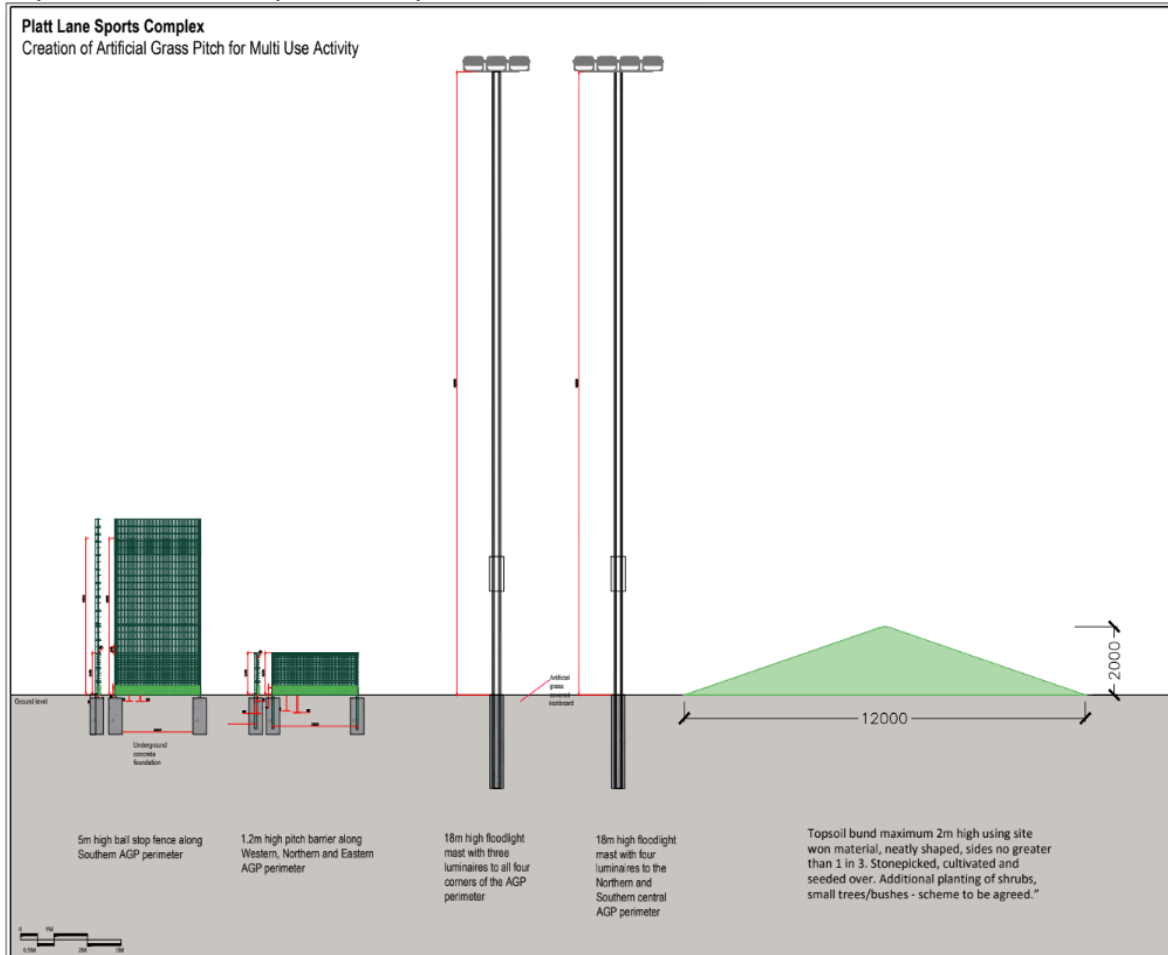
Current User Groups of Platt Lane grass	Nature of current use	Proposed solution
Rochdale Football Club	Utilise the pitch for training, Monday— Friday mornings for 2 to 3 days a week	Will be able to use of the existing football 3G surface on site
Toronto Wolfpack Rugby League Club	When playing away matches they currently base themselves out of Platt Lane. Their main pitch use is the existing Rugby 3G or the Indoor '9 a-side' 3G, but sporadically they will use the grass pitch, maximum of one morning a week	They will continue to utilise the existing 3G pitches on site as per current arrangements. Previously, when the grass pitch has been unavailable, they have utilised Sale Rugby Club training facilities for their minimal requirements for a grass pitch and they will do the same should the grass pitch on site be replaced
MMU Football Club	Utilise the pitch for 1 fixture a week on a Wednesday afternoon, usually a 2pm kick off	MMU Lacrosse club would move from the main football 3G surface onto the new AGP, allowing MMU Football Club to use the main football 3G surface for all their fixtures
Manchester County FA	Utilise the pitch sporadically for County fixtures (weekends)	Have now relocated their offices off site and therefore requirements will be less. The football 3G will be available for their use should they require it
Govan Athletic	Are a regular user of our main Football 3G pitch, but from time-to-time will make use of the grass pitch for Saturday fixtures	Will continue to utilise the main football 3G as per current formal agreements

A condition relating to the formalisation of the Community Use Agreement is therefore recommended.

Visual Amenity – In terms of impact on visual amenity the changes to the sports pitch type would not be significantly different to the current situation.

The multi-sports pitch is of a standard design and the location of the pitch together with the existing perimeter fencing would largely remain unchanged from the existing

albeit with the inclusion of an earth bund on the northern edge of the pitch closest to Platt Lane. The use of dark green colour for the ball stop fencing would help to further mitigate the visual impacts of the proposal when viewed from footpaths on Platt Lane and Yew Tree Road. The north, east and west perimeters of the pitch would have fencing 1.2 metres in height, and the south side would have ball stop fencing 5 metres in height. It is not considered that the pitch and associated fencing would have significant visual impacts and would be of a character that would be expected within a sports complex.



Proposed fencing, topsoil bund and floodlight elevations

The existing sports complex does contain pitches with flood lights, the pitch subject of this application is currently unlit. The application proposals, as described earlier in this report, include for the installation of four, 18 metre high floodlighting columns to the four corners of the AGP pitch and two, 18 metre high floodlighting columns located centrally to the northern and southern perimeter of the AGP pitch. Given the current high level perimeter fencing and street furniture such as telecoms mast on Yew Tree Road and street lights it is not considered that the inclusion of the lighting columns would give rise to such significant visual impacts to warrant refusal of the current proposals.

The proposed topsoil bund to be located on the northern edge of the AGP pitch would be seeded, and could be further landscaped, which would improve the appearance of the site. A condition is proposed regarding the submission of further landscaping details.

Therefore visually the impact is considered to be acceptable.

Traffic and parking – The applicant has submitted data to verify that the road network can accommodate the anticipated increase that this development would create due to the pitch being used more intensively, and state that the impact on the current road network would be negligible. This information has been fully assessed by Highway Services who raise no objection to the proposals either in terms of highway capacity or highway or pedestrian safety.

The submitted data indicates that whilst it is anticipated there would be a small increase in the number of trips per hour compared to the existing 11-a-side grass pitch use, any increase in use would take place during the evenings (under floodlights) and typically outside of the network peaks. The “worst-case” scenario below notes an increase of approximately 29 vehicles, this level of traffic translates to one vehicle every two minutes on the surrounding highway network, which would be imperceptible.

The worst case scenario maximum users for the full sized hockey/multi use pitch would be two, In2hockey (7 aside pitches) being used which would generate a maximum of 58 users including spectators to the pitch.

With regards to this ‘worst case’ scenario the applicant makes the following points;

- a. When the existing natural turf pitch is in use for an 11 v 11 football pitch, this would generate a projected 20 vehicles (same as an 11 v 11 hockey pitch). Therefore, the 2 In2hockey scenario referred to above would provide an additional 9 vehicles to the current arrangement, albeit it is acknowledged that this comparison is only applicable for the times of the day that the existing natural grass pitch is used.
- b. It is accepted that the above comparison is not applicable for the times of the day that the existing natural turf pitch is not in use, and it is acknowledged that at such times the new synthetic pitch would generate additional trips - approximately 29 - when floodlights would be used above current usage. With this in mind the University have reviewed the points raised regarding car parking and note that the northern smaller car park would now be offered for increased car parking provision to that previously available on the site.
- c. It should be noted that the more common use for this structured layout is that the 2no. cross pitches are used for training purposes without the need for referees in the evenings Monday to Friday, or for recreational usage that commonly does not have referees, coaches or the full quota of substitutes. This would only serve to reduce the predicted car usage referred to in the above table.

Highways Services have indicated their satisfaction with the proposed parking arrangements and note that in terms of car parking, this is proposed to be increased by making the north car park open for public use (21 spaces and 2 disabled bays)

Sustainable drainage - The application site is not within a designated flood zone. Neither Flood Risk Management nor United Utilities have objected to the proposal and appropriately worded conditions regarding drainage are proposed.

Wildlife and ecology – Concerns have been raised by local residents and groups regarding the possible impact the proposal could have on local wildlife, in particular bats. Whilst the applicant has not submitted an ecology report, the Council's specialist ecological advisers from the Greater Manchester Ecology Unit (GMEU) have provided comments stating that, whilst the adjacent park is known to be very good for bats, the application site itself does not support particularly good habitat for bats.

The proposed floodlights would not have a significant impact on the bat population of the area as the area is very built up with busy roads surrounding it. GMEU noted the area is therefore already subject to high lighting levels. The most common species of bat recorded in the area are *Pipistrelles*, known to be relatively tolerant of artificial light. Bats are most active during the summer months (May to September) and are largely inactive in winter, when the floodlights would most be needed. The design of the lighting is for cowled directional lights which would also reduce light spill.

Furthermore, GMEU state that it is unlikely that the field is good for other wildlife because it is so open, disturbed and species-poor.

Resident's comments – It is not within the remit of Planning to comment on the health benefits or dis-benefits of the use of AGP as some residents have commented that this could be a possible carcinogenic. The use of AGPs is not uncommon and is widely used to widen the range of sports that can be played on a pitch throughout the year. The applicants' agent has acknowledged the concerns that have been raised regarding synthetic pitches being carcinogenic. However these concerns relate to 3G synthetic pitches only, more specifically the rubber crumb granules found within the turf. The new pitch proposed as part of this application is not 3G and does not include any loose rubber crumb material. The application proposals have been collated on behalf of the applicant by specialist pitch designers and it is therefore not considered that this is a matter that would warrant refusal of the application.

The Platt Lane Complex is an existing sports complex with an associated gym and sports pitches located adjacent to Platt Fields Park which is classified as a Destination Park. A Destination Park is defined as being in a predominant area of open space, offering a range of facilities and visitor attractions. As such large events such as fun fairs, festivals and large scale celebrations happen throughout the year at Platt Fields Park. Residents have raised concerns that they already suffer significant levels of disruption and disamenity due to events at the park, and from the Platt Lane Complex and believe that the area cannot accommodate any further development of this nature. In response to the concerns raised by residents whilst the applicant does not control the use of the adjacent park they are proposing to timetable events so as not to clash with events proposed at Platt Fields, and has offered to allow vehicles associated with events at Platt Fields to park on the Platt Lane Complex car parks.

Conclusion – It is considered that whilst the proposal would allow the site to be used more intensively this would not be significantly above and beyond the current usage levels of the site, in particular during the summer months with lighter evenings. Furthermore, this pitch forms part of the wider Platt Lane Complex which has existing floodlit pitches allowing year round daytime and evening match play of sports such as football. Therefore, it is considered that the proposal would not cause significant harm to the levels of residential amenity currently experienced by local residents, and the mitigation measures proposed through appropriately worded conditions such as to control the hours of floodlighting are considered to be sufficient.

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

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

Recommendation APPROVE

Article 35 Declaration

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015. Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application, in this instance the proposals have been amended by the applicant and appropriately worded conditions are proposed.

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:

Proposed site plan SSL2486 03 rev 03, received by email 5th November 2018;
Proposed AGP plan, SSL2486 04 rev 03, received by email 5th November 2018;
Proposed AGP applications SSL2486 06 rev 01, received by email 5th November 2018;

Proposed AGP elevations SSL2486 07 rev 01, received by email 5th November 2018.

Noise Impact Assessment by Acoustic Consultants Ltd dated June 2019 ref: 6870/DO

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) 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.

4) The use of the sports pitch and floodlights hereby approved shall be restricted to the following hours:-

9.00am to 9pm Monday to Thursday,
Fridays 9am to 8pm, and
10.00am to 5.00pm Saturdays, Sundays and 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.

5) 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 wheel washing;
2. Dust suppression measures;
3. Compound locations where relevant;
4. Location, removal and recycling of waste;
5. Routing strategy and swept path analysis;
6. Parking construction vehicles and staff;

7. Community consultation strategy.

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.

6) Before implementation of the hard and soft landscaping treatment scheme, finalised details of shrub/tree species, and a management and maintenance strategy, 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.

7) The parking as shown on the approved drawings shall be demarcated and made available for use prior to first use of the development hereby approved. The car parking spaces shall then be available at all times whilst the building is occupied, and shall not be used for any other purpose than the parking of vehicles associated with the use of the sports complex and adjacent park.

Reason - To ensure that there is adequate car parking for the development proposed when the pitch is in use, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

8) Prior to the commencement of development full details of cycle parking facilities for the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be installed prior to the first use of the pitch and be retained in situ thereafter.

Reason - To ensure the provision of suitable and adequate cycle parking provision pursuant to policy T1 of the Manchester Core Strategy.

9) Prior to the first use of the development a travel plan framework shall be submitted for approval 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 using the development;
- ii) a commitment to surveying the travel patterns of students/staff/community groups during the first three months of the first use of the pitch 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 pitch, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

10) Prior to the first use of the development hereby approved a management plan for the car parking areas within the site shall be submitted to and approved in writing by the City Council as local planning authority.

The plan shall include:

- Measures to marshal the use of the car parking areas;
- Measures to discourage inappropriate parking on the site and within the locality;
- Measures to be employed to discourage inappropriate drop off of students/users of the facility;
- Measures to allow the car parking areas to be shared by Platt Fields Park on event days.

Reason - In the interests of highway safety, pursuant to policy T1 of the Core Strategy for Manchester.

11) No drainage shall be installed as part of the development hereby approved 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.

12) No development hereby permitted shall be used 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.

13) Prior to the development being brought into use, a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of pricing policy, hours of use, access by non-college users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the grass playing field, and Core Strategy policy EN10.

14) Prior to first use of the sports pitch hereby approved, the noise mitigation measures including the covering of the pitch side boards and goal boards, together with the details of a management plan to limit noise and anti-social behaviour as detailed within the submitted Noise Impact Assessment by Acoustic Consultants Ltd dated June 2019 ref: 6870/DO, shall be implemented in full in order to secure a reduction in the level of noise emanating from the use of the pitch and be retained thereafter whilst the use is in operation

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 120607/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:

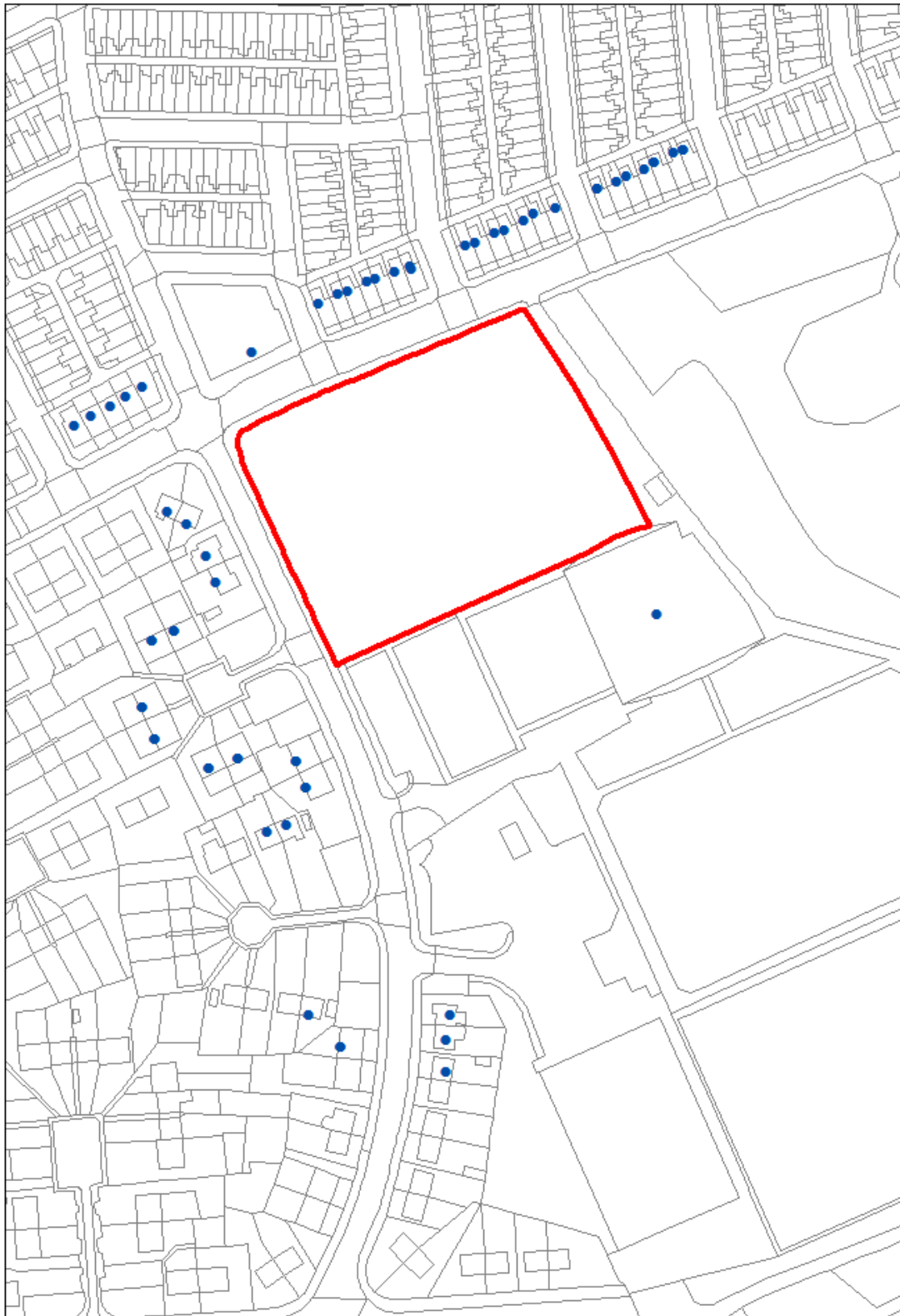
**MCC Flood Risk Management
Sport England
Environmental Health
MCC Flood Risk Management
Highway Services**

Parks, Leisure & Events
Highway Services
Sport England
Environmental Health
MCC Flood Risk Management
Parks, Leisure & Events
Parks, Leisure & Events
Highway Services
Environmental Health
MCC Flood Risk Management
Sport England

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 :	Melanie Tann
Telephone number :	0161 234 4538
Email :	m.tann@manchester.gov.uk



Application site boundary ● Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
123748/FO/2019	28 th May 2019	22 nd Aug 2019	Withington

Proposal Erection a part 3, part 7 and part 10 storey building plus a basement level to accommodate biomedical research laboratories, consultant workspace, collaboration spaces, and an ancillary café, together with external storage and servicing compound, cycle storage facility, external hard and soft landscaping, and plant and equipment.

Location The Site Of The Fire Damaged Paterson Building On Wilmslow Road And North Of Oak Road, Christie Hospital NHS Trust, 550 Wilmslow Road, Manchester, M20 4BX

Applicant Christie Hospital NHS Trust, 550 Wilmslow Road, Manchester, M20 4BX,

Agent Miss Jenny Fryer, Turley, 1 New York Street, Manchester, M1 4HD

DESCRIPTION

This application relates to a 0.64 hectare site formally occupied by the four storey Paterson Building to the north of the Wilmslow Road/Oak Road junction and a separate site on the northern side of Kinnaird Road. The site is located within Flood Zone 1 (low risk of flooding) and is not located within an Air Quality Management Area.

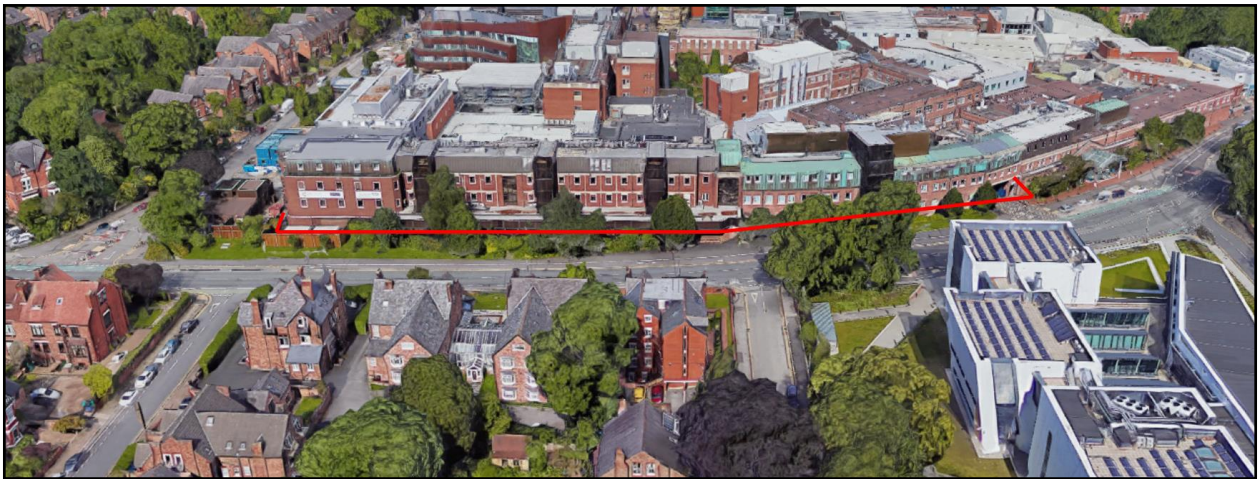
The Paterson Building was damaged by fire in 2017 and permission was granted for its demolition in December 2018 (ref. 121526/DEM/2018). It has been substantially demolished and work is expected to be finished by September 2019. The application site is shown below edged in red:



The main site is located on the western side of Wilmslow Road, within the main Christie campus and adjoins hospital buildings to the west and north. The campus is made up of a variety of buildings of differing scale, though they are predominantly 4 to 5 storeys in height. On the opposite side of Oak Road is a three storey residential property and elements of a 2 storey commercial premises that fronts Wilmslow Road. There are a number of three storey residential properties and the three storey Manchester Cancer Research Centre (MCRC) on the opposite side of Wilmslow Road.

The smaller site is to the north of Kinnaird Road and adjoins the MCRC building. On the opposite side of Kinnaird Road there are 3 and 4 storey residential properties.

The aerial photograph below shows the Paterson Building, annotated by the red line, in the context of the surrounding buildings:



Following demolition of the existing Paterson building, the applicant is proposing the following:

- a) Erection a part 10, part 7 and part 3 storey building, with basement level, to accommodate biomedical research laboratories, consultant workspace, collaboration spaces, and an ancillary café,
- b) Creation of an external storage and servicing compound,
- c) Provision of a cycle storage facility off Kinnaird Road,
- d) Associated external hard and soft landscaping.

A more detailed description of the proposal follows:

- a) The building would be 49 metres at its highest point and accommodate:
 - Research laboratories and associated laboratory plant in the basement
 - The majority of the ground floor has plant rooms and the service yard. It provides the public face of the building with the reception area, café and collaboration space where the community and staff can interact. A small number of research laboratories would also be provided. The ground floor

would also provide a direct link to the outpatients department in Nathan House.

- The first floor would have consultants workspace, accommodation for clinical and office based research staff and have direct links to the clinical trials, chemotherapy and pathology departments.
- The second floor would have consultants' workspace, open plan offices and plantrooms for the offices below and the laboratories based above. Direct access to the library in Nathan House and cytogenetics department would be provided.
- The third floor would be the lowest of the laboratory research floors and accommodate three biomarker laboratory modules and office space.
- The fourth floor would have three laboratory modules (biomarker, histopathology and core services) and office space.
- The fifth floor would have three "standard research" labs and office space.
- The sixth floor would be the top level of the research laboratories with the Drug Discovery Unit (DDU) and a "standard research" laboratory. The DDU is located on the top level for ease of connection to roof level, where a number of extract exhaust systems terminate.
- The seventh floor is set back from the main front elevation and is the uppermost occupied level with space for clinical and desk-based researcher user groups akin to that provided on floors one and two. This level has been identified for further office based research activity as it would have access to a usable east facing terrace. This level would have a range of meeting and seminar rooms.
- The eighth and ninth floor provide dedicated plantrooms, primarily to service the laboratories on levels five and six, roof mounted plant including chillers, photovoltaic provision and low profile flue provision.

b) The service yard would be located at the southern end of the building and adjoin the sub-station. It would contain waste stores, gas storage rooms and a waste compactor. Access would be via the vehicular access point off Oak Road.

c) A bike store would be at the corner of Wilmslow Road and Kinnaird Road and measure 32 metres long by 3 metres high and accommodate approximately 170 bicycles.

d) A hard and soft landscaping belt would run along the Wilmslow Road and Oak Road frontages. It would consist of a mix of external seating areas, planter beds and specimen trees.

The building would be open between 0800hrs to 1900hrs but staff would be able to access it outside of those times.

A CGI of the proposed building, when viewed from the junction of Wilmslow Road and Cotton Lane, is shown below.



BACKGROUND TO THE PATERSON REDEVELOPMENT PROJECT

Prior to the fire in April 2017 the Paterson Building housed the majority of the Cancer Research UK Manchester Institute (CRUK MI). The fire caused significant damage and years of research and a substantial amount of equipment were lost. The CRUK MI temporarily occupies 7,500m² of laboratory and office space at Alderley Park in Cheshire.

The applicant undertook feasibility assessments of the Paterson Building and it was concluded that the repair and refurbishment would not be viable and that the building would be demolished and replaced with a modern facility.

The objective is to deliver a world-class research facility at The Christie and the opportunity now presents itself to allow research teams, clinicians and health professionals to work side by side in one building. It would enable multiple teams engaged in the “research pipeline”, i.e. from discovery to clinical application, to be located in a single facility and physically linked to existing hospital buildings with ease of access to patients. The applicant has outlined how such co-location is critical to a new way of working called *Team Science* and that it has been shown translocation of basic scientific research into patient care is accelerated when doctors, nurses, researchers and scientists all work together in a single building.

CONSULTATIONS

558 notification letters were sent to local residents and businesses. The proposal has been advertised in the Manchester Evening News and site notices have been erected around the site as the application is a major development and accompanied by an Environmental Impact Assessment.

Local Residents – 814 letters and emails have been received from local residents and members of the public, 484 in support of the proposal and 330 against. The comments are detailed below:

Comments in support of the proposal:

- The proposal will provide a world-class facility for cancer research that has the potential to improve outcomes for cancer patients. The Christie is a world class hospital that needs to stay at the forefront of cancer research.
- Any contribution that can be made to the wider development of environmental plans for Withington and surrounds would be welcome.
- The proposal has been well thought out and will have minimal impact for those of residents surrounding it.
- The proposal will enable researchers, clinical scientists and academics to be co-located in a single building in a “Team Science” environment that has the potential to support the translation of research outcomes into treatments for patients more quickly.
- The proposal can only be located on The Christie site due to the need for physical proximity to patients and connectivity into the existing hospital buildings.
- The proposal will provide a high quality architectural design that is reflective of the world-class research that will take place within the building. The scheme has been sensitively designed to avoid/minimise its impact on the local environment.
- The proposal will include a number of measures to encourage the use of sustainable transport including the provision of secure cycle parking spaces, changing facilities and the appointment of workplace Travel Champions.
- The development will provide many local economic, research and health benefits to Withington, Manchester and Greater Manchester.
- The proposal is critical for maintaining and promoting scientific excellence in Manchester. Without it, scientific collaboration and innovation could be stalled, leading to poorer outcomes for patients, their families, friends and community. The previous Paterson building was a hub of world-class research and collaboration, and its proximity to The Christie was critical for its success in bridging the gap between researchers and clinicians.
- The CRUK MI is uniquely poised to work with clinicians and medical staff at the Christie to advance research and make a real difference to patients. The location of the CRUK MI in Withington is critical to this - at its current location in Alderley Park this simply is not possible, and research is suffering as a result. This new building will not only enable those collaborations to continue, but allow even greater advances to be made, through the provision of world-class facilities and lab space.

Objections to the proposal:

- The existing Strategic Planning Framework of 2014 is perfectly adequate and appropriate for all future developments of the Christie site. It would seem logical that the parameters assigned to the recently completed Proton Beam Therapy building (21.5 m high) would be acceptable for the Paterson Replacement.
- There is no recent precedent for a building of this size in suburban South Manchester, let alone on this important site. The underlying precedent for the SPF, though this might not have been recognized at the time of its drafting, was the original Holt Radium Institute/ Christie Hospital plan of 1934. This plan demonstrated a long established concept of large institutional buildings being located in the middle of development sites and perimeter buildings being built in the scale of existing properties.
- The assessment of the proposals against Policy EN2 of the Manchester Core Strategy 2012 to 2027 is completely inaccurate and tailored only to suit the project not the five relevant criteria. This building is not of excellent design, it is not appropriately located, it will not contribute positively to sustainability, contribute positively to place making and nor will it bring significant regeneration benefits. As the policy states ' The height of tall buildings in such locations [outside the City Centre] should relate more to local, rather than the City Centre, urban context'.
- Given the size of the project at 25,000m², what is the design rationale of only using 80% of the footprint of the existing Paterson Building? Should the full site and the space available above the sub-station be utilized a significant reduction in the scale of the building would result.
- The development constitutes a massive and completely inappropriate overdevelopment of a small strip of land that runs alongside the Wilmslow Road boundary of the Christie site. The extraordinary height and length of the proposed building is completely out of scale with the adjacent residential area and will dwarf all of the houses nearby together with the Christie itself casting a shadow across many buildings and reducing natural light levels for residents, patients and staff.
- Currently this unused part of the old footprint appears to be reserved for storage and workshops. How does this square with design principles 1 and 2 of the SPF that refer to 'ensuring the existing character of streets is preserved' and 'following the established relationship of buildings to streets'? For the majority of people visiting the Christie this will be the element of the new building they will see first. Surely such a large scale investment warrants something with a little more design integrity. Whether these workshops or storage facilities are permanent or temporary, it is a particularly poor use of this important part of the site.
- The idea of building over the adjacent 2 storey operating theatre block, presented at a meeting of the project team and Withington Civic Society, has been prematurely dismissed
- The fact that most research facilities are housed in two to five storey buildings is no accident. Low rise buildings with collective space integral to their design fostering collaboration are the norm. Vertical arrangements are rarely the ideal for such buildings. These and other approaches to the design of the building could seriously reduce the height of the proposal and truly bring it into line with National and Local guidelines.

- At the initial launch of the project in 2018 constant reference was made to the pursuit of a 'world class facility' at the Christie. A member of the public requested that we get a world class building in which to house the project. The City will be doing itself a great disservice if it approves this proposal in its current form.
- The scale (size, height and massing) of the proposal is far too big for this site which is within a suburban residential area. It is entirely out of keeping with anything else in the area and would set a dangerous precedent about the height of future buildings on the Christie site and beyond. The existing Strategic Planning Framework only permits buildings up to 21.5metres high, less than half of this proposal.
- The proposed building could be reduced in height if its footprint was enlarged and the amount of room for consultant collaboration reduced.
- Why are all the other modern cancer research institution around the world, beautiful low-level developments that add to their surroundings, but the Christie have chosen the 1960's hi-rise tower block route? The Christie has ample opportunity and recourses to expand its footprint and expand within the current planning framework
- There will be a loss of residential amenity resulting from overlooking and a loss of privacy.
- The increase in activity on the site will result in more vehicle trips and a reduction in air quality.
- The height of the building will result in a loss of sunlight (and therefore shadowing) to the Christie facilities and many local residences and the proposed glazed facades (windows) will generate light pollution and cause a nuisance to local residents.
- A building of this scale will lead to additional traffic, congestion and air pollution during the years of construction and in use. The consequent deterioration of air quality will affect children in particular - there are a number of schools close by.
- Road safety for residents, patients, building users and children will be exacerbated (there are a number of schools close by). Road parking problems that already exist in the vicinity of the proposed development will be exacerbated.
- The application directly contravenes the council's Tall Buildings policy EN2 in the Core Strategy as it can in no way be considered as 'playing a positive role in a coordinated place-making approach to a wider area.' The Policy goes on to state that 'the height of tall buildings in such locations should relate more to the local rather than the City Centre urban context.' Insufficient information is provided regarding consideration of alternative proposals that would meet the objective but would not contravene the SPF nor the Tall Building policy.
- The proposal will increase staff numbers at The Christie and therefore exacerbate existing traffic problems.
- It is clear that not all areas of the proposed building would be occupied by teams conducting work that carries the same degree of risk or the same need for co-location. Co-location is complex in its own right and it can bring benefit at various levels and at different degrees of difference between fields of research. It isn't simply about having as many scientists as possible in vertical arrangement alongside patients. Co-location may be, for example, shared locations on a science park, [i.e. not in the same building, sharing the same

location, e.g. the Manchester corridor and University campus. More work needs to be done to use the “Team Science” argument as a justification for a building of this size.

Councillor R. Chambers – A letter of support has been received from Councillor Chambers, the points raised are as follows:

- The Christie provides world-leading treatment and care for people with cancer in the local area. Their life-saving research that is conducted at the Christie is valued, as well as the contribution it makes to the local economy as the biggest employer in the ward. It is welcomed that plans have been put forward to rebuild the Paterson Building which was devastated by a fire in 2017.
- Nevertheless, there are some concerns over the height of the proposed building and feel that there are options that could be explored to reduce this. The proposed height would be out of keeping with the area and it is appreciated that this is a cause for concern among some residents. The benefits of co-location are not disputed but the use of space in the proposal should be re-evaluated to reduce the building’s height and overall impact on the landscape.
- The removal of the retail space from the ground floor is welcomed as any such use may have discouraged people from using businesses in Withington village. The ground floor café should also be removed given that there is an existing café in the neighbouring building and the Christie have a stated commitment to supporting businesses in Withington village. This would also provide an opportunity to reconfigure the ground floor space as a means of reducing the height of the building.
- The ongoing commitment to the Green Travel Plan is welcomed and suitable efforts are being made to limit congestion and air pollution in the vicinity once the new building is open. However, further assurances are sought that the impact on both pedestrians and traffic on Wilmslow Road will be minimised during the demolition and construction period.
- A number of amendments and conditions are suggested:
 1. Reduce the height of the proposed Paterson Building by at least one storey, which can be achieved by re-evaluating the use of space.
 2. All efforts should be made to ensure that residents are not excessively impacted by increased noise as a result of demolition and building works, and that works are undertaken within appropriate hours.
 3. Ensure that safe pedestrian access for people with mobility issues is provided on Wilmslow Road.
 4. Ensure that there is at least a 1:1 replacement of trees, with preferably 2:1 replacement, to ensure site and surrounding area are as green as possible.
 5. Adopt the recommendations in the Crime Impact Statement.
 6. Adopt the recommendations in the TV reception impact study.
 7. The Christie should strongly encourage all staff and visitors to make use of businesses in Withington District Centre when possible. This should include

actively promoting the food and beverage and retail offer in the district centre to all staff and visitors.

Councillor R. Moore – Councillor Moore has confirmed that she is unable to comment on the proposal due to prejudicial interest given her employment with Cancer research UK

Councillor C. Wills – Councillor Wills has written in support of the proposal subject to a number of amendments and conditions, the comments are outlined below:

- There is great pride in having this world class cancer treatment facility in the area and the staff are deeply valued The Christie's size means it is also one of the biggest employers in Withington Ward and it is absolutely vital that the ground breaking, life-saving research carried out at the Christie should take place here in Withington.
- The fire that destroyed the old Paterson Building in 2017 was a terrible event, one that greatly saddened the local community. It also meant 330 staff being temporarily relocated to Alderley Park in Cheshire. Many of these staff live in or near Withington, and were using sustainable means of transport to get to work, so there has been a burden placed on them with additional cost and time involved in commuting to work - which because of distance now has to be done by car (thereby creating an environmental impact). Furthermore, because they have been displaced to Alderley Park, those staff are also not able to contribute to the local economy as they otherwise would do through being based in Withington.
- It was good, therefore, to see plans for a new Paterson Building being presented earlier this year. Along with an addendum to the Christie's Strategic Planning Framework, these plans were subject to public consultation, as well as considerable discussion in the Christie Neighbourhood Forum. A number of emails from local residents have been received regarding the plans and whilst overall these representations have welcomed a replacement Paterson Building, many have expressed concerns regarding the proposed height, and the fact that the new building would be considerably taller than any other in the surrounding area. These concerns about the height are shared.
- The Christie have always voiced support, and indeed have representation on the Withington Regeneration Partnership and so it was disappointing therefore to see original proposals for a retail offer that would potentially disincentivise those using the Paterson Building from coming into Withington District Centre and using the shops and cafes there instead. The withdrawal of the retail space is welcomed and only a small café will remain.
- Notwithstanding the above, there are still reservations about the proposed height of the building. At ten storeys - albeit with the top three set back - the proposed new Paterson Building is very tall, at 48.875 metres above ground level. As the elevations show, the next tallest building is closer to 20 metres in height. Furthermore, residents have expressed concerns that the Addendum to the Christie's Strategic Planning Framework - which previously only permitted buildings of up to 21.5 metres in height - will act as a green light for other very tall buildings to be built in the local area. There is therefore a danger of loss of amenity for residents living nearby. This includes on nearby Tatton Grove and Tatton View, whose residents have already experienced

loss of amenity previously due to the large multi-storey car park on the corner of Palatine Road and Tatton Grove. The “Team Science” ethos of having staff co-located in the same building is appreciated and recognised but there must also be sensitivity towards the needs of local residents.

- Concerns about potential environmental impact are shared, specifically around noise and air pollution from increased traffic during works, and traffic volume in future years. It is good to see the Christie’s ongoing commitment to the Green Travel Plan, but there are always ways in which this can be strengthened.
- The councillor has made a number of recommendations:
 - 1) Reduce the height of the proposed Paterson Building by at least one storey. This can be achieved through reconfiguration of internal work and meeting space, and/or by lowering the height of those floors that are purely office space.
 - 2) Provide an assurance that no other similarly tall buildings will be constructed in the vicinity, and that all future builds will be no taller than the 21.5 metres previously allowed.
 - 3) Install a pollution monitor on Wilmslow Road to ensure that air pollution levels are properly monitored and measured, with figures to be made publicly available, and with action to be taken if air pollution exceeds acceptable levels.
 - 4) Similarly, efforts should be made to ensure that residents are not unduly impacted by increased noise as a result of works, as well as works traffic, and that works are undertaken within appropriate defined hours so as to not cause noise disruption.
 - 5) Ensure that, whilst works are taking place, safe pedestrian access for people with mobility issues is provided, including staff, patients and others accessing the buildings in the Christie campus.
 - 6) Ensure that there is at least a 1:1 replacement of trees, with preferably 2:1 replacement, to ensure site and surrounding area are as green as possible.
 - 7) In line with the recommendations of the ecological appraisal, ensure that the “green wall” and the garden area make use of native plants. Furthermore, that the impact on native wildlife is minimised by avoiding clearance during nesting season, and ensuring provision of bird boxes.
 - 8) In line with one of the conditions in support for the planning application for the Christie Car Park (117847/FO/2017), a strengthened Green Travel Plan. The recommendations set out in Section 7.2 of the travel assessment carried out by ARUP should all be adopted, and there should be an ambition to exceed the modal shift target of 60% of staff using sustainable modes of travel by 2030. This will help to allay concerns around the impact of the Paterson Building on air quality and pressure on parking spaces, particularly with reference to the increased number of staff projected to be using the building, from 55 in 2022, to 240 by 2030. These measures are as follows:
 - a. Appointing further building or team specific Workplace Travel Champions across The Christie Withington Site;
 - b. Additional/expansion of events such as free breakfast if you cycle and lunchtime walks;

- c. Review expanding free pool bicycle scheme (including pedal and e-bikes);
 - d. Wider provision of bicycle parking across the Christie Withington Site;
 - e. Additional staff lockers and changing facilities;
 - f. Reviewing the opportunity for a potential shuttle bus between the Christie Withington Site and the University;
 - g. Increasing the ratio of car sharing spaces;
 - h. Increasing the number of electric vehicle spaces;
 - i. Reviewing and potentially increasing parking charges; and continuing to review eligibility criteria for parking permits.
- 9) Adopt the recommendations in the crime impact statement.
 - 10) Adopt the recommendations in the TV reception impact study.
 - 11) That any Section 106 monies arising from this development should go towards mitigating environmental impact. This could include planting additional trees, installation of a pollution monitor, and provision of greener walking routes to main roads and schools. The last of these could involve the input of schools, pupils, parents and local residents.
 - 12) That the Christie should strongly encourage all users of the Paterson Building to make use, as much as possible, of businesses in Withington District Centre. This should go above and beyond the current commitment to encouraging “walking Wednesdays”, with the cafe there primarily for those for whom travelling into Withington District Centre is not an option.

It is hoped that these amendments and conditions will be viewed favourably as a means of strengthening the application, and helping to address concerns expressed by residents regarding building height, loss of amenity and environmental impact.

Councillor J. Wilson – The councillor has stated that modern research laboratories are much taller than when the Paterson Institute was first and that research has suffered while the clinicians have been located remotely. For these reasons he has expressed his support for the proposal.

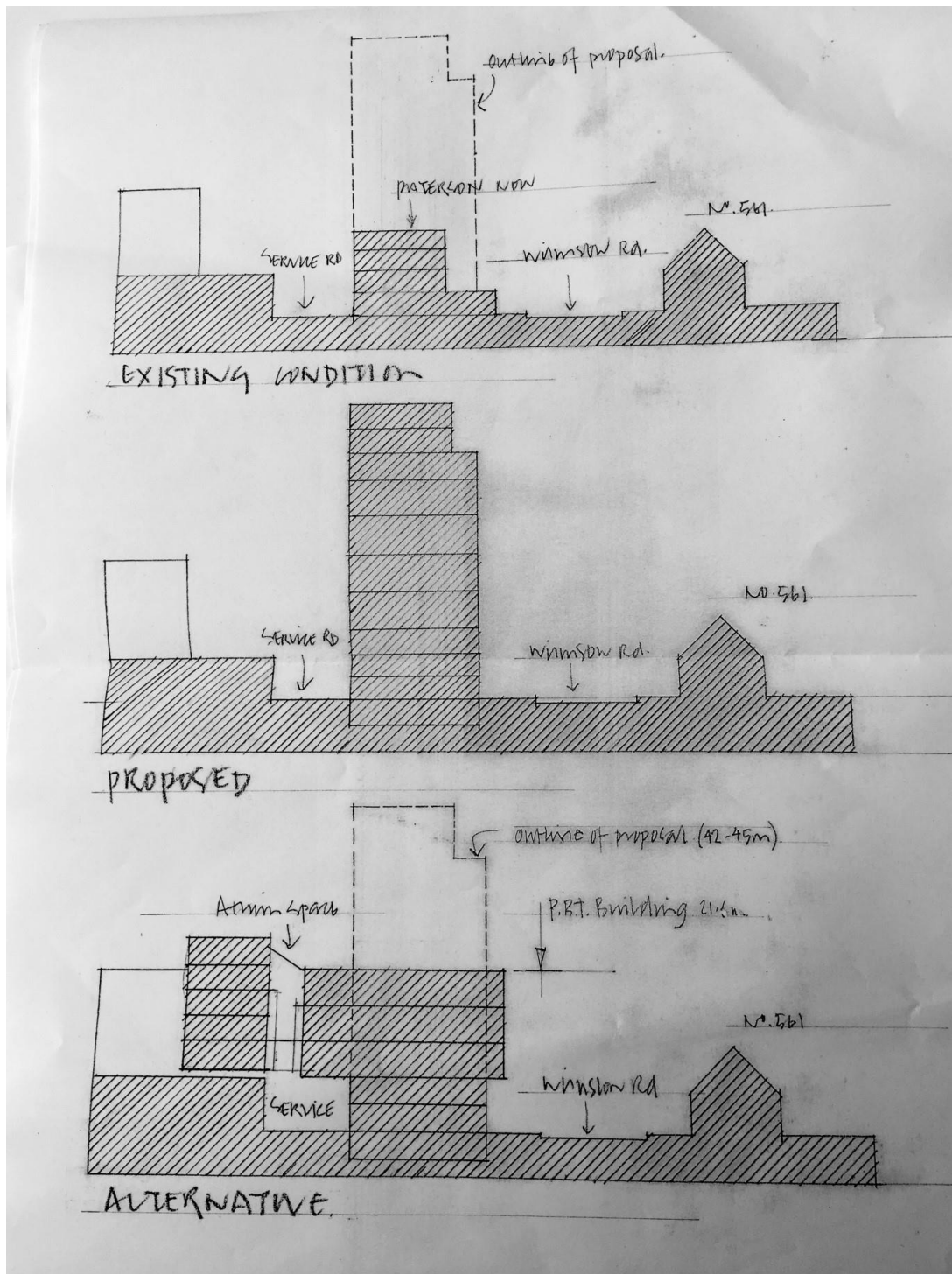
Notwithstanding this, he acknowledges that this major development is in a residential area and that the scale of the proposal has caused some concern amongst residents, accordingly he would support the reduction of the tallest part by at least one storey.

The councillor has requested that the Council and The Christie explore whether elements of the building that are not essential to its function as a research facility could be taken out in order to reduce the height of the building, e.g. the ground floor is mainly publicly-accessible space and there are plenty of shopping and dining facilities elsewhere on the campus and a short walk away in Withington village so replication of these does not seem necessary.

Finally, the extension of the Controlled Parking Zone needs to be brought forward as a priority in line with the condition of 117847/FO/2017.

Withington Civic Society – The Civic Society objects to the proposal on the following grounds:

- The proposed new building is vast, 160 feet high and 300 feet long, comprising 270,000 square feet of floor space. How does this fit in with the design principles set out in The Christie Strategic Planning Framework ([2014]? It is obvious that it breaches every single one and cannot possibly be considered in conjunction with them.
- The proposal fails to meet a number of the requirements of Core Strategy Policies SP1 and EN2.
- However well designed the proposed new building may be, it is obvious that it would dominate the skyline in all directions and stick out like a sore thumb.
- After the Owens' Park Tower (200 feet high), the proposed Paterson Building would be the next tallest building in South Manchester. However, unlike that building, which is in the middle of a campus of differing heights of structure, the proposed Paterson Building is in a primarily residential community. It is also hard up against the back of a public pavement and this will create a very hostile & threatening environment.
- It is clear that but for the unfortunate fire in the Paterson, the whole question of a new Paterson building would not have arisen. The fire has given rise to an opportunity to develop a new approach taking up far more space. The "Team Science" approach put forward clearly has some benefits to The Christie, albeit was not even under consideration before the fire.
- Some of the rationale is also counter- intuitive at a time when efforts are being made to develop treatment centres away from the main site and the benefits of instant worldwide electronic communication are ever more apparent.
- The community as a whole supports The Christie, its work and its aspirations, but there has to be a limit to what is achievable on a restricted site in a residential area. That limit has been reached.
- The proposal is put forward as if there is no alternative. Even if 25,000m² is required, there may well be another way of achieving this space. No alternatives or other options were ever developed by the design team and only one "choice" was on offer at the public consultations. Certainly, no alternatives whatsoever to the proposal in this planning application have ever been shared with the civic society, members of The Christie Neighbourhood Forum, or the general public.
- It is obvious that should the full expanse of the site of the current building, extended along to Oak Road, be utilized, along with other, poorly-used areas adjacent to the service road, a much lower and far more acceptable building could be designed, as is shown below:



- Even if the proposed building was reconfigured in such a way, there would still be issues relating to the increased number of staff travelling to and from the site – in terms of parking, pollution and congestion. The proposal says very little about this, although it gives the impression that the Kinnaird Road approved tiered car park is somehow relevant. In planning application 117847/FO/2017 for the tiered car park, there is a detailed Parking Statement that makes it clear that despite planned staffing increases and the construction of the tiered car park, along with the robust application and development of the Green Travel Plan, there would still be a significant shortfall in parking provision of several hundred cars.

Rethink Paterson Residents' Group – The residents' group objects to the proposal on the following grounds

- There are serious shortcomings in the applicant's environmental statement and there is a related failure by the applicant to provide adequate information for the Council to discharge its duties under s. 149 of the Equalities Act 2010.
- There are alternative ways of securing the applicant's ambitions to create a world leading cancer centre at the Christie, without the adverse impacts of this proposal on the character of this part of Withington and on local residents.
- The application is for EIA Development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the Regulations) and was accompanied by an Environmental Statement (ES). The applicant's ES considers a range of impacts of the development but what is notable about this assessment, is that all the measurement points lie outside the hospital complex itself. As a result, no assessment has been undertaken as to the potential construction stage noise and vibration impacts on patients and staff of the Christie itself. This is remarkable, given the sensitivity in particular of the patients of the hospital and the extreme proximity of the site to operational parts of the hospital. Equally, no Equalities Act 2010 compliant Equalities Impact Assessment of the construction stage impacts of the proposed development on patients of the Christie has been carried out. Given that chronic disability (such as cancer) is a protected characteristic under section 6 of the Equalities Act 2010, this is surprising to say the least.
- The “Team Science” justification for this particular form of tall building, does not bear close scrutiny. There are multiple elements that are required for Team Science to work effectively, including proximity. Evidenced-based research and opinions from experts in the Science of Team Science clearly demonstrate that "co-location" in one building is insufficient on its own to achieve the proximity needed for significant collaboration and optimal Team Science. It is not only the vertical layout, but the separation of consultants from laboratories and researchers that conspires against informal interactions, which have time and again proven to be a key element of how Team Science has been shown to work. The applicant's insistence on spreading its required floorspace over 8-10 floors at the expense of larger floorplates will actually deliver a sub optimal solution and undermine its own ambitions.
- A compromise scheme was proposed by objectors and submitted as part of the consultation on the Addendum SPF. That design has been reviewed, and the objectors can demonstrate that there is sufficient land at the back of the existing operating theatre block to allow a 'goal post' structure to support overbuilding without impinging on the operating block itself. This would allow for a five storey block on the site with deep floor plates extending into the Hospital site, allowing all the laboratories with associated consultation spaces and write-up areas to be delivered on two floors. This would not only reduce the scale of the impact on the scheme's neighbours, but by delivering larger floorplates, it would more effectively achieve the objectives of “Team Science”.
- Consideration should be given to the guidance contained within the National Planning Policy Framework (NPPF) particularly that contained within paragraphs 124, 127 and 128, in respect of design and community

engagement, along with the guidance contained in paragraphs 184, 189, 193 and 194, all concerning potential impact upon heritage assets.

- The scheme proposes a tall building outside of the City Centre. The height of the building bears no spatial relationship at all to the height of the surrounding buildings (even to the height of the existing more recent hospital buildings). The proposal therefore fundamentally conflicts with Policy EN2.
- The proposed scheme is also a highly uncharacteristic element within the suburban setting of the Withington Conservation Area and of the Grade II listed Red Lion. As such it neither preserves, nor enhances the historic environment and is therefore clearly in conflict with Policy EN3.
- The scheme conflicts with the requirement in Policy WB2 to “minimize any impact upon the environmental quality and character of the area, residential amenity and traffic movements”.
- The applicant's Planning Statement admits to a range of adverse impacts, including adverse transport impacts (para 11.4), parking impacts (para 11.5), adverse townscape and visual impacts (para 11.36 and following), adverse daylight impacts (para 11.50 and following), and adverse television reception impacts (para 11.82).
- The proposed scheme conflicts with the original Christie SPF, which sought to ensure that development at the Christie would conform with the following general principles:
 1. Ensuring that the existing character of surrounding streets is preserved.
 2. Maintaining and enhancing existing street frontages by respecting established boundary treatments, landscape treatments and building setbacks and following the established relationship of buildings to the street.
 3. Establishing parameters for development that identify the maximum height and scale of new built form that can be accommodated without prejudicing local character or amenity.
 4. Ensuring that important street views that contribute to local character are not adversely affected by development.
 5. Ensuring that the setting of the Conservation Area, and of the Grade II listed Red Lion PH, are not adversely impacted.
 6. Where existing properties back onto the site ensuring that residential amenity, privacy and security to these dwellings is maintained by the boundary treatment, landscape buffer and position and scale of new buildings.
- The original SPF also sought to balance the requirements of development at the site with impacts on the residential character of the other side of Wilmslow Road.
- The SPF Addendum is fundamentally flawed (as a piece of policy it is legally misconceived both in form and in content, and in any event, in preparing it, the applicant and indeed the Council failed to comply with the Gunning Principles, and therefore failed to properly consult). As a result, no lawful weight can be given to it in any planning decision.

Highway Services – Highway Services have made the following comments:

- The site has good public transport links via frequent bus services on Wilmslow Road and Palatine Road. The West Didsbury Metrolink Station is within short walking distance.

- The tiered car park approval (ref. 117847/FO/2017) included amendments to the Wilmslow Road and Cotton Lane junction. This would include two signal-controlled crossings on Wilmslow Road.
- The building would accommodate 780 staff. The Transport Assessment states there is capacity to further increase this staff number to 965.
- Given that the development is not a patient focussed facility, drop off activity is expected to be minimal and is available at Nathan House or the new drop off at Oak Road.
- Disabled bays should be installed on-street on Oak Road.
- 170 cycle parking spaces are proposed 70 of which would be new. Further cycle storage would be required when the building is fully occupied.
- Servicing would be Oak Road via an internal servicing area, which in principle, is accepted. Swept-path analysis is required for waste collection and all relevant types of servicing vehicles showing that they can enter and exit the site in forward gear.
- It is recommended that the full implementation of the Construction Environmental Management Plan is conditioned to any approval of the site.

Environmental Health – Suggest conditions about delivery times, fume and odour emissions, noise nuisance, light spillage, the submission of a Construction Management Plan and mitigation measures to protect air quality.

Flood Risk Management Team – Suggests conditions to protect against flooding and water pollution.

Greater Manchester Police (GMP) – GMP recommend a condition that requires the implementation of the physical security specifications set out in the Crime Impact Statement.

Greater Manchester Ecology Unit (GMEU) – The submitted ecology assessment has been undertaken by an experienced ecological consultancy whose work is known to the Ecology Unit and found the site to have limited ecological value. The only issue would be associated with nesting birds and the clearance of scrub during the bird breeding season and a condition should prevent removal of vegetation during the bird breeding season. The Appraisal recommends biodiversity enhancement measures in line with the NPPF and a condition is recommended.

Greater Manchester Archaeological Advisory Service (GMAAS) – The application is supported by an archaeological desk based assessment prepared by Salford Archaeology in accordance with the NPPF, paragraph 189. The study provides a comprehensive review of the landscape history and archaeological interest/potential. It concludes that construction of the 1960s hospital building will have removed any potential archaeological remains. GMAAS concur with this and consider that no further archaeological mitigation is required.

Environment Agency (EA) – Have no objection provided that conditions designed to protect against water pollution are attached.

United Utilities (UU) – Suggest two conditions to prevent flooding and pollution.

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 108 in Section 9 (Promoting Sustainable Transport) states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 124 in 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. It states further that 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, states that planning policies and decisions should ensure that developments:

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

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

Paragraph 128 states that design quality should be considered throughout the evolution and assessment of individual proposals. It continues stating that early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and

Section 16 (*Conserving and enhancing the historic environment*) of the NPPF relates to development and impact upon heritage assets, the relevant sections are reproduced below.

Paragraph 184 states that heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. It continues stating that these assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Paragraph 189 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

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 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.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 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

Spatial Objective SO1, *Spatial Principles* – Provide a framework within which the sustainable development of the City can contribute to halting climate change.

Spatial Objective SO2. *Economy* – Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

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. This is discussed below.

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 detailed below:-

- 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.

Policy EC1, *Employment and Economic Growth in Manchester* – States that the Council will support significant contributors to economic growth and productivity in health, education, retailing, cultural and tourism facilities, and other employment generating uses. The priorities for ensuring continued economic growth include amongst other things:

- Improving access to jobs for all via public transport, walking and cycling;
- Employment-generating development should provide job opportunities for local people, through construction or use;
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- Ensuring the continued social, economic and environmental regeneration of the City;

The proposal would develop an accessible site that provides significant employment in south Manchester. It would help to spread the benefits of growth across the City and help to reduce economic, environmental and social disparities. The site is well connected to transport infrastructure and a Travel Plan would encourage walking, cycling and public transport use.

The proposal would create new jobs during the construction phase and when in operation. The design would use the site efficiently with easy access to a range of transport modes.

Finally the policy states that development proposals should have regard to:

- Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure;
- Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design;
- Flood risk

Policy EC9, *South Manchester* – South Manchester is not expected to make a significant contribution to employment and new development is expected to mainly comprise offices although high technology industry and research will be supported. The policy states that new provision will be within existing employment locations such as The Christie Hospital.

Policy EN1, *Design Principles and Strategic Character Areas* – All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and 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. This issue is addressed in detail below.

Policy EN2, *Tall Buildings* – This policy states that tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

Proposals for tall buildings will be supported where it can be demonstrated that they:

- Are of excellent design quality,
- Are appropriately located,
- Contribute positively to sustainability,
- Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
- Will bring significant regeneration benefits.

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views. Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

The policy continues stating that elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making

approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.

By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.

Policy EN 9, *Green Infrastructure* – New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in 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 EN 14, *Flood Risk* – This policy states that an appropriate Flood Risk Assessment will 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 will be required.

Saved UDP Policy – Area Policy WB2, *Employment and Economic Development* states that in considering proposals for the expansion and/or redevelopment of major employment sites in the area, particularly the Christie Hospital on Wilmslow Road, the Council will have regard to the need to minimise any impact upon the environmental quality and character of the area, residential amenity, and traffic movements.

The Christie Strategic Planning Framework 2014 – The Strategic Planning Framework (SPF) was prepared by The Christie NHS Foundation Trust. It provides a spatial context for future growth at the site to enable development to be brought forward in a manner that respects its neighbourhood. It was endorsed by the Executive in June 2014, and while not part of the Core Strategy or a formal planning policy document, it is a material consideration when determining planning applications relating to the hospital site.

Section 6 outlines the strategic aspirations of The Christie and details the evolving service models, one of which is research. The SPF states that The Christie has a “*desire to continue building the research base on site to ensure alignment with clinical practice, thereby supporting prompt take up.*”

Section 7 describes the principles that should be taken into consideration when designing proposals at The Christie

1. Ensuring that the existing character of surrounding streets is preserved.
2. Maintaining and enhancing existing street frontages by respecting established boundary treatments, landscape treatments and building set-backs and following the established relationship of buildings to the street.
3. Establishing parameters for development that identify the maximum height and scale of new built form that can be accommodated without prejudicing local character or amenity.
4. Ensuring that important street views that contribute to local character are not adversely affected by development.
5. Ensuring that the setting of the Conservation Area, and the character of the Grade II listed Red Lion PH, are not adversely impacted.
6. Where existing properties back onto the site ensuring that residential amenity, privacy and security to these dwellings is maintained by the boundary treatment, landscape buffer and position and scale of new buildings.

Section 7 outlines seven potential developments zones, one of which is Wilmslow Road. However, it should be noted that as the SPF was drafted prior to the Paterson fire no reference is made to its redevelopment. .

The Christie Strategic Planning Framework Addendum 2019, Paterson Redevelopment Project – Following the fire in April 2017, a review of options, concluded that the repair and refurbishment of the building was unviable, that demolition was inevitable and a new research facility needed to be provided. As the SPF did not reference the future redevelopment of the Paterson site, an addendum was prepared.

In March 2019, the Executive endorsed, in principle, an Addendum to The Christie SPF and requested that the Chief Executive undertake a public consultation exercise. Consultation letters were sent out to around 4000 local residents, landowners, members and stakeholders, informing them of the process, how to participate and engage and where to access the document. It was made available on the Council's website, and comments invited. The formal consultation closed on 16 May 2019 after a six-week period.

On 24 July 2019 the findings of this consultation process, along with the final version of the addendum, was considered and endorsed by the Executive and the Planning and Highways Committee were requested to take it into account as a material consideration when determining planning applications for the site.

The Addendum states that the Paterson Redevelopment Project is a unique opportunity for Manchester and the UK as it proposes to co-locate within one building the researchers and clinical scientists/academic clinicians from the University of Manchester and the Cancer Research UK Manchester Institute with key allied health professionals from The Christie. This will promote a 'Team Science' approach where teams consisting of scientists and clinicians will work together to accelerate cancer research, devise new treatments, and ultimately enhance patient care.

This site is the most appropriate location for a research facility of this kind being immediately adjacent to patient wards, thereby allowing unhindered connectivity for

clinicians, scientists and researchers to move from 'bed-to-benchside'. This will allow the results of research done in the laboratory to be directly used to develop new ways to treat patients.

The SPF Addendum states that there is a requirement for a building of circa 25,000m² in order to accommodate 12 research laboratories, workspace, plant and equipment and publicly accessible elements and that scale, mass and physical form for the new building is dictated by the long and narrow geometry of the site. It states that the Paterson Redevelopment Project will be expected to:

- Deliver a new building with areas of public realm of the highest architectural quality which compliments that already achieved at The Christie Withington site to date. The quality of the design must reflect the fact that, by virtue of its potential scale, the building will be highly visible from a variety of locations. The southern elevation of the building at the junction of Oak Road / Wilmslow Road will require particular attention.
- Deliver a building of an appropriate scale relative to the nature and amount of the accommodation which it is required to provide. Subject to delivering the necessary quality of architectural design the building could have a general scale of up to 8 storeys, increasing to 10 storeys in selected locations to accommodate plant and equipment. Any floors above Level 7 will be required to be set back from the building's frontage.
- Deliver a building which is lightweight and transparent in its design, particularly at ground floor level where activities on the inside are visible from the outside and where activity on the inside provides natural surveillance of the street.
- A scheme of internal and external illumination which is sensitive to the residential environment yet enlivens and animates the street after dark.
- Create new areas of public realm along the Wilmslow Road frontage, particularly around the entrance areas and close to the junction of Wilmslow Road / Oak Road. The building should also accommodate green roofs and / or green walls and incorporate landscape planting within its interior that is visible from the outside.
- Demonstrate a clear strategy regarding staff travel to and from the site including measures to encourage further modal shift to more sustainable modes.

Greater Manchester Local Industrial Strategy (June 2019) – The Local Industrial Strategy is designed to deliver an economy fit for the future, with prosperous communities across the city-region and radically increased productivity and earning power.

The Local Industrial Strategy has identified health innovation as one of the city region's unique sector strengths which, if capitalised on, will drive growth and productivity. The Strategy recognises that Greater Manchester has the potential to become a global leader on health innovation which will increase the adoption of new health and care technologies, processes and services which will improve the health of the local population.

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 38(6) of the Planning and Compulsory Purchase Act 2004 requires that “where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise.

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Equality Act 2010 – Section 149 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.

The Equality Act 2010 requires the Council to 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 to which the Act applies and cancer is a disability under the Act. As such people who are undergoing treatment for cancer share a “protected characteristic”.

The impact of noise and vibration during the construction process on patients and staff at the Christie was originally scoped out of the Environmental Statement which accompanied the application. Representations were made by the Rethink Paterson Residents’ Group to the effect that such impacts should have been assessed. The applicants subsequently volunteered to undertake and submit such further assessments in a Supplementary Environmental Statement. The conclusions are outlined below. The findings are outlined below:

Both construction and operational noise and vibration have the potential to impact upon patient comfort and the working environment of staff, particularly in respect of microsurgical procedures and research involving precisely calibrated equipment. However, with the introduction of appropriate mitigation measures, e.g. working practices enforced by condition and suggested by the Health Technical Memorandum (Dept. of Health and Social Care) and acoustic insulation, the impact from both noise and vibration can be successfully managed.

The impact upon air quality (dust and vehicle emissions) was also assessed. The modelling has demonstrated that the impact of dust and vehicle emissions on patients and staff would, in the worst case, be negligible and not significant. The impact of the proposal on the wider air quality is discussed later on in this report.

Finally, the impact of construction and operational traffic on patients and staff was assessed, again the report found that any impact would be negligible and not significant. The impact of the proposal on the wider highway network is discussed later on in this report.

Given the above, it is not considered that the proposal would disadvantage those people who share a protected characteristic, i.e. patients undergoing treatment for cancer.

Environmental Impact Assessment (EIA) – The applicant has submitted an Environmental Statement in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The applicant submitted Further Environmental Information which was also advertised in accordance with the regulations.

During the EIA process the applicant has considered an extensive range of potential environmental effects in consultation with the City Council and a number of statutory bodies. The topic areas considered in the Environmental Statement are listed below:

- Townscape and Visual Impact Assessment
- Noise and Vibration
- Traffic and Transport
- Built Heritage
- Air Quality
- Daylight, Sunlight, Overshadowing and Light Pollution
- Socio-Economics
- Climate Change
- Wind Micro-climate

The following topic areas were scoped out of the Environmental Statement as it was considered the development was unlikely to have a significant effect on these matters. Notwithstanding this, the applicant did submit specific reports addressing these issues and they have been assessed further on in this report.

- Archaeology
- Ground Conditions
- Drainage / Flood Risk
- Television reception / telecommunications
- Ecology

The likely impact of the development on the ES and non-ES topic areas is covered below.

ISSUES

Principle of the Proposal – The Christie has a long established presence in the area and is supported by planning policy. It is a major employer in south Manchester and it makes a significant contribution to the health and economy of the City and the region. This new research facility would increase the amount and quality of research undertaken, with the objective of becoming one of the top five cancer research centres in the world. Provision of this new facility would:

- Expand existing areas of specialism,
- Attract new research expertise and talent,
- Attract grant funding for research,
- Increase the number of clinical trials,
- Lead to an increase in knowledge generation, and
- Increase the number of PhDs

The results from increased cancer research and translation into new drug discoveries would ultimately benefit those living in Greater Manchester and the North West and it is recognised that this increase in research activity would also contribute to raising the economic profile and reputation of Manchester and Greater Manchester. In light

of the above, the provision of this new research facility is acceptable in principle and would be a welcome addition to The Christie campus.

Notwithstanding this, it is recognised that the building is much larger in scale than any of the surrounding buildings and that this has caused concern amongst local residents. This impact, along the potential impact from additional traffic and the benefits of this proposal will be discussed on the following pages.

Team Science – Following the fire at the Paterson Building, the partners (The Christie, Cancer Research UK and Manchester University) reviewed how the site could most effectively contribute to the delivery of first class clinical and scientific research at The Christie. It was acknowledged that in order to achieve The Christie's ambition of becoming a top five research facility, the scientists and clinicians needed to work together and be co-located in a new way of working called *Team Science*.

While a number of objectors have questioned the *Team Science* approach and have raised doubts about its effectiveness, the applicant has explained that the world of cancer research is changing, evolving from the traditional reliance on the creativity of individuals to the central need of multidisciplinary collaboration involving biologists, clinicians, chemists, computational biologists, statisticians and engineers.

Alternative Locations – The design brief set by the partners outlined a requirement for the new building of approximately 25,000m² accommodating a mix of highly-specialised state-of-the-art laboratories, consultant workspace, collaboration spaces, plant rooms, meeting rooms and circulation areas to encourage continuous staff engagement. It is essential for the facility to be located immediately adjacent to and physically connected to the existing hospital beds and its patients, allowing closer interactions between researchers and clinicians. Given these requirements it was determined that this new facility could only be provided at The Christie's main Withington Campus.

A number of options were considered within the campus including construction of a longer and lower building by utilising the land to the south of the application site. Consideration was also given to developing a number of standalone buildings throughout the campus but this would fundamentally fail to deliver the collaborative working environment which forms the basis of the *Team Science* ethos. This has left the application site as the only viable option which can deliver the amount of floorspace required and provide the direct links between researcher and clinician.

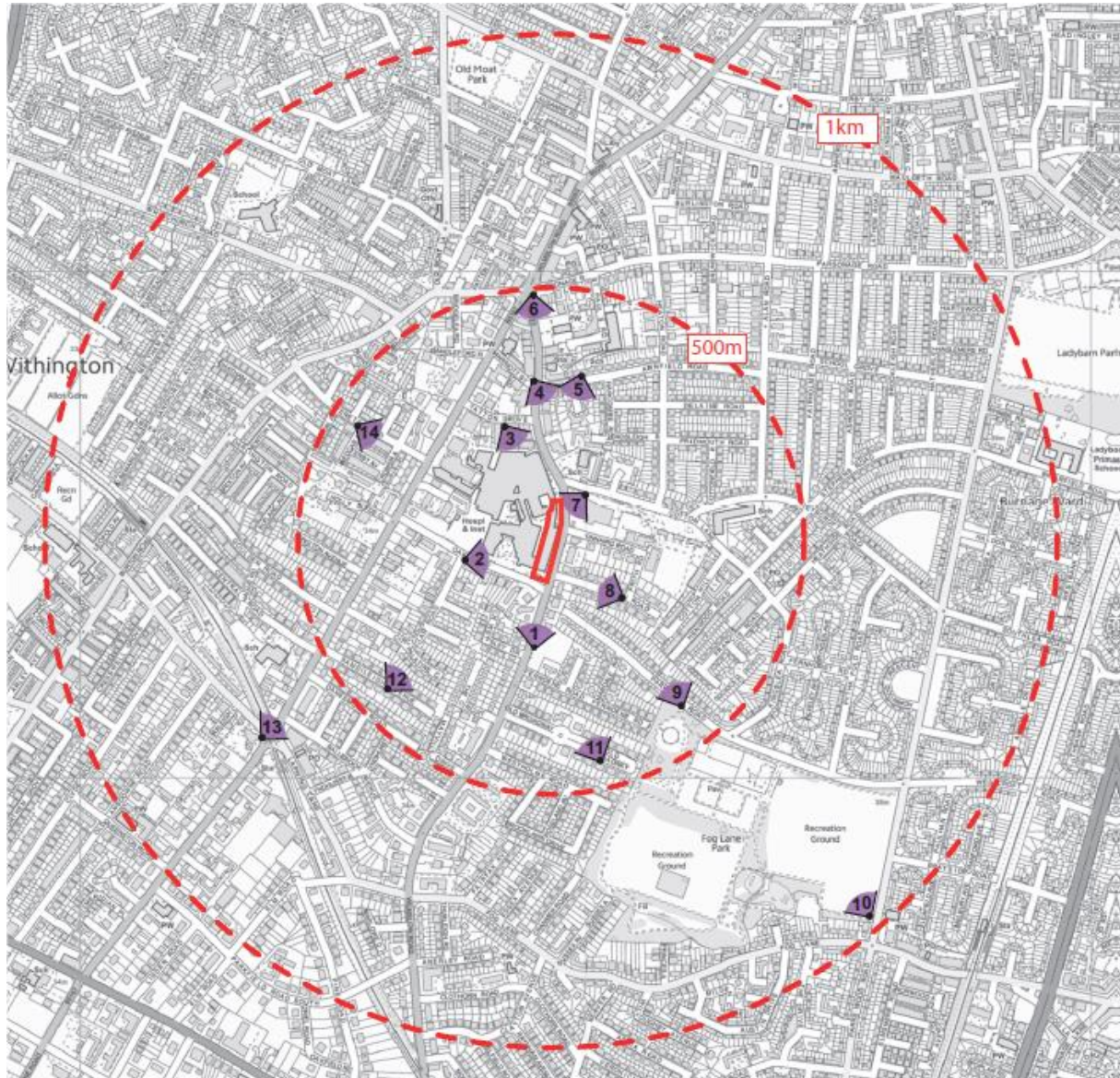
It is acknowledged that this site, due to its long and narrow configuration, does raise a number of issues, specifically related to the height of the proposal, which is borne out of the floorspace requirement and the need to arrange the different types of accommodation in a specific way. This impact from the height of the proposed building is analysed below.

Townscape and Visual Impact Assessment – The applicant has undertaken a Townscape and Visual Impact Assessment (TVIA) to establish the visual effects of the development. This can be broken down into two elements, the impact upon five different townscape character areas that exist in the area and the impact from a series of representative viewpoints.

The townscape areas are as follows:

- TCA1 – The Christie Hospital
- TCA2 – Didsbury Residential
- TCA3 – Withington Local Centre
- TCA4 – Withington Residential
- TCA5 – Fog Lane and Old Broadway

The location of the representative viewpoints are illustrated on the following plan:



To illustrate the effects of the proposal on the various townscape and viewpoints and to support the assessment, accurate visual representations (AVRs) were produced for 14 viewpoints. These show the building modelled within surveyed photographs from specific locations in the surrounding townscape.

The character of the townscape is not uniform, and there are a mix of different uses and diversity in the age, form, scale and architectural character, building groups and spaces. For the townscape character assessment eight local townscape character areas (TCAs) which share common characteristics were identified. The site is within 'TCA1: The Christie Hospital' which is characterised by its institutional land uses and by built form of predominantly medium and large scale. The other townscape character areas adjoining and surrounding the site comprise a series of residential areas and local centres including: 'TCA2 – Didsbury Residential'; 'TCA3 – Withington Local Centre'; 'TCA4 – Withington Residential'; 'TCA5 - Fog Lane and Old Broadway'.

The visibility of the site at present is relatively low due to the density of development within the Christie site and the surrounding network of residential streets and mature trees which contained the three to four storey Paterson building. However, there are some close proximity open views from the adjoining streets (Wilmslow Road, Oak Road, Rathen Road, Kinnaird Road and Cotton Lane). In these, the fire-damaged Paterson building and associated hoardings detract from the quality of views.

The Townscape and Visual Impact Assessment identified that the proposal would introduce a large building in the townscape. Its footprint would be similar to other buildings within The Christie site but would be at least five storeys taller. It would also be significantly taller than the houses in the surrounding residential areas. The assessment determined that the building would be of high-quality design and construction.

The assessment found that the changes to the townscape character areas and the views are likely to have both beneficial and adverse effects. The identified beneficial influences include:

- The introduction of an enhanced facility of importance.
- The introduction of high quality built form. The new building would contribute positively to the immediate townscape through elevational design, material choice and the creation of activity to Wilmslow Road.
- Public realm improvements to Wilmslow Road with additional tree and shrub planting that would bring aesthetic interest and ecological benefits. The glazed frontage would also support engagement of the public with the work of The Christie to provide an understanding of the landmark status of the facility and its importance in the townscape.

The identified adverse influences include:

- The introduction of a large new built form which contrasts in scale with the surrounding residential area and which may be perceived by some as an intrusive element in the view.
- The narrowing of views along Wilmslow Road with the new building coming closer to the footway and the enclosure of views from Withington Green.
- The reduction in the openness of sky in a number of views and an increased area of the surrounding townscape in shade for some of the day.

Scale and Massing – The accommodation has to be ‘stacked’ vertically and horizontally in a specific way to ensure the full integration of scientific research and to ensure that relevant staff are located on the correct level, for example some Consultant Workspace is required to be located on level 1 to connect directly into the existing drugs trial wards. The overall floor-space required for the laboratories, write-up and research space has increased by c.18% in order to ensure that the new accommodation meets modern design standards. The requirement for a specific quantum of floor-space, the need for that accommodation to be arranged in a particular way, the need for enhanced floor-ceiling heights within the laboratories and the constrained nature of the site all combine to result in the height proposed. The expansion of the Manchester Centre for Cancer Biomarker Sciences (MCCBS) was originally planned to be accommodated within an independent building alongside the Oglesby Cancer Research building (formerly MCRC). That proposal is superseded by the PRP. Therefore there are no longer any plans to build on the land adjacent to the Oglesby building. Provision of the expanded MCCBS within the PRP development would fully integrate biomarker research alongside a wide range of other specialist activities allowing it to make a greater contribution to Team Science and the faster translation of research into patient care. This physical integration has substantial research benefits that would not be achieved if MCCBS were provided in a standalone building.

The primary façade to Wilmslow Road has been broken up with the use of recessed elements and large expanses of glazing. The ground and first floors are set back from Wilmslow Road to provide a more human scale to the entrance and top three floors are also recessed. Floorspace cantilevers over the service road at the rear to reduce the height of the building. While the scale and massing of the building would be larger than the residential context to the south and east, it would respond to the scale and massing of the existing Christie site.

Design – The façade would be lightweight and high quality and would reflect the world-class research that would take place within the building. The built form would be broken up by the use of vertical fins and glazing. The use of glazing also helps to create a more lightweight appearance to the Wilmslow Road frontage and the tone of the bronzed/ brass cladding would be sympathetic to the surrounding red brick properties

The base of the building would be glazed and levels 3 to 6 would be finished with a high quality fully glazed facade providing natural daylight into the heart of the building. Further articulation is provided by vertical ‘fins’ which provide shade and reduce solar gain. The laboratory modules which cantilever over the rear service road would take the form of glazed smooth boxes.

Areas of the building which do not require daylight, such as vertical circulation stair/lift cores and vertical mechanical risers, are treated with bronze/brass metallic vertical cladding material. The rooftop plant would be screened by vertically orientated bronzed/brass cladding panels and fins.

A CGI of the front elevation of the proposed building is shown below.



The cycle store proposed on the Kinnaird Road site would be constructed using a lightweight metal frame system to provide a secure but visually unobtrusive structure. This approach is considered acceptable.

Building Height – The building could only be delivered on this site, which is constrained by its long and narrow shape. These constraints, together with the requirement to deliver a specific amount of accommodation, configured in a particular way to create the collaborative environment necessary for world-class cancer research to take place, results in a taller building of greater scale and mass than the existing buildings on The Christie site and in the surrounding area.

Building heights within the immediate vicinity of the site generally range from 2 to 2.5 storey residential buildings to four and five commercial-storey hospital buildings. The site and surrounding area is broadly flat with the scale and height of existing buildings in the surrounding area being residential in nature or of a scale appropriate to a hospital facility.

While the visual impact of the proposal has been assessed under the heading of Townscape and Visual Impact Assessment above, it must also be assessed against the relevant Core Strategy policy, namely Policy EN2 (Tall Buildings), which for convenience is reproduced below:

Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

Proposals for tall buildings will be supported where it can be demonstrated that they:

- *Are of excellent design quality,*
- *Are appropriately located,*
- *Contribute positively to sustainability,*
- *Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and*
- *Will bring significant regeneration benefits.*

The policy also states that outside of the City Centre tall buildings would only be supported where, in addition to the requirements listed above, the proposal can be shown to play a positive role in a coordinated place-making approach to a wider area.

Design – As has been outlined previously in this report, it is considered that the proposed building is of a high architectural quality and befitting of an institution that has ambitions to be a world leader in its field.

Location – The development is sustainably located in relation to transport infrastructure, being on a key transport route through the south of Manchester and being well served by public transport and a high quality cycle network. The development is also located within an existing hospital campus and its locational requirements in terms of *Team Science* have been demonstrated.

Sustainability – The proposed building has been designed to achieve a minimum BREEAM rating of ‘Very Good’ using the latest methodology at the design and post construction stages and it would reduce operational CO₂ emissions beyond the requirements of current Building Regulations, thereby exceeding the Manchester Core Strategy target.

Landmark Building – The Christie has ambitions to become a world leader in the field of cancer research and it is considered that the design and quality of this building matches that ambition.

Regeneration Benefits – The *Socio-Economic Impact* section below recognises that the proposal would lead to an increase in full time equivalent (FTE) jobs in this sector in Manchester and throughout Greater Manchester. It would also lead to an increase in FTE jobs in the supply and associated sectors, both during the construction and operational phases. It is believed that the proposal could deliver an annual net additional uplift in productivity (measured as a Gross Value Added contribution) of approximately £14.9 million to the Greater Manchester economy, of which £10.9 million could be local to Manchester.

While there is no doubt that the proposal is taller than any building within the hospital site and the surrounding area, it is considered that it meets the tests of Policy EN2 and would create a superior built form, in comparison to the original Paterson building, that would reflect the aspirations of the applicant.

Noise and Vibration – The assessment of the potential impact of construction and operational noise and vibration has been undertaken for the closest noise sensitive uses surrounding the site, namely the residential properties on Oak Road and Wilmslow Road.

The assessment has confirmed that in terms of traffic noise, the impact from construction traffic and that associated with the day to day operation of the building, would be negligible and its impact would be *not significant*.

It is inevitable that the construction process would bring noise. However, with active management through the approval of a Construction Environmental Management Plan (CEMP), e.g. hours of operation and types of equipment used, the construction process would help to mitigate its impact.

There would be vibration associated with the construction phase, e.g. vibratory compaction/rolling associated with drainage works and haul roads maintenance works. The applicant has confirmed that measures would be put in place to minimise vibration impacts, e.g. the use of deadweight rollers, other low vibration compacting solutions and best practice as described in BS5228-2 “*Code of practice for noise and vibration control on construction and open sites. Vibration*”.

The assessment has confirmed that with appropriate mitigating measures, such as acoustic insulation, the noise from the plant and equipment should not impact on nearby residents.

The noise generated through waste transfer and operation of the compactor and baler could cause disturbance but modelling has shown that the differences between the compound activity and existing background noise levels would be negligible.

The noise climate is generated by hospital plant, road traffic and occasional aircraft noise. The operational effects are likely to be insignificant when mitigated through design and the conditions suggested by Environmental Health. Therefore the operational noise associated with the proposal would not have a detrimental impact upon the levels of residential amenity enjoyed by the nearby residents, patients and staff.

Traffic and Transport – The impact of the proposal on the local highway network, during both the construction and operational phases, has been assessed as follows:

Construction Phase – During construction the increase in the total number of vehicles on the highway network would not be of a magnitude sufficient to result in any significant effects relating to the delay of vehicle occupants, pedestrians or cyclists. The potential impact on the risk of accidents and safety of road users would similarly be negligible and not significant.

HGV movements in the vicinity of the site could be significant during the construction phase though it is acknowledged that these are temporary effects that only relate to the ‘peak’ construction period, which would only occur on up to two days per week for a few weeks of the overall construction programme, namely when concrete pouring would occur. For the remainder of the construction programme, the forecast number of construction traffic movements would be significantly reduced (they would be

around 30% of the peak period) and the impact on drivers, pedestrians and cyclists would not be significant.

Prior to development commencing a Construction Traffic Management Plan would be submitted and enforced by planning condition, this would ensure that construction vehicles travel via appropriate routes to/from the site and enter and exit the site under supervision. In the event that the construction programmes for the proposal and the Tiered Car Park (ref 117847/FO/2017) overlap, a combined Construction Environmental Management Plan and Construction Traffic Management Plan would be produced. This document, amongst other things, would set out the respective programmes of construction activity that would have been designed to ensure that the peak period of construction activity do not coincide.

Operational Phase – It is anticipated that the proposal would take a number of years to reach full capacity, i.e. 2030. By this time, baseline traffic would be forecast to have increased such that the percentage increases in traffic flows arising the new research facility would be lower than those that have been assessed. Secondly, it has been assumed that 40% of additional staff trips associated with the proposal would arrive by sustainable modes. Given this, the inclusion of the proposal within the Green Travel Plan and the junction improvements associated with the Tiered Car Park, it is not expected that the operational phase of the proposal would have a detrimental impact upon existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Car Parking – There was approximately 3,815 staff employed at The Christie prior to the fire in April 2017, of which 3,052 were typically on site at any one time. Following the relocation of a significant number of the research staff to Alderley Park, at present 3,485 are based at the site of which 2,780 are typically on site at any one time.

If the proposal is implemented, 3,870 staff would be employed at the site on its first day of operation in 2022, with potentially 3,096 being on site at any one time. Approximately 780 staff would occupy the proposed building in 2022, this would include 725 existing staff members and 55 new scientists for the Biomarker Centre. When the proposal is fully occupied in 2030, 4,055 could be based at the site which represents an increase of 185 staff from 2022 and 240 from prefire levels.

The tensions surrounding staff, visitors and patients parking on nearby streets and from the volume of traffic that the site attracts is well documented. This issue has to some extent been addressed by the modal shift away from private car as a result of the introduction of the Green Travel Plan and through the introduction of a controlled parking scheme (CPZ), funded by The Christie. However, whilst the CPZ has been successful in terms of addressing the problem on those streets included, some issues have arisen elsewhere as parking has been displaced onto other streets. The Christie has since received permission for a car park to increase on-site provision. As part of that approval, the Christie has made a financial contribution through S106 to expand the CPZ significantly. The implementation of the car park and the expansion of the CPZ would further help to address problems being experienced on nearby streets and should ease parking problems in the area.

Air Quality –The main impacts that may arise during construction and operation The impact from dust could be significant and the applicant has stated that best practice measures would be used during construction including those listed in the latest guidance by the Institute of Air Quality Management. It is anticipated that with the implementation of effective site-specific mitigation measures, the environmental effect would not be significant in most cases. The mitigation measures should be included within the Construction Environmental Management Plan.

A comparison has been made between current levels of NO₂ (nitrogen dioxide) and PM₁₀ (particulate matter) and predicted levels from the construction traffic. This has shown that overall the annual mean concentrations of NO₂ and PM₁₀ would be below the annual air quality objectives and that the change in concentration levels is expected to be less than 0.5%.

Given these low predicted changes in concentration levels and the temporary nature of the effects, the effect of construction traffic would be acceptable. The management of construction traffic would be contained within the CEMP.

The combustion plant would comprise of three boilers and an emergency generator and in combination they could have a significant effect on long-term and short-term air quality objectives for NO₂. However, NO₂ levels from the boiler plant would be below the annual mean objective and the impact at all of the test sites would be characterised as low or negligible. In the short-term the hourly objectives for NO₂ would not be exceeded with the boiler plant operational. The impact from the emergency generator would *not be significant*.

Existing NO₂ and PM₁₀ levels have been compared with predicted levels for the opening year of the proposal, namely 2022 and longer term in 2030 when the building is fully occupied. This indicates that the annual mean concentrations of NO₂ and PM₁₀ would be below the respective annual objectives in 2022 and in 2030, at all of the sensitive test locations. All the test sites are expected to have a less than 0.5% change in concentration levels for both NO₂ and PM₁₀.

In light of the above findings, it is not considered that the proposal, either during construction or when operational, would have a detrimental impact upon air quality.

Impact upon Heritage Assets – The site is located, 115 and 192 metres respectively to the south of the Withington Conservation Area and the Grade II listed Red Lion PH, and 218 and 295 metres respectively to the north of the Old Broadway Conservation Area and the Ballbrook Conservation Area.

An assessment has been undertaken of the impacts upon heritage assets within 500 metres of the site including five additional designated heritage assets and one non-designated heritage. The following, apart from St Cuthbert's Church, are all Grade II listed buildings:

- Pair of Stone Piers to forecourt of No 494 Wilmslow Road (formerly Cine City)
- Former White Lion PH
- Two Pairs of Stone Piers to forecourt of No 496
- Church of St Paul

- Milestone adjacent to Withington Fire Station
- St Cuthbert's Church – non-designated asset, recorded in the Greater Manchester Historic Environment Record.

Red Lion PH, Grade II – The proposal would be clearly visible, in combination with the existing buildings at The Christie. The Red Lion PH is not a landmark building or intended to have prominence so its significance as a vernacular building with strong historic interest would not be diminished. The pub would continue to occupy a spacious setting and although the proposal would be clearly apparent, it would appear as a backdrop and would not impede views of it.

Former White Lion PH and associated stone piers, Grade II – Due to the distance (approximately 420 metres) from the site and the intervening buildings and trees, the proposal would be visible only to a very limited extent, if at all. The distinctiveness of the White Lion PH and associated stone piers and the way in which they are experienced would be unaffected.

Church of St. Paul, Grade II – The proposal would be visible from Wilmslow Road in the vicinity of this listed church, but would not be clearly visible from the within its grounds due to the filtering effect of trees and the position of neighbouring buildings that are positioned closer to the street edge. Given this, the proposal would not impact upon the setting of this listed building or its significance.

Milestone, Grade II – As the proposal would not interrupt views of this heritage asset it is not considered that it would have a detrimental impact upon the setting or historic interest of the Grade II milestone.

St Cuthbert's Church, non-designated asset – St Cuthbert's Church is a distinctive building principally experienced from Palatine Road in combination with trees and a mix of dwellings and apartment buildings. Due to the distance from the site, the nature of its significance and setting and the likely limited visual impact, it would not have an effect on the significance of this asset.

Withington Conservation Area – The nearest part of this conservation area to the site is Tatton Grove. The existing Paterson Building is visible from Tatton Grove, though views are filtered by trees. The proposal would be taller than the existing buildings, however, views of it would also be filtered by the existing tree coverage.

The development would be clearly visible from Wilmslow Road though it is not considered that it would impede or obscure any important views into or out of the Withington Conservation Area or harm the ability to appreciate the built form, architectural interest and key buildings within it.

Old Broadway Conservation Area – This conservation area is small but is of high architectural interest with the dwellings lining Old Broadway designed to be distinctive and in the Arts and Crafts style. At present the tall chimney stack within The Christie site is the only element of the campus visible from the conservation area.

The proposal would have a greater visual impact, though it is recognised that from the most open part of the conservation area, only its upper floors would be visible due to the distance and intervening trees. From a large part of the conservation area the proposal would not be visible. Given the above, the character, appearance and significance of the Old Broadway Conservation Area would not be diminished.

Ballbrook Conservation Area – The proposal would not be visible from a large part of this conservation area and where visible from the northern extent it would only be visible in very filtered and glimpsed views. It is not considered that these very limited views would compromise or harm the significance of the Ballbrook Conservation Area.

In conclusion, given the distances between the site and the heritage assets listed above, that views from them would either be filtered by trees or buildings or significantly far away to only act as a backdrop, it is not considered that the proposal would cause harm to these heritage assets or diminish their significance. Therefore, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas, as required by virtue of S66 and S72 of the Listed Buildings Act, and paragraph 193 of the NPPF, any harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

Daylight, Sunlight, Overshadowing and Light Pollution – Concerns have been raised about the potential impact the development would have upon existing levels of residential amenity, particularly in terms of daylight/sunlight levels, overshadowing and light pollution.

The applicant has undertaken an assessment of the likely effects of the proposal on daylight, sunlight, overshadowing and light pollution in accordance with Building Research Establishment (BRE) Guidelines.

The BRE Guidelines provide two main methods for assessing daylight, namely “Vertical Sky Component” (VSC) and ‘No Sky Line’ (NSL). “Vertical Sky Component” is a measure of the amount of sky visible from a centre point of a window, a window that achieves 27% or more is considered to provide good levels of light. “No Sky Line” is a measure of the distribution of diffuse daylight within a room. For the assessment of sunlight, the approach considers the ‘Annual Probable Sunlight Hours’ (APSH) which is a measure of sunlight that a given window may expect over a year period.

For daylight 103 windows to 56 rooms within five buildings have been assessed at nos. 557, 559-561, 563, 565 Wilmslow Road and no. 36 Oak Road. The assessment found that 81% of windows currently have a VSC which meet BRE guidelines. This would be reduced to 48%. 43 of the 56 rooms assessed currently meet the BRE criteria for NSL (80%) and this reduces by approximately 20%. The magnitude of impact on nos. 557 and 559-561 Wilmslow Road is assessed as being moderately adverse.

For sunlight, 27 windows within four properties (nos. 557, 559-561, 563 Wilmslow Road and 36 Oak Road) have been assessed. Presently, 82% of the windows meet

BRE guidelines for APSH sunlight. This would continue to be the case with the development in place. The impact on nos. 559-661 and 563 Wilmslow Road and 36 Oak Road is assessed as being negligible. The impact on no. 557 Wilmslow Road is assessed as being moderately adverse.

The potential impact of light pollution from lighting within the building has been assessed, on 557, 559-561, 563, 565 Wilmslow Road and 36 Oak Road. This has identified that no significant effects would arise from light pollution before but there would be a minor adverse impact on two properties should lighting be on after 11pm. Though this is considered significant but it does represent a theoretical worst-case scenario of the building being fully occupied and all lights being simultaneously illuminated. In reality, this scenario is highly unlikely to arise as the building is primarily occupied during normal office hours and is fitted with occupancy sensor-controlled lighting.

Given the above, it is considered that the proposal would not lead to significant amounts of overshadowing or reduction in daylight/sunlight and would not result in an unacceptably detrimental impact on levels of residential amenity currently enjoyed by the residents of dwellings closest to the site

Socio-Economic Impacts –The applicant has estimated that at the peak of construction the development would support 400 FTE jobs on and off site. After assumptions about leakage and displacement have been applied, the number of direct jobs supported is estimated to be 300 FTE jobs across the wider impact area (Greater Manchester), of which 110 FTE jobs are likely to be taken by those living in the local impact area.

The positive economic impacts of the proposal would extend beyond construction employment to include the generation of indirect benefits to the local economy. There would be considerable expenditure on construction materials, goods and other services that would be purchased from a wide range of suppliers. This expenditure has far-ranging benefits both locally and further afield as it filters down the supply chain, and via the induced impacts of employment, through onward expenditure. The result is that the initial investment in the proposal is amplified through a ‘multiplier’ effect with linked benefits in terms of generated expenditure spent locally on goods and services. This would bring indirect employment and financial benefits for local individuals and firms involved in the skilled construction trades and associated professions. It could also help to sustain employment within this sector across the local and wider economy.

Given the above, it is acknowledged that there is likely to be a temporary, short-term, beneficial effect in the local and wider impact areas from the construction of the development which is considered to be moderate. This is significant in EIA terms.

Operational Phase – Once complete the Paterson building would deliver additional accommodation on site for research teams. Staff would be a mixture of researchers (e.g. PhD student, Post Doc Researchers), lab technicians, clinicians and support staff (e.g. reception, café). On “Day one occupancy” in 2022 there would be 780 people working onsite. This group would consist of existing employees from the Project Partners and the new scientists recruited to the Biomarker Centre. The

maximum future capacity of the building is estimated to grow by 185 staff from 780 to 965 people. This level of employment/occupancy would only likely to be realised by 2030.

In conclusion, it is recognised that the scheme would provide new jobs during construction and permanent employment within the building. These employment opportunities would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities. The additional jobs supported by the proposed development would positively contribute to productivity within Manchester and Greater Manchester. Through its operation, the proposal could deliver an annual net additional uplift in productivity (measured as a Gross Value Added contribution) of approximately £14.9 million to the Greater Manchester economy, of which £10.9 million could be local to Manchester.

Wind Micro-climate – The wind environment is defined as the wind flow experienced by pedestrians and the subsequent influence it has on their activities, and the assessment is concerned primarily with wind characteristics at pedestrian level, both in terms of comfort and safety.

The assessment took into account the following factors and undertook tests at a number of points around the proposed site:

- The effect of the geometry, height and massing of the development and the existing surroundings on local wind speed and direction.
- The effects of location and ground roughness (open field, inner city, etc.); topography, and nearby obstructions (buildings, bridges, etc.).
- Orientation of the buildings relative to the prevailing wind direction.
- The pedestrian activity to be expected (sitting, standing, leisure and business walking).

The wind assessment has determined that the impact on pedestrian comfort would either be *negligible* (where no discernible effect is expected) or in two cases *minor adverse* (where the development could be expected to result in a small, barely noticeable effect).

In terms of pedestrian safety, the assessment has determined that there would be a minor area of increased acceleration at the south corner but this would not exceed safety criteria and as a result the wind conditions would remain within the safety thresholds.

Given the above, it is not considered that the proposal would have an unduly detrimental impact upon pedestrian comfort and safety levels

Ground Conditions – A ground investigation was carried out around the Paterson building and no evidence of contamination was noted during the ground investigation or subsequent groundwater and ground gas monitoring. The ground gas monitoring indicated slightly elevated concentrations of carbon dioxide but gas flow was negligible. In addition, chemical testing of soil samples indicated no exceedances of

relevant contaminants. The investigation also concluded that material taken off-site would not be classified as hazardous waste.

As groundwater was identified in one of the boreholes, the Environment Agency have suggested a condition it from any pollution.

Drainage and Flood Risk –The site is at low risk of flooding and is in Flood Zone 1. There is an annual probability of less than 0.1% for flooding from rivers. The Manchester, Salford and Trafford Strategic Flood Risk Assessment indicates that the site is also at low risk of flooding from groundwater. United Utilities has confirmed that there is no recorded flooding from the sewers in the area.

The drainage system would aim to reduce water run-off to at least 50% of the existing rate of run-off, based on the 1 in 1 year rainfall design criteria. Sustainable urban drainage systems would provide blue roofs and/or large diameter pipes and propriety tanks. The impact of climate change on the design of the sustainable urban drainage system would be taken into consideration in accordance with “*Flood Risk Assessment: climate change allowances*” published by the Environment Agency.

The proposal would reduce the rate of water run-off and incorporate appropriate sustainable urban drainage systems and would not increase the risk of flooding on or off the site. The Flood Risk Management Team, Environment Agency and United Utilities were consulted and have no objections, subject to the imposition of drainage conditions.

Impact upon Climate Change – An assessment of the development upon climate change has identified a wide range of mitigation inherent in the design of the development, and tertiary mitigation which sets out legislative and/or policy requirements which are to be incorporated into the detailed design stage, construction, or operational practices. As a result the majority of potential effects have been determined to be insignificant, including:

- The Construction Environmental Management Plan, which sets out key measures to mitigate the potential impacts of climate change during construction includes measures related to increased flood risk, overheating risks to construction employees and equipment, potential for fresh water shortages and dust mitigation;
- Flood risk, the potential for increased risk of flooding due to climate change is mitigated through a range of mitigation, referred to previously and legislation which require the consideration of climate change; and
- Biodiversity, in order to protect site habitats and species from climate change the proposal is being designed to enhance the biodiversity of the site in accordance with The England Biodiversity Strategy.

Taking into account the proposed mitigation and building design, three effects were identified and assessed, namely greenhouse gas emissions related to the construction and operational phases and the potential for overheating impacting on building occupants during operation.

To mitigate against the impact of these identified effects, the applicant is proposing the following design and operational measures are proposed:

- Targeting a minimum 15% reduction in operational regulated CO₂ emissions beyond 2010 Part L Building Regulations (as required by the Manchester Core Strategy) and
- Thermal dynamic modelling of occupied building to improve thermal comfort of its occupants.

The way in which the proposal addresses flood risk issues, ecology, tree planting and landscaping is addressed elsewhere in the report. Given these measures and the overall design of the building (as described in Environmental Management above), the potential impact from greenhouse gas emissions has been classified as negligible and the impact upon human health, as a result of increased climatic temperatures and building overheating, as minor adverse. As a result it is not considered that the proposal would have a significant impact upon climate change.

Sustainability – The building would achieve a minimum BREEAM rating of ‘Very Good’ using the latest methodology at the design and post construction stages. The proposal would reduce operational CO₂ emissions beyond the requirements of current Building Regulations, thereby exceeding the Manchester Core Strategy target. This will be achieved through application of the “energy hierarchy” including excellent levels of building fabric performance, energy efficient building services and the provision of on-site low/zero carbon energy technologies such as air source heat pumps. It has been designed to reduce surface water run-off by 50% relative to the current rate through on-site attenuation, and operational water demand would be reduced and metered. The proposal has also been designed to meet waste recycling targets and would minimise the amount of waste sent to landfill during the construction and operational phases.

Overall, the levels of provision is considered acceptable.

Carbon Neutrality – Manchester is committed to achieving carbon neutrality by 2038. It is considered that given the construction practices the applicant would employ, the proposed building fabric and energy efficient services that would be used during the operation phase, this proposal would help in the city achieving this commitment.

Impact upon TV Reception – The applicant has undertaken a TV Reception Study to assess the impact during construction and once completed. The study found that at all surveyed locations the digital terrestrial television (DTT) signal strength was well in excess of the recommended minimum amount and the technical quality of the received signals was good. In terms of the satellite signal no existing interference was identified.

The study does not anticipate widespread interference to the DTT signal. However, the proposed development and the use of tower cranes during construction may cause signal disruption to a small number of properties adjacent to the site the immediate southeast on Wilmslow Road. The study acknowledges that the development could create a shadow for satellite signals to the immediate northwest

but, given the lack of dishes in this area it is not expected that any interference of satellite coverage would be experienced.

Improvements to the antennas would be required at properties where DTT is affected. This is a recognised solution and a condition would require further studies either within one month of practical completion or during the construction of the development if the City Council is made aware of a reduction in TV reception.

Ecology – The ecological report has confirmed that the site is of negligible ecological importance, though a small area of shrubbery offers a bird nesting site. The study does acknowledge that while the two trees to the south of the site have no potential to support roosting bats they too could support nesting birds.

GMEU have no objection to the proposal and have suggested a condition which controls when vegetation clearance takes places. They have also suggested, a condition requiring bio-enhancements (bird/bat boxes) be attached should the application be approved.

Archaeology – The applicant has submitted a desk based archaeological assessment to determine any potential impact the proposal would have upon any archaeological features.

The assessment has concluded that the site possesses low potential for below-ground remains, either post-Medieval agricultural activity or Industrial period houses and gardens. If any remains were to survive, then the impact on these remains would be substantial. However, it is unlikely that archaeological remains of any significance survive within the site, given that basement construction and site-wide earth-moving related to the construction of the 20th Century Paterson building would likely have destroyed any earlier remains.

As GMAAS has confirmed that these findings are acceptable, it is considered that the overall impact of the proposed development upon archaeological features would be negligible.

Trees – There are eleven trees within the site or immediately adjoining it. There are five trees within the Paterson site and six trees within and adjoining the location of the proposed bike store off Kinnaird Road. Of the eleven trees, four are protected by Tree Preservation Orders (two at each site). In terms of quality, the eleven trees are categorised as follows:

- 2 of the trees are category A trees – high quality
- 1 of the trees are category B trees – moderate quality
- 8 are category C trees – low quality

To facilitate the proposal three trees are to be felled, all of which are category C and not protected by Tree Preservation Orders. The three trees to be felled are located at the corner of Oak Road and Wilmslow Road.

To compensate for their loss the applicant is proposing to plant three replacement trees within the proposed landscaping belt that would front Wilmslow Road and Oak Road. This replacement provision is considered acceptable.

Landscaping – The proposed hard and soft landscaping scheme would run along the eastern boundary of the site, along Wilmslow Road and would turn the corner for a limited distance along the Oak Road frontage.

The landscaping scheme has been designed to create a visual connection and environment between the external areas and the building. The entrance area would be paved in materials of a natural tone laid in a contemporary pattern to complement the building. Street furniture, lighting and planting will be carefully positioned to ensure an uncluttered space with the landscape.

Planting would be located below the building overhang along the eastern elevation and it would be raised slightly above the pavement level to create a defined edge to the development in addition to taking up the nominal level change along the building entrance.

Ornamental planting including low specimen shrubs, ground cover, grasses and flowering perennials all within the green colour spectrum will be planted to add a tactile element at ground level. The inclusion of native trees, shrubs and grasses in the garden and around the curtilage of the building would lead to an increase in the ecological value of the site and the inclusion of nectar rich species would benefit local pollinator species.

A “Break-Out Space” off Wilmslow Road is proposed and would provide space to contemplate, relax and unwind. The space would incorporate a mix of multi-stem and feathered trees set in softly textured ornamental grasses and perennials in order to create a peaceful natural landscape for staff and visitors of The Christie.

To screen the facade of the external storage/servicing compound and the existing electricity substation, a landscape screen consisting of clump forming bamboos, vertical fins and climbing plants is proposed. Tensile wires attached to the trellis would encourage the planting to grow up the timber screen and fill the vertical facade with greenery and flowers. A mix of evergreen and flowering species would create year round coverage and seasonal interest.

Overall, the proposed landscaping scheme is considered acceptable.

Crime and Anti-Social Behaviour – The development has been assessed against the principles of “Crime Prevention through Environmental Design” in order to reduce the opportunities for crime and the fear of crime. Greater Manchester Police have confirmed in the Crime Impact Assessment that the development is broadly acceptable in terms of designing out crime and the building would be less vulnerable to criminal and antisocial behaviour as a result.

Notwithstanding this, GMP have made a number of recommendations to further improve safety and security and the imposition of a condition requiring the scheme to

achieve Secured by Design accreditation would ensure that these recommendations are incorporated.

Cycle Storage – The proposal includes the provision of a storage facility against to the MCRC building for approximately 170 cycles. This provision is welcomed.

Waste Management – The proposed building is likely to generate the following waste streams:

- a) General/Domestic Waste (using baler/compactors)
- b) Pulpable recycling
- c) Mixed recycling
- d) Domestic glass waste
- e) Food waste
- f) Clinical/Hazardous Waste
- g) Sharps/Biomedical Waste Disposal
- h) Chemical/Solvent Waste (and Store)
- i) Pharmaceutical Waste
- j) Waste Electrical and Electronic Equipment recycling (WEEE), which includes damaged Laboratory Equipment Waste and other adhoc Waste

The a) to e) waste streams would be managed using the onsite balers and compactor which would be housed in the proposed service compound at the southern end of the development. This waste would be stored in either 110 litre bins or skips. Waste streams f) to j) would require more specialist disposal, though again this waste would be stored in secure stores within the service compound.

The proposed waste storage and recycling facilities are considered acceptable.

CONCLUSION

The Christie and its partners have an ambition to be one of the top five centres in the world for cancer research. They have outlined that this could only take place within their main campus and the only viable option is to build on the site of the former Paterson building. Due to the constraints of the site and the amount of floorspace required the height of the proposed building exceeds that of its neighbours.

While it is considered that the proposal complies with the Council's Policy EN2 on tall buildings, given its high quality design, sustainable location and economic and regeneration benefits, it is acknowledged that its height and the perceived traffic increases from the additional staff have caused great concern to local residents. Though it has been demonstrated that the impact upon the highway network would be negligible it is recognised that despite being a high quality piece of architecture the proposal to some would be an obtrusive feature in the streetscene.

However, it is recognised that this proposal has the potential to be a centre of excellence and the outcomes from the important research that would take place there would benefit not just Manchester residents but residents throughout Greater Manchester. It is due to the latter that the proposal has received significant support from members of the public.

The impact of the proposal upon a series of designated and non-designated heritage assets has also been assessed. Given the distances between the site and these heritage assets, and the fact that views from them would either be filtered by trees or buildings or significantly far away to only act as a backdrop, it is not considered that the proposal would cause harm to these heritage assets or diminish their significance. As such any harm caused would be less than substantial and would be outweighed by the public benefits of the scheme.

Therefore, on balance the application to build a new cancer research facility is supported.

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

Recommendation **Minded to Approve** (subject to the expiration of the notification period in respect of the Further Environmental Information submitted by the applicant and no new issues being raised)

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Condition(s) to be attached to decision for approval

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings stamped as received on 28th May 2019:

- 1) PRP-BDP-Z01-00-PL-A-0991 P01
- 2) PRP-BDP-Z01-00-PL-A-9001 P01
- 3) PRP-BDP-Z01-01-PL-A-0991 P01
- 4) PRP-BDP-Z01-02-PL-A-0991 P01
- 5) PRP-BDP-Z01-03-PL-A-0991 P01
- 6) PRP-BDP-Z01-04-PL-A-0991 P01
- 7) PRP-BDP-Z01-05-PL-A-0991 P01
- 8) PRP-BDP-Z01-06-PL-A-0991 P01
- 9) PRP-BDP-Z01-07-PL-A-0991 P01
- 10) PRP-BDP-Z01-08-PL-A-0991 P01
- 11) PRP-BDP-Z01-09-PL-A-0991 P01
- 12) PRP-BDP-Z01-B1-PL-A-0991 P01
- 13) PRP-BDP-Z01-XX-EL-A-2191 P01
- 14) PRP-BDP-Z01-XX-EL-A-2192 P01
- 15) PRP-BDP-Z01-XX-EL-A-2193 P01
- 16) PRP-BDP-Z01-XX-EL-A-2194 P01
- 17) PRP-BDP-Z01-XX-EL-A-2195 P01
- 18) PRP-BDP-Z01-XX-EL-A-2196 P01
- 19) PRP-BDP-Z01-XX-PL-L-9002
- 20) PRP-BDP-Z01-XX-PL-L-9003
- 21) PRP-BDP-Z01-XX-SE-A-3091 P01
- 22) PRP-BDP-Z01-XX-SE-A-3092 P01
- 23) PRP-BDP-Z01-XX-SE-A-3093 P01
- 24) PRP-BDP-Z01-00-PL-A-8001 P01
- 25) PRP-BDP-Z01-01-PL-A-8001 P01
- 26) PRP-BDP-Z01-02-PL-A-8001 P01
- 27) PRP-BDP-Z01-03-PL-A-8001 P01
- 28) PRP-BDP-Z01-04-PL-A-8001 P01
- 29) PRP-BDP-Z01-B1-PL-A-8001 P01
- 30) PRP-BDP-Z01-XX-EL-A-8001 P01
- 31) PRP-BDP-Z01-XX-EL-A-8002 P01
- 32) PRP-BDP-Z01-XX-EL-A-8003 P01
- 33) PRP-BDP-Z01-XX-EL-A-8004 P01
- 34) PRP-BDP-Z01-XX-SE-A-8001 P01
- 35) PRP-BDP-ZZZ-XX-PL-A-9091 P01

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

3) Above-ground construction works shall not commence until samples and specifications of all materials, 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.

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.

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.

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 and to reflect the guidance contained in the National Planning Policy Framework.

7) 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 replacement national standards and details that 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 guidance within the NPPF and NPPG and policies EN08 and EN14 in the Manchester Core Strategy.

8) 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 guidance within the NPPF and NPPG and policies EN08 and EN14 in the Manchester Core Strategy.

9) No development shall take place, until a Construction Environmental Management Plan (CEMP) 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 CEMP 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 vibration 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.

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

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

11) Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme (including details of trees to be planted at the front of the development) 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 building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

12) A scheme of Biodiversity Enhancement Measures, as set out in the Preliminary Ecological Appraisal by Tyler Grange (Report Number: 11825_R05b_SJC_LP) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

13) Fumes, vapours and odours shall be extracted and discharged from the building in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy

14) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by

the City Council as local planning authority and the approved scheme shall be completed before the building is occupied.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy

15) Prior to the occupation of the development hereby approved, a timetable for the testing of the emergency generator shall be submitted to and approved by the City Council as local planning authority. The testing of the emergency generator shall be undertaken in accordance with the approved timetable.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy

16) 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.

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

- a) 0730hrs to 2000hrs, Mondays to Saturdays,
- b) no deliveries/waste collections on Sundays and Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 in the Manchester Core Strategy.

18) During the construction of the development and within one month following the substantial completion of the development hereby approved, the City Council may request in writing a TV and Radio Impact Assessment study of the existing television signal within the potential impact area (as previously identified in the GTech Surveys Limited - Baseline Television Signal Survey & Television Reception Impact Assessment stamped as received on 28th May 2019) to be undertaken and compared with the Assessment study undertaken in 2019. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception (as identified in the submitted Baseline Television Signal Survey & Television Reception Impact Assessment) and a timetable for the implementation, if required, of any remediation measures. The study shall be submitted to the City Council as local planning authority for approval and any remediation measures shall be implemented in accordance with the approved study.

Reason - To ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications.

19) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

Reason - To safeguard the amenities of the occupiers of nearby properties, 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: 123748/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:

Planning Casework Unit
 Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 MCC Flood Risk Management
 Environment & Operations (Refuse & Sustainability)
 Oliver West (Sustainable Travel)
 Strategic Development Team
 South Neighbourhood Team
 Greater Manchester Police
 Greater Manchester Ecology Unit
 United Utilities Water PLC
 Environment Agency
 Transport for Greater Manchester

Withington Civic Society

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

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
123880/FO/2019	18th Jun 2019	22nd Aug 2019	Didsbury East Ward

Proposal Erection of two, three storey detached dwelling houses (six bedrooms) with associated landscaping and car parking following demolition

Location 21 Didsbury Park, Manchester, M20 5LH

Applicant Kieran Hedges, 21 Didsbury Park, Manchester, M20 5LH

Agent Sixtwo Architects, 29 Bow Lane, Manchester, M2 4FW



The application site (measuring 0.16 hectares) relates to a large detached dwelling house that is located within Didsbury St James Conservation Area. The property is set back from the highway and benefits from large gardens. It has two separate access points onto Didsbury Park.

The property has been subject to four previous planning applications.

In 2008 an application was refused for a first floor side extension above existing ground floor to contain a granny flat and erection of single storey side extension to form double garage (application reference: 086620/FH/2008/S2) and in 2009 an application was approved for a single storey side extension to form garage, raising of roof to existing side extension and first floor rear extension including elevational alterations to roof to form additional living accommodation (application reference: 088738/FH/2009/S2). The 2009 permission was implemented.

In 2018 application 117911/FH/2017 was approved for a two storey extension to the front; erection of rear dormer roof extension to side; erection of a part single/part two storey rear extension; erection of a rear extension to house swimming pool;

installation of vehicular access gates together with associated elevational alterations following demolition of existing extensions to the rear of the property.

In October 2018 application 121695/FO/2018 was submitted for the erection of two, three storey detached dwelling houses (six bedrooms) with associated landscaping and car parking following demolition. This application was due to be determined by Planning and Highways Committee at its meeting on the 13th December 2018, however the application was withdrawn prior to determination to address the reasons for refusal set out within the report to committee. The recommended reasons for refusal were as follows:

1) The proposed development by reasons of its scale, massing and relationship to the side boundaries of the application site, loss of trees would result in two prominent buildings which are unduly intrusive in the street scene to the detriment of the spacious and landscaped character of Didsbury St James Conservation Area. As such the proposal is contrary to saved policies, DC18.1 of the Unitary Development Plan, policies SP1, DM1, H6, EN1, EN3 and EN9 of the Core Strategy Development Plan Document and the National Planning Policy Framework.

2) The proposed dwelling houses would have a detrimental impact upon the setting of the Pine House Grade II Listed Building by reason of the siting, scale and mass. The proposed development is therefore contrary to the provisions of Core Strategy policy SP1 and EN3 and saved Unitary Development Plan policy DC 19 and the National Planning Policy Framework.

The immediately adjacent streets are characterised by detached and semi detached residential properties in a range of styles and uses from early and late Victorian Villas measuring three storeys to more contemporary houses. The application site is also in close proximity to two listed buildings. Pine House (no.23 Didsbury Park), is a grade II listed residential property and is located to the north of the site and shares a common boundary with the application site. Didsbury Park House is located to the north east of the application site, on the corner with Sandhurst Avenue and is also a grade II listed property.

Description

The proposal comprises the demolition of the existing family house and subdivision of the plot to accommodate two, three storey six bedroom detached family houses with basements and integrated garages.

The proposed new dwellings would be constructed principally of a textured white brick with recessed header detailing around openings, the secondary gable of the houses (to the sides) would be clad in dark grey stained timber, vertically arranged with dark grey metal projecting reveals. Windows and balustrades would be dark grey PPC metal and aluminium and roof tiles would be natural slate.

The front boundary would be textured red brick with sandstone copings with brick gate posts rising above the wall to mark the entrance to each property, automated metal gates are proposed and fencing to the front between the two houses would be natural timber. The driveway would be resin bound gravel. Two accesses to Didsbury

Park would be maintained. No. 21 Didsbury Park does not contain any existing boundary wall at the front and in its place is hedging and trees, the hedging and trees are to be retained.



Consultations

The proposal has been advertised in the local press as a development affecting a Conservation Area and a site notice was displayed at the application site. Notification letters have been sent to local residents.

Local Residents / Public Opinion - Nine representations have been received from local residents, three object and six are in support of the application proposals.

Comments are summarised below:

Object

- There is no objection in principal to the loss of the existing house to allow for a replacement development as the existing house is not of any particular architectural or historic merit.
- The proposed development does not take the correct design approach for the site.
- The development would not conserve or enhance the Conservation Area.
- The proposal would impact negatively on the setting of the Listed Building.
- The plot sizes along the western side of Didsbury Park are larger than the two plots proposed. The area is characterised by two storey semi-detached Victorian villas set within large plots that allow for large dwellings yet they retain spaciousness around them.
- Concerns raised regarding the siting and scale and massing of the property in relation to the neighbouring properties.
- The lack of setting space around the proposed properties will make the proposed development appear cramped and over-developed when compared to the spaciousness of the surrounding neighbouring properties.

- The proposed design of the new dwellings are out of character with the other adjacent villas or those of Pine House dominating the street scene.
- The use of the materials are completely at odds with the aged appearance and materials of neighbouring property. Timber cladding is by nature prone to weather-wear and fading over a relatively short period of time. The material would also present an oppressive outlook to neighbouring property.
- The development will have a detrimental impact on the residential amenity of adjoining properties by virtue of loss of outlook, daylight and provision of overlooking particularly with regards to the large first floor terrace to the rear.
- The loss of trees on the site will remove a landscape buffer to the boundary which offers screening. The boundary wall to the frontage would pose a concern to mature trees and hedges. The creation of a substantial basement would pose a risk to tree stability and long term survival.
- The pre-application comments have not been taken into account and the development is contrary to policies SP1, EN1, EN3, DM1, DC18 AND DC19 of the adopted development plan and to the NPPF.
- Minimal changes to the original scheme do not address the areas of concern.

Support

- It is important that tree cover as proposed is adhered to, soft landscaping in the conservation area is vital.
- Welsh Slate should be insisted upon.
- Sustainability and green issues are at the heart of the applicants plans.
- The existing house is of no particular architectural merit and is dated and unattractive and has been poorly extended over the years.
- The proposals will greatly enhance the road and neighbourhood.
- The designs are bold, grand and contemporary yet sympathetic and contextual to existing housing.
- The plans for No. 21 are superior to those approved on the former MMU site from an aesthetic perspective.
- The plans enhance the character of the Didsbury St. James Conservation Area.
- Efficient use of land without overdeveloping the site.
- Retains the detached element at the park end of the road whilst cleverly complimenting the semi's close by.
- The proposal is sensitive to the listed building.

Manchester Conservation Areas and Historic Buildings Panel - No objections subject to comments about the use of the cladding material being unacceptable and there being no precedent for this material in the area. The Panel also commented on the white brick selected, they stated that they felt it was too stark and should sit more subtly into the area.

Highway Services – No objection. Traffic Impacts - The proposals are all contained within a private boundary to the development and do not impinge on the adopted highway. The addition of the 1 additional house (2 in total) and the associated trips to and from the proposed development do not raise any highway safety or capacity concerns and the proposals are therefore accepted in principle.

Access to the houses is from the Didsbury Park highway, new dropped kerbs/reinstatements will be required.

Gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Car Parking - As well as single garages, each house has on-site car parking for a further 2-3 vehicles, this allocation is considered appropriate.

Cycle Parking - No details is provided regarding cycle storage at the houses however it is noted that cycle parking could be provided in the garages.

The proposed bin storage to the side of the houses is considered appropriate and residents are to transfer the bins from the storage area to the kerbside of Didsbury Park on collection days and returned them to the storage area after collection. This arrangement is therefore accepted in principle by Highways and will ensure that bins are not left out or stored on the adopted highway.

Environmental Health – No objection. Requested conditions relating to refuse storage, contaminated land and construction management plan.

Neighbourhood Team Leader (Arboriculture) – No objection. The applicant has engaged to agree tree retention and protection methods. There will be additional tree removal required to the rear boundary to enable the boundary wall to be re-built. This will should be mitigated for in the landscaping proposal.

Greater Manchester Ecology Unit – No objection.

Bats - GMEU have reviewed the survey (July 2018) submitted with the application and found that no bats or signs of bats were observed during the survey and the two other buildings on site (summerhouse and shed) were considered to be negligible for the potential to supporting roosting bats and no further surveys were considered necessary. An emergence survey was undertaken on the residential property in August 2018, no bats were seen to emerge from the property and only low levels of commuting and foraging activity by common pipistrelle, soprano pipistrelle and Noctule bats was recorded through the site. No further surveys are therefore considered necessary and works can commence with a low risk to roosting bats. Recommended an informative.

Birds - The buildings, trees, hedgerow and scrub have the potential to support nesting birds. 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 recommend a condition is attached to any approval requiring that the demolition works together with all tree/hedgerow works and shrub 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.

Hedgehogs - Recommended an informative require that between October and March that any wood piles or other materials and vegetation within the application site

should be checked for hibernating hedgehogs before disturbance/clearance and moved to a safe place.

Large Mammals - Recommended a condition requires that all excavations left open overnight or longer should be checked for animals prior to the continuation of works or infilling.

Invasive Species - An invasive rhododendron has been identified on site and it is an offence under the Wildlife and Countryside Act to allow this plant to grow in the wild. Recommend an informative that the applicant is advised and if it is removed, ensure that it is disposed of accordingly.

GMEU also recommend that there are opportunities for biodiversity enhancement to be incorporated into the new development in line with the NPPF.

Didsbury Civic Society - Any comments received will be reported to Committee.

Policy Framework

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2018. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

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 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.

Manchester Core Strategy

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 EN3, H1, H6, EN1, SP1 and DM1.

Policy EN3 - Heritage

States that 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 listed buildings and conservation areas. The application relates to a site within the Didsbury St James Conservation Area as set out within this report and to the south of the Grade II listed property known as Pine House at 23 Didsbury Park.

Policy H1 - Housing

States that new residential development should contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design and density of a scheme should contribute to the character of the local area and should include usable amenity space and be designed to give privacy to both residents and neighbours. The guidance also refers to the delivery of policies that will result in significant increases to the supply of housing, specifically stating that housing applications should be considered in the context of the presumption in favour of sustainable development.

Policy H6 - Housing

States that 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. The application relates to the creation of two dwelling houses with South Manchester area.

Policy EN1 - Design Principles and Strategic Character

States that development in Manchester will be expected to have regard to the strategic character area in which the development is located and opportunities for good design should be fully realised.

Policy SP1 - Spatial Principles

This policy sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including: creating well designed places, making a positive contribution to health, safety and well-being, considering the needs of all members of the community, and protecting and enhancing the built and natural environment.

Policy DM1 - Development Management

This policy seeks to ensure that new development contributes to the overall aim 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 in particular by contributing to neighbourhoods of choice. Issues relevant to this scheme are: siting, layout, scale, form, massing; impact on surrounding area in terms of design, scale and appearance and effects on amenity.

Saved UDP Policies

The following saved UDP policy needs to be considered in relation to the application.

Policy DC18.1 - Conservation Areas

Saved policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas.

- a. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i. the relationship of new structures to neighbouring buildings and spaces;
 - ii. the effect of major changes to the appearance of existing buildings;
 - iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
 - iv. the effect of signs and advertisements;
 - v. 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 or 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.

This is of particular relevance to this application under consideration.

Policy DC19 Listed Buildings

DC19.1 In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a

- detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
 - d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
 - e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
 - f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

This is of particular relevance to this application under consideration as application site shares a boundary with a listed building and is in close proximity to another.

Other Material Considerations

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

This guide establishes the Council's principles in relation to design across the city and is a material consideration in the assessment of planning applications. In relation to development within conservation areas, the SPD advises that it should:

"preserve or enhance the character of the conservation area. It is important that new developments in conservation areas or elsewhere are not designed in isolation. This does not prevent or inhibit creative design. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings, but also to the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development."

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 2038, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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

South Manchester Regeneration Framework

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

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

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

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

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

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development which affects a listed building or its setting, 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.

Without prejudice to section 72, a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, listed buildings.

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

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.

Issues

Impact on the Didsbury St James Conservation Area and Listed Buildings

When compared with other Conservation Areas within the City, Didsbury St James covers a large area and outside of the city centre has the greatest concentration of listed buildings in Manchester. The Conservation Area appraisal notes the following common features when describing the townscape:

- Variety in architectural styles varying from Classical and Gothic of public buildings and of the more grandiose houses to remnants of older and more modest houses exist in simple vernacular character;
- A great variety in building materials are used on the buildings, with red brick walls and blue slate roofs being the most common. However, there are extensive examples of stone dressings used in conjunction with brick and several buildings are built entirely of stone.
- Several buildings are finished in stucco or rough cast render;
- Trees are an important characteristic of the area providing not only screens groups of buildings from one another but also a unifying, leafy backdrop to the whole area;
- Entrance doorways help to create the character of the area;
- Most of the buildings in the area are characterised by vertically proportioned sash windows which are used singly or in groups. In older buildings, sashes are sub-divided by glazing bars into smaller panes.

In this particular part of the Conservation Area, the area is characterised by large two storey detached or semi-detached villas set within spacious grounds (figure 1). The building materials are predominantly red brick with blue slate roofs although there is an example of painted stucco on brick which has been used on the Grade II Listed building known as Pine House (no.23 Didsbury Park) which is to the north of the application site. The listing dates the property to the 1840s and is a two storey, white painted stucco on brick with a slate roof built in the gothic style.

The building line along Didsbury Park follows the curvature of the road, with Pine House located further behind the application site. There is little relationship between the frontages of the existing dwelling and that of the listed building. However, there is an interface between the southern elevation of the listed building and the side and rear of 21 Didsbury Park.



Photograph 2: Pine House



Photograph 3: Didsbury Park House

On the corner of Didsbury Park and Sandhurst Road is Park End House, which is Grade II listed and is located to the north east of the application site. The property dates from the mid to late 19th Century and is a two storey dwelling house built with red brick in Flemish bond, with sandstone dressings and a slate roof. There is some limited visual relationship between the frontages of the two buildings, although this is limited due to the curvature in the road and the tree cover.

Opposite the site (east) are two detached dwelling houses, No.60 Didsbury Park which is a two storey Victorian Villa in a red brick, slate roofs and hanging tiles and No.58 Didsbury Park is a modern two storey white render dwelling house that was approved in 2012.

To the south of the site is a large detached two storey Victorian villa No.19 Didsbury Park red brick and slate roof tiles. The application site also shares its southern boundary with this site.

To the west of the site is more modern development in the form of predominantly two storey detached and semi-detached dwellings on the former Manchester Metropolitan Campus site.



Figure 1 Existing Site Plan and Google Earth Image

The existing dwelling house has a two storey central element, with single-storey extensions to either side as shown in the existing street scene (figure 2). The property is red brick, with red vertical hanging tiles at the first floor level, reaching from the eaves to the top of the ground floor windows, with red roof tiles. The property dates from the 1920/1930s with some reference to Arts and Craft design.

The proposal seeks to sub divide the existing plot into two to provide two detached, three storey dwelling houses of a contemporary design (figure 3). The design of the buildings are detailed within the design and access statement and the architect has sought to take inspiration from the surrounding buildings most notably the fenestration details, bay windows, chimney stacks and gable frontages. Similarly the chosen materials textured white brick with natural roof slates reference the palette of materials utilised within the Conservation Area but without creating a pastiche design.



Figure 2 Existing Streetscene



Figure 3 Proposed street scene

This application differs from that previously proposed in that:

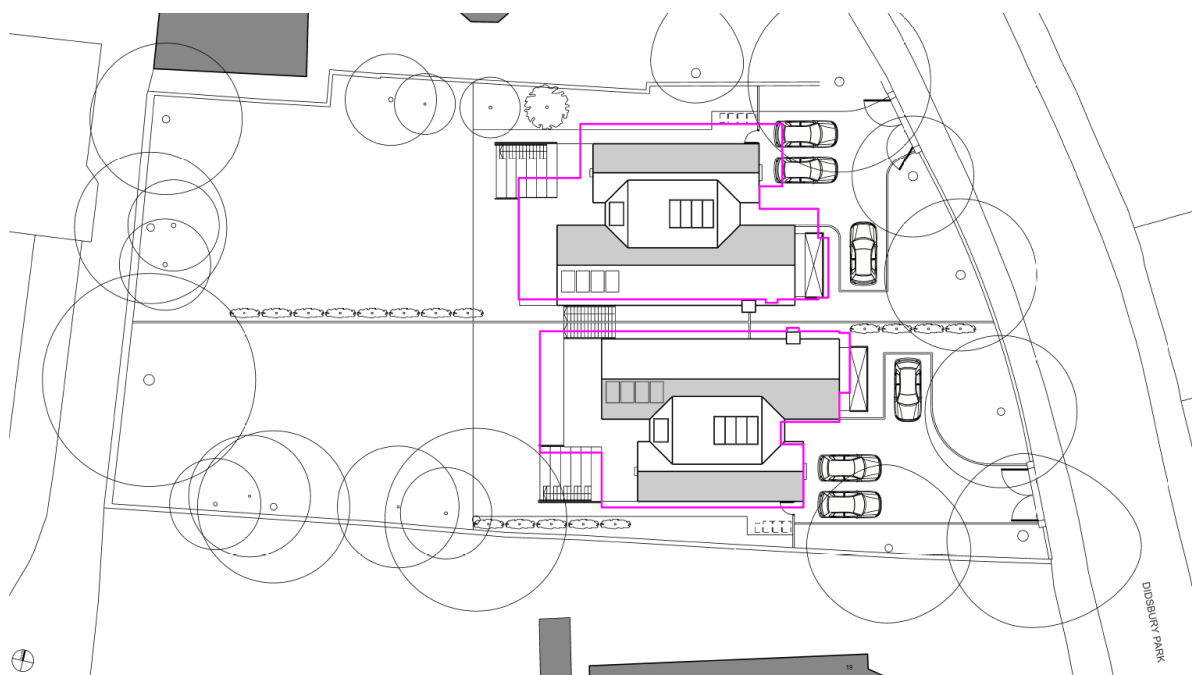
- The scheme has been moved further away from the side boundaries of No 19 and No. 21, 0.4m from the south, and 1.3m from the north. The two new houses now sit inbound of the existing property.
- The house to the north has been moved 1.52m further away from the road, to reduce the bulk of the overall scheme and give more openness to No. 21.
- The overall massing has been reduced.
- The ridge heights have been lowered to ensure the building heights are lower than the immediate neighbouring houses.
- The applicant has engaged with the City Arborist
- All trees along the front boundary are to be retained. A more detailed method statement has been added to the Tree Report.
- The new scheme now has less hard standing than the existing property.
- The rear terraces have been reduced in size. Planting to the terraces has been introduced to screen the existing and proposed properties with regards to privacy.

The following drawings illustrate the differences between the scheme now proposed and the previously submitted scheme.



1 NEW PROPOSED FRONT ELEVATION





The applicant has made the case in the supporting documentation that the proposal meets both the statutory and policy tests. They consider that the proposal will make a positive contribution to the site, the Conservation Area and will have a neutral impact on the listed buildings.

Paragraphs 193 and 194 of the NPPF require Local Planning Authorities to consider the public benefits of supporting a development where all grades of harm, 'substantial' and 'less than substantial' can be justified.

As the extract of the NPPF above states, public benefits relate to satisfying one or more of the objectives of sustainable development. This includes preservation or enhancement of heritage assets but also the provision of housing in a sustainable location. Further the courts have determined that preservation is preserve from harm and that this is harm to its significance.

The heritage assessment has identified that the existing property has negligible value and no aesthetic value. Overall the assessment considers that the existing property has neutral significance and contribution to the Conservation Area and a neutral impact upon the setting of Pine House and Park End House.

In terms of the proposed works the heritage assessment states that the overall impact on the heritage significance of 21 Didsbury Park will be positive. Furthermore it concludes that the impact on significance of Pine House will be minimal and the same for Park End House.

By comparing both the proposed and the existing street scene, the proposal would create an increase in both area and floor space across the site (figures 4 and 5) and an increase in the size and massing of the built form. However, following alterations to the siting, location and massing of the proposals it is not considered that this would erode the sense of spaciousness between the properties to the

detriment of the character of the Didsbury St. James Conservation Area, the setting of the Listed Building, Pine House to the north or that would cause undue harm to the residential amenity of the neighbouring property.

The staggered massing of the detached dwellings would be stepped in line with curved building line and would now sit further from the back of footpath helping to reduce the volume of the proposals within the street scene. It is no longer considered that the siting of the development proposals would detract from the setting of the listed building known as Pine House.

The applicant has engaged with the arboricultural section and clarity has been provided that trees can be retained to the front of the site to screen the development proposals and to respect the character of this particular part of the Didsbury St. James Conservation Area.

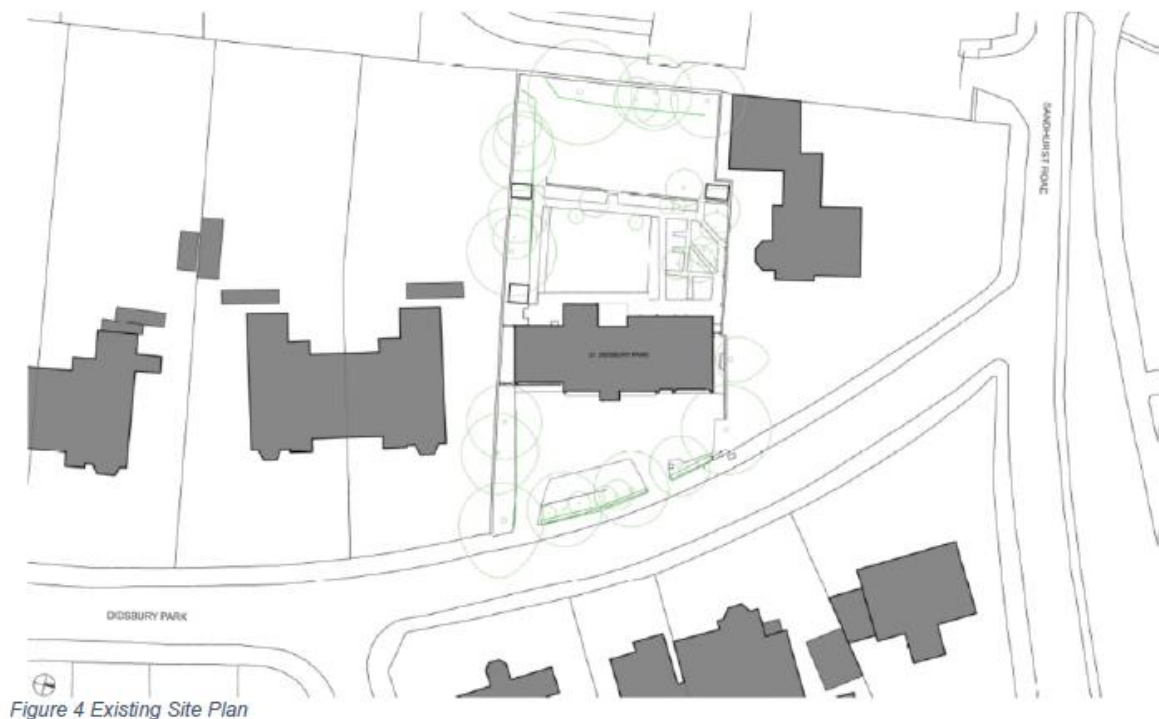




Figure 5 Proposed Layout Plan

At present No.21 Didsbury Park has a neutral impact on the setting and this is helped in part by the mature tree cover and green screening to the boundary. The southern elevation of the listed Pine House to the north and the side and rear of No.21 Didsbury Park are situated close to one another. Following alterations to the scheme with regards to being set further away from the boundary and set further into the site there would be minimal interruption to views of the listed building to the north, it is no longer considered that the proposal would result in enclosure of the gap to the extent that would warrant the refusal of planning permission.

On this basis the proposal would be acceptable having regard to section 66 of the Listed Building Act 1990 which requires that in considering whether to grant planning permission for development which affects a listed building or its setting, special regard shall be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. In this case it is considered that the proposal preserves the setting of the Grade II listed Pine House.

In terms of Didsbury Park House, whilst there would be a view across to the Grade II listed building given the proximity and the relationship to the property, the development would not be harmful to its setting.

The site due to its size is capable of supporting the scale of sub-division without causing substantial harm to the layout, pattern of development and scale of development on this part of Didsbury Park, the Didsbury St. James Conservation

Area or the Grade II Listed Pine House to the north. The loss of the existing building has been justified.

In this respect, it is considered that the proposed dwellings on this plot which represent a quality contextual design response, subject to conditions with regards to materials, and sustainable development that would provide additional housing would not cause substantial harm to any designated heritage asset within the terms of policies DC18, DC19 or EN3 and Chapter 16 of the NPPF.

In addition to the above, the proposed development must demonstrate that matters of the design, scale and massing, landscaping, residential amenity and boundary treatment are all satisfactorily met. These are addressed below.

Scale and Massing

A street scene elevation has been submitted as part of the application, it is now considered that the proposed dwellings have an appropriate scale, mass and height in relation to the neighbouring dwellings, with an acceptable height within the street hierarchy.

The site can accommodate the two villas whilst providing substantial garden spaces to the rear and car parking area to the frontage with land available for landscaping to each property proposed. It is considered that the hierarchy of plots size for detached dwellings is maintained when looking at the wider area which has a mix of substantial detached, semi detached traditional and contemporary family housing.

Design

The collective planning policy framework requires that development proposals should "enhance or preserve" the character of Conservation Areas, whilst the Council's equivalent Core Strategy policies SP1, DM1, EN1 and EN3 and saved policy DC18.1, seek to achieve this by ensuring that new development preserves or enhances the character, appearance or setting of the Conservation Area through the appropriate design, layout and choice of materials of new development. Applications are also required to achieve a good standard of design as expressed in chapter 12 of the NPPF and to the guidance contained within the Guide to Development SPD.

Noting the terms of these policies, the first priority when considering proposals for development within Conservation Areas is to those special architectural and visual qualities which gave rise to the area's designation. Where a proposal would erode these special qualities and there are no other material objections to the proposal, then it is recommended that it is either revised or recommended for refusal.

The submitted planning statement states that the house is designed with high environmental credentials to enhance the character of the area by creating two distinctive contemporary buildings which pays due regard to the pattern and features of the surroundings.

The applicant did not wish to create a pastiche building. The development as submitted is for a distinctive modern building using high quality design and materials.

The design approach reinterprets the detailing of surrounding houses utilising architectural features that are inherent to the character of the Conservation Area.

The elevations have been designed to respond to the local vernacular architecture through analysis of the surrounding townscape values. The use of contemporary materials, such as white brickwork, references the interplay between the rendered features of adjoining properties and other material within the textural palette found within the Conservation Area.

Paragraph 127 of the NPPF states that where developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, local authorities should not prevent or discourage appropriate innovation or change.

One reservation remains with regards to the materials included within the scheme as submitted with regards to the use of the dark grey stained timber. Regardless of concerns expressed by residents about maintenance of this material, this material is not present in the Didsbury St. James Conservation Area and would be incongruous in its introduction, especially given the expanse of the material in a prominent part of the design. A bespoke materials condition has been recommended in order to negotiate an alternative treatment, which is considered to be brick. The applicant has stated that they are amenable to such a condition and such negotiations.

The design has been assessed as being appropriate in the context of the Didsbury St. James Conservation Area subject to the use of high quality appropriate materials.

Residential Amenity

In considering the amenity impacts of the development, the proposal must be assessed against saved UDP policy DC1 and Core Strategy policies SP1 and DM1.

Given that the site is located within an exclusively residential area, the proposed development is considered to be compatible with the character of the locality.

The proposal would result in two large gardens areas at the rear which will provide sufficient amenity space for any future occupiers of the proposed dwelling. The increase in comings and goings and general activities of an additional house on the plot would not result in additional impact that would be detrimental to the neighbours of the adjoining properties.

Comments received cite three concerns with regards to residential amenity:

- Loss of outlook, which is interpreted to mean overbearing impact;
- Loss of daylight; and
- Overlooking, particularly from the rear terrace proposed.

The development proposals would not result in an overbearing impact or undue loss of light to any windows to any neighbouring property.

The properties proposed sit to the north of the neighbouring property at No. 19 and sit a greater distance away from the shared boundary than the existing dwelling on site. The existing gabled single storey extension on site measures c. 5.2m height separated by a gap of c. 1.5m – 2m. The proposal would measure c. 7.3m height to the eaves separated by a gap of c. 2.3m – 3.1m.

The properties proposed do sit due south of the property at No. 23 (the Grade II listed building known as Pine House). However, the existing single storey side extension on site measures c. 5.7m height separated by a gap of c. 1 – 1.5m. The proposal would measure c. 7.3 height separated by a gap of c. 3.3m - 3.9m

With regards to comments made in relation to overlooking, the proposals have been moved away from the shared boundaries to neighbouring property. No windows have been included to the side elevations and a condition has been recommended to prevent their insertion in the future.

The terrace to the rear has been moved away from the shared boundary on both properties with an area of planting above an intervening flat roof. It is considered that it is necessary for there to be a screen erected to the sides of the terrace to prevent overlooking towards neighbours to the north and south and between the two properties. The screen would also prevent a view from the side facing windows that provide access to the terrace.

There are windows within the side facing elevations between the two properties to ensuite bathrooms and circulation spaces shown to be translucent glass. A condition requiring that these windows remain obscurely glazed is required to prevent intervisibility between the two proposed units.

Subject to the appropriate condition referenced above, it is considered that the proposals would not give rise to any materially adverse impact on the amenity of neighbouring occupiers in terms of overbearing impact, loss of daylight or overlooking and there is no conflict with policies DC1, SP1 and DM1 in terms of the proposed development in relation to residential amenity.

Community Safety and Crime Prevention

The proposal offers good levels of surveillance; the layout is simple without hidden recesses or undefined areas, windows to the front elevation overlook the in-curtilage parking, allowing for the security of vehicles. The security of the site will be further enhanced by the boundary treatment, which has been submitted and detailed.

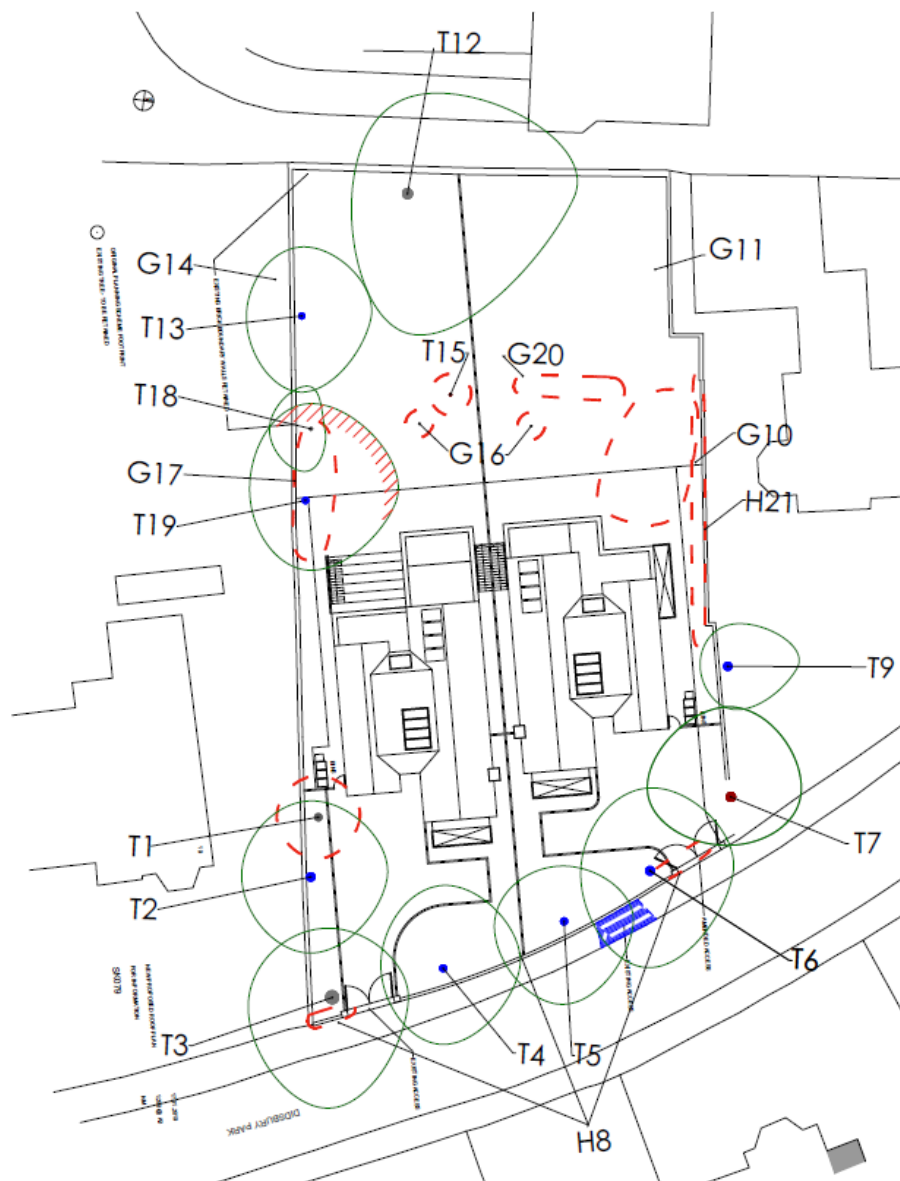
Boundary Treatment

The application proposes to provide a textured red brick wall with sandstone coping to the front boundary with brick gate posts either side of the entrances with automated metal gates. No. 21 Didsbury Park does not contain any existing boundary wall at the front and in its place is hedging and trees, however, the proposed front boundary treatment is in keeping with the scale of domestic access into properties within the Conservation Area and the trees are to be retained.

Trees and Landscaping

Two trees, three groups and part of one hedge will be required to be removed to facilitate the development proposals. These are Trees T1 (a 7m Category C Horse Chestnut Tree) and T15 (a 5m dead Category U Apple Tree) and Groups G10 (Group of 6 Category C Apple Trees), G16 (Category C Yew) and G17 (Category C Holly, Rhododendron and Laurel) and Hedge 21 (Category C Leyland Cypress situated on third party land).

The proposed front boundary wall and associated gates are to be constructed within the root protection area of tree T3, T4 and T5 and the structure will need to be built using a raft and pile foundation to minimise the impact of the foundations on the roots of the retained trees. The arboriculturalist is satisfied with the approach set out in the arboricultural report submitted with the application subject to appropriate conditions.



The submitted Proposed Landscaping Plan showing the planting of one additional tree and 17 pleached trees. However a further landscaping scheme is required to be submitted by condition which will include further details of replacement tree planting.

There is space within the site to provide a number of appropriate replacements, the type of which are recommended within the Ecological Report submitted (hawthorn, hazel and fruiting trees).

Ecology

The applicant states in their submission that no ecology will be impacted upon by virtue of the development proposals. As trees are to be lost on site, works within certain periods of the year need to be controlled with regards to breeding birds, a condition is recommended to this effect. The landscaping scheme requires biodiversity enhancements as recommended by the ecology statement submitted with the planning application. A condition is also attached protecting animals during construction. Informatives are attached with regards to the treatment of bats, hedgehogs and rhododendrons if disturbed.

Disabled Access

The houses would be fully accessible with level thresholds to all entrances.

Waste Management

The proposed dwellings have sufficient space for the storage of waste containers, both for recyclable waste containers indoors within the kitchen or separate back kitchen and externally. There is also space within the grounds for external storage of waste containers for the existing property as indicated on the submitted drawings.

Details of the capacity of the waste containers and the design of the waste storage facility are requested by way of a condition attached at the end of this report.

Car Parking

There would be space available for two to three cars to be parked on the front driveway of the proposed dwellings. This level of provision is considered to be acceptable.

Air Quality

The scheme itself would provide for only a further one residential units and the amount of traffic associated with such a development is not considered to be significant. Subject to the requirement of appropriate controls through a Construction Management Plan with regards to dust suppression associated with demolition, it is considered that the proposals would have an acceptable impact upon air quality.

Climate Change

The construction of the new dwellings would use a range of sustainable materials dwellings including: solar and PV panels, natural cooling systems and passive ventilation, anti-allergy filters and toxic air removal filters, zero/low VOC paints, FSC timber, low energy lighting, aerated taps and under floor heating. Rainwater harvesting and Electric Car Charging are also to be provided.

In response to Policy EN8, the proposal incorporates large windows to the front and rear which will reduce reliance on artificial lighting and heating. Conditions are attached to ensure compliance with these commitments.

Residents Comments

Matters raised by residents have been addressed in the report. Notably the scheme was revised from an earlier submission to respond to concerns raised. The proposal is located further away from site boundaries and has reduced in scale and massing to address concerns expressed about overbearing impact and improvements have been incorporated into the design of the building to minimise overlooking concerns with respect of the rear terrace proposed.

Conclusion

The proposal is for two 6 bedroom family dwellings which are considered to be appropriate and acceptable in this location. The design of the dwellings has paid sensitive regard to the context and setting of the Didsbury St. James Conservation Area and the Grade II listed Pine House to the north.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the application, and the application has been determined in accordance with the policies within the Development Plan.

Conditions to be attached to the decision

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

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 external elevations of the building (including a replacement treatment to the areas shown on the submitted drawings as dark grey stained timber) 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. No development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall include details of replacement tree planting and biodiversity enhancement. The approved scheme shall be implemented not later than 12 months from the date of this permission. 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, pursuant to policies SP1, EN3 and DM1 of the Core Strategy for the City of Manchester and DC18 of the Unitary Development Plan for the City of Manchester.

5. 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.

6. In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a)

and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

(Trees in relation to construction)

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

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

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

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no windows or doors shall be inserted into the development hereby approved other than those expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity in regard to privacy, pursuant to saved policy DC1 of the Unitary Development for the City of Manchester Policies DM1 and SP1 of the Manchester Core Strategy.

8. 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 shall include;

- Hours of working;
- 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;
- Details of an emergency telephone number for the site manager on public display
- Noise and Vibration assessment based upon British Standard 5228;

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 and DM1 of the Manchester Core Strategy.

9. Prior to the commencement of above ground development, details for the external storage of waste, including segregated recyclable waste (including details of a secure and ventilated bin store and details of the waste management contractor), shall be submitted to and approved in writing by the City Council as local planning authority. The approved bin store shall be retained in situ whilst the development is occupied and at all times thereafter.

Reason - In the interests of residential and visual amenity and public health pursuant to policy DM1 of the Manchester Core Strategy Development Plan Document.

10. In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this.

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.

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 and to comply with policy EN15 of the Core Strategy.

12. All excavations left open overnight or longer should be checked for animals prior to the continuation of works or infilling.

Reason - To ensure the protection of species under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

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

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

14. 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).

15. The windows to the north elevation of the dwelling to the south of the site and the windows to the south elevation of the dwelling to the north of the site 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.

16. Above ground construction works shall not commence until details of a privacy screen to be erected to the sides of the proposed terraces have been submitted to and approved in writing by the local planning authority. The privacy screen shall be installed and be retained in perpetuity.

Reason - In the interests of residential amenity pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and policies DM1, and SP1 of the Core Strategy.

17. 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).

Informatives:

1. If bats are found at any time during tree works, then work should cease immediately and advice sought from a suitably qualified bat worker.
2. Between October and March any wood piles or other materials and vegetation within the application site should be checked for hibernating hedgehogs before disturbance/clearance and moved to a safe place.
3. An invasive rhododendron has been identified on site and it is an offence under the Wildlife and Countryside Act to allow this plant to grow in the wild. If it is removed, ensure that it is disposed of accordingly.

Local Government (Access to Information) Act 1985

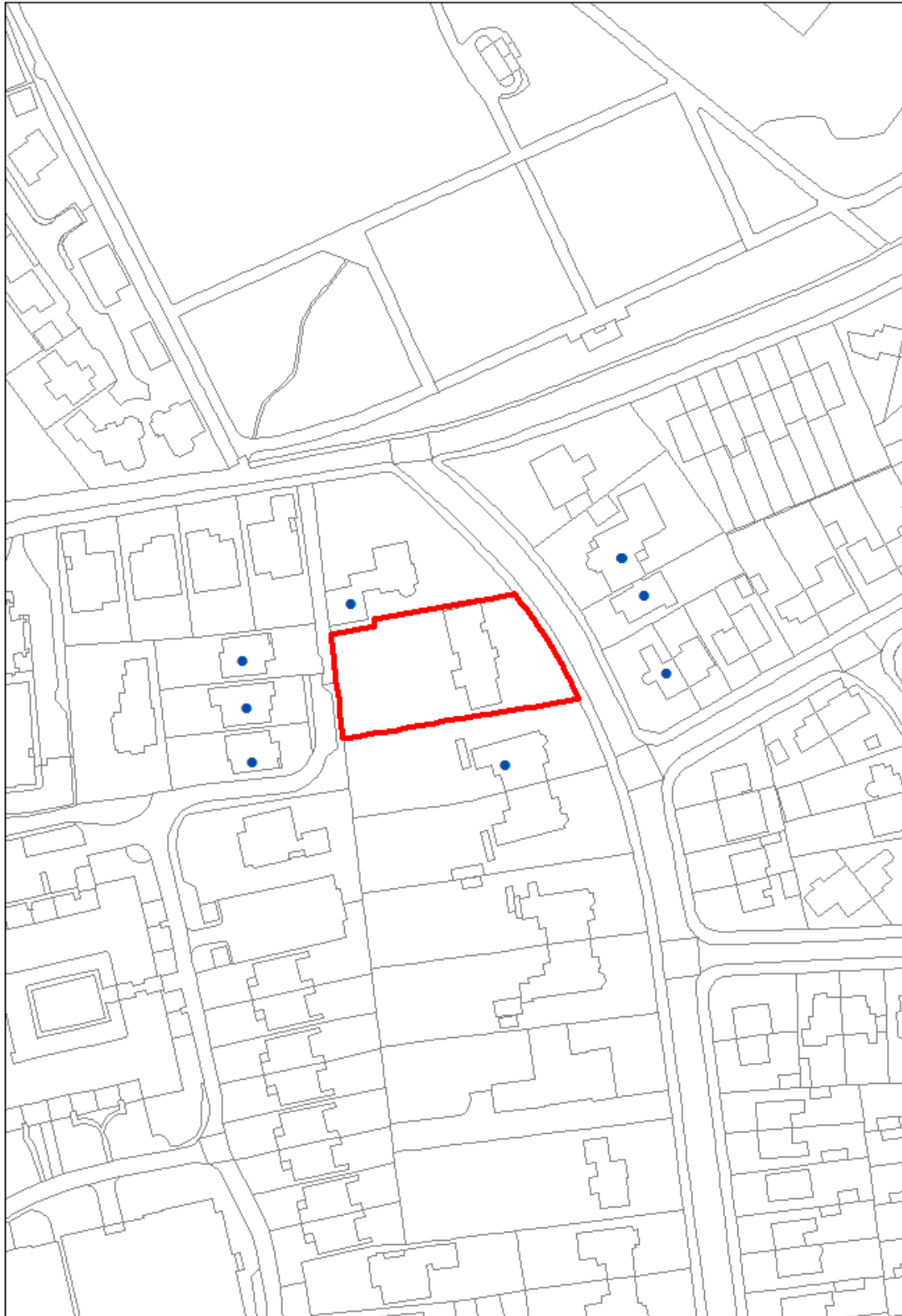
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 123880/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Didsbury Civic Society**

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
123330/FO/2019	18th Apr 2019	22nd August 2019	Baguley Ward

Proposal Erection of a four storey building to form 10 self-contained flats, with associated undercroft car parking

Location Land Adjacent To 303 Greenbrow Road, Manchester, M23 2UH

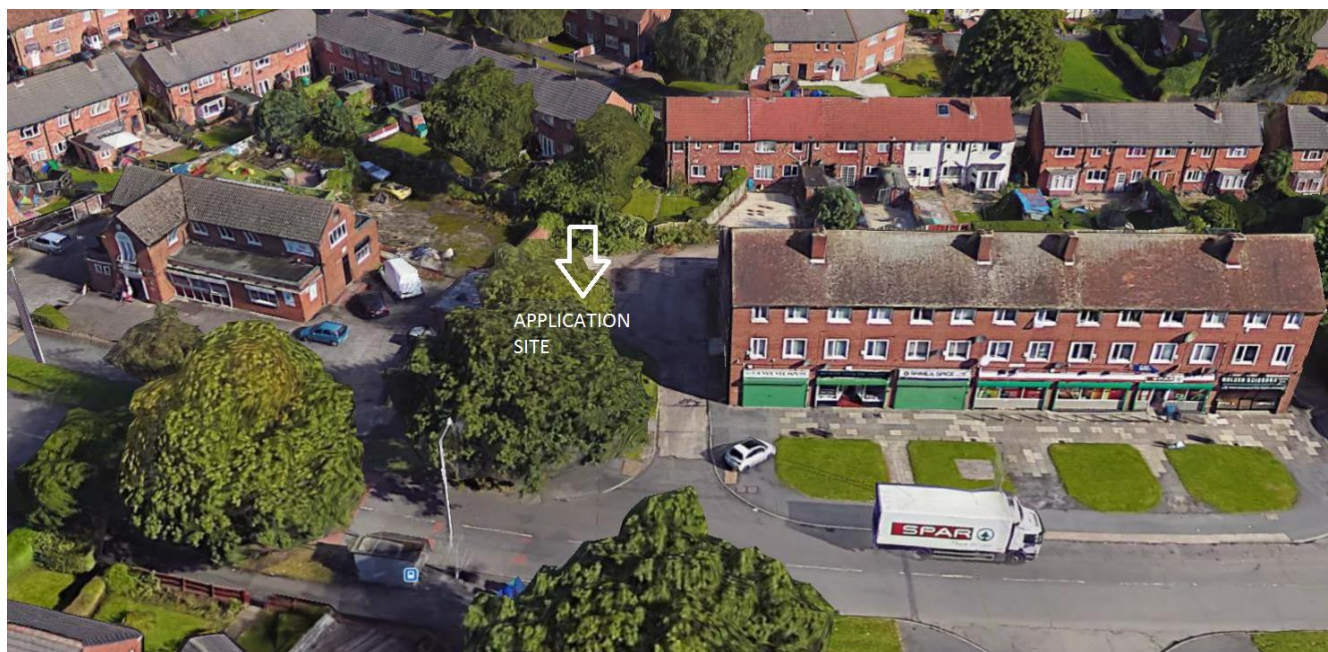
Applicant Mr Hassan Malekzadeh, SMN Design and Construction, 240 Station Road, Bamber Bridge, Preston, PR5 6TQ

Agent Ms Victoria Jane Saunders, Bernard Taylor Partnership Ltd, Elizabeth House, 486 Didsbury Road, Heaton Mersey, Stockport, SK4 3BS

Description

This is an application for the erection of a four storey building which provides undercroft car parking for eight vehicles at ground floor, with an additional car parking space to the rear of the building to provide nine spaces in total for ten residential units. The building would provide four one bedroom apartments at first floor, two one bedroom apartments and one two bedroom apartment at both the second and third floor.

The land is currently vacant, historically, it has had garages on the site which have been demolished. Immediately to the west of the site is an electricity substation to be retained, further to the west lies a day nursery accommodated in a former public house. To the north and south of the site lie residential properties in this predominately residential area. To the east lies a commercial parade with residential accommodation above that serves the residential area.



Following negotiations revised drawings have been received which result in:

- Alterations to the material palette;
- An increase in the separation distances to surrounding property;

- Obscure glazing to address the perception of overlooking;
- Accommodation of level access to the site;
- Alteration to addressing security concerns raised by Greater Manchester Police;
- The retention of the right of access to the property to the rear;
- Provision for a disabled car parking space;
- Facilities for electronic vehicle charging;
- An internal cycle store;
- More accessible waste storage area away from sensitive receptors; and
- Inclusion of tree and shrub planting.

History

Planning permission was granted under reference 115380/FO/2017 for the erection of a four-storey building containing 9 x one-bedroom apartments, together with car parking in June 2017 on the site.

An earlier planning application referenced 080234/FO/2006/S2 for the erection of a 4 storey block to form 11 apartments with semi-basement parking and roof garden and relocation of electricity sub-station was Minded to Approve at Wythenshawe Area Committee on the 22nd February 2007 subject to the signing of a Section 106 agreement for environmental improvements which was never signed. The application was therefore Finally Disposed of on the 18th September 2008.

Consultations

Local Residents - 4 letters of objection were received to the originally submitted drawings, the comments were as follows:

- The scale of the building at four storeys would provide overlooking and result in a loss of light to neighbouring property.
- Increase traffic to the site would increase noise disturbance.
- Traffic on Greenbrow Road is already hazardous and overcrowded.
- Would there be sufficient room for bin wagons and loading lorries to the adjacent parade of shops to manoeuvre. How would the access to the parade of shops be affected?
- A resident stated that they had a right of access to the rear of their property over the land for over 50 years. (Revised plans showed the retention of this access.)
- The development will impact upon the drains
- Loss of a gap between the nursery and the parade of shops which would remove a view to a property
- The development would adversely impact of resale prices of surrounding property
- The possibility of the loss of the oak tree would be unacceptable. (The oak to street is to be retained).

1 letter of objection has been received following the receipt of revised drawings, the comments are as follows:

- Residents request a Tree Protection order is placed on the oak. (The oak to the site frontage, which is not placed under pressure by the development proposals, is within the Highway and under the control of the City Council).
- The building is out of scale at 4 storeys in height and would provide overlooking and have an overbearing impact.
- Increase traffic to the site would increase noise disturbance.
- Would there be sufficient room for bin wagons and loading lorries to the adjacent parade of shops to manoeuvre. How would the access to the parade of shops be affected?
- Has the development got enough parking, what about parking for visitors?
- Is the development going to be used for a hostel?
- Is the right of way to the resident to the rear to be protected?

Environmental Health – Have reviewed the Air Quality Assessment and no mitigation is required. Therefore for this development they recommend proposals for good practice principles for both the design and operational phases. They recommend conditions to agree refuse storage, external equipment insulation, acoustic insulation, a contaminated land watching brief and a construction management plan.

MCC Flood Risk Management – Suggest the imposition of drainage and drainage management conditions as did United Utilities.

Highway Services – Raise no objections to the scheme, they recommend a condition with regards to construction management. It is recommended that appropriate signage is implemented in order to direct traffic in a one-way movement, to the rear of the commercial units with egress onto Greenbrow Road.

Neighbourhood Team Leader (Arboriculture) – The Oak to the street is a healthy mature specimen with high visual amenity. (The oak to the street is to be retained).

Greater Manchester Police – Have inputted into the scheme and revisions have been made to the scheme to address concerns raised. They recommend the imposition of the Secured by Design condition to secure the recommendations contained within the Crime Impact Statement.

Policy

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 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 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 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)

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.

As set out in the report this proposal is considered to accord with both national and local planning policy.

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.

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.

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 protected 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.

Issues

Principle of the Proposal –The site comprises previously developed land (former garages) with an established access. An extant planning permission exists to redevelop this site to erect a four-storey building containing 9 x one-bedroom apartments, together with car parking under reference 115380/FO/2017. The predominant character of the area is residential and the proposal would provide a mix of accessible housing types in accordance with policies H1 and H7.

Notwithstanding this, detailed 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.

Siting and Layout

The drawings below show the proposed site layout plan, the previously approved layout is shown in a thick line.



To the west of the application site there is an electricity substation, the western elevation is located between 13 -18m from the side elevation of the existing nursery building. To the north the separation distance provided to property on Barnwood Road would be between 17 – 18m. a single car parking space outside of the undercroft car parking area would be located in this position, enclosed by gates as required by Greater Manchester Police. The undercroft car park is located to the east of the site adjacent to the access road to the development and to the adjacent parade of shops. The main entrance to the proposed development would be located to the south elevation facing Greenbrow Road. Cycle storage would be within the building on the ground floor just behind the main entrance. The bin store would be accommodated to the left hand side of the building when viewed from Greenbrow Road, accessed through an access gate.

The scheme proposed would be between c. 0 - 4m further away from the shared boundary to the west than the previously approved scheme at ground floor. The previous scheme had upper floors located on the shared boundary, the scheme now proposed does not, the upper floors are between c. 0.35m to 4.5 from the shared boundary. The scheme is no closer to this boundary and now has a more uniform footprint.

To the north the proposal would be c. 0.3 – 3.2m further away from the shared boundary than the proposed at ground floor. Bin storage has also been moved from this location. This is the location where the access gate for a resident is to be retained. The upper floors are c. 1.5m nearer than the approved scheme, however the separation distance is still c. 17-18m and there are now three obscurely glazed windows where there were nine windows on the approved scheme.

To the east the building is c. 0.3m nearer to the side gable of the parade of shops which lies beyond the access road.

To the site frontage the building line comes forward by between c. 1.6m to 3.75m at ground floor, but sits in the same alignment as the previously approved scheme with regards to the upper floors.

The land levels change within the site and ramps and retaining structure are included to maintain level access throughout the site.

Design, Scale and Massing

The scheme proposals would match the height of the apex of the pitched roof to the commercial parade to the east of the site. The scheme includes a flat roof so it does not have a more dominant presence in the street scene than the commercial parade. The development would present a narrow frontage to Greenbrow Road, allowing a sense of space and separation to the buildings to the east (the commercial parade) and west (the day nursery).

The scheme would utilise blue brick at ground floor and in elements of the facade with red brick utilised for the predominant treatment. This would be appropriate use of materials having regards to the amount of red brick used in this area. The scheme that was previously approved utilised white render and timber cladding to the ground floor.

The design and appearance of the scheme now proposed represents an improvement over and above the scheme previously consented, in that it provides more modelling to the elevations, the elevations include more traditional materials and the built form has a better relationship to neighbouring buildings, the building sits more appropriately within its own boundaries and thus relates more appropriately to the street scene.

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.

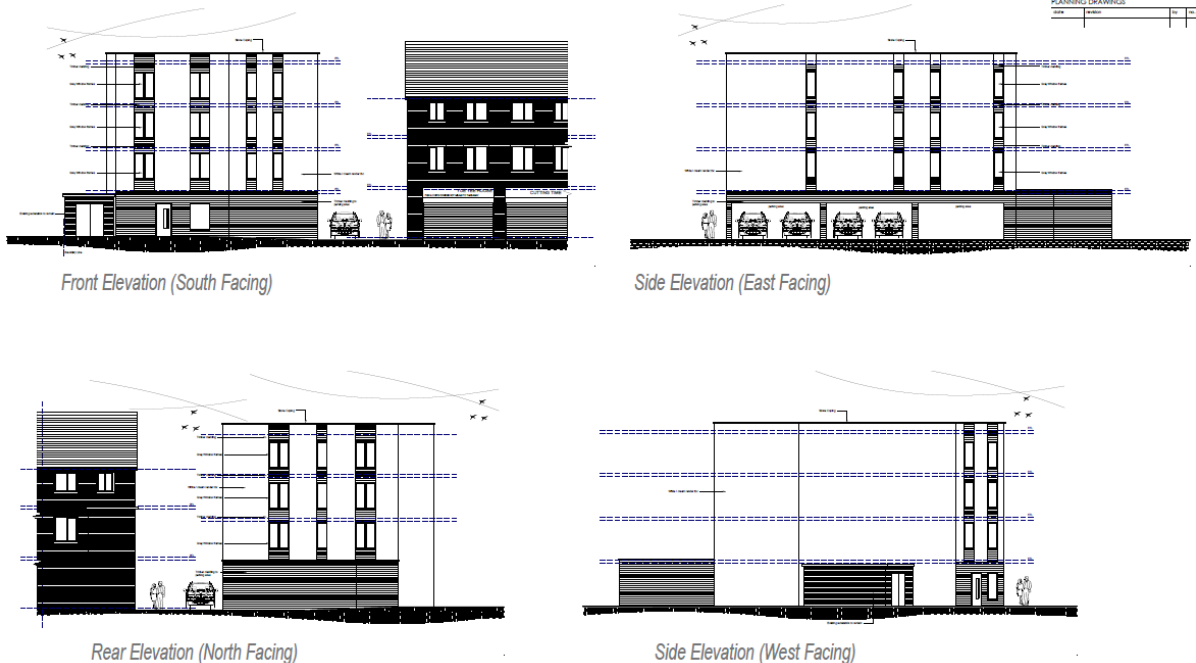
The amount of floor space proposed for each apartment would meet the required space standards as detailed below:

- Proposed first floor, 4 one bed one person apartments measuring between 37-41m² (SS requirement – 37m²)
- Proposed second floor, 2 one bed one person apartments measuring 39m² and 41m² and 1 two bed three person apartment measuring 80m² (SS requirement 37m² and 61m²)
- Proposed third floor, 2 one bed one person apartments measuring 39m² and 41m² and 1 two bed three person apartment measuring 80m² (SS requirement 37m² and 61m²)

Boundary Treatments

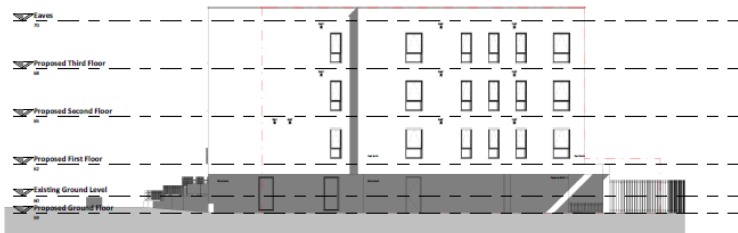
The scheme would include for 1.8m high close boarded timber fencing with a gravel board taking the total height to 2.1m high to neighbouring property. There would be a 2.1m high retaining brick wall to enclose the bin store and a 0.9m high brick wall to the site frontage with railings within. The boundary treatment is acceptable to Greater Manchester Police and is acceptable in design terms within this residential context.

Previously approved and proposed elevations

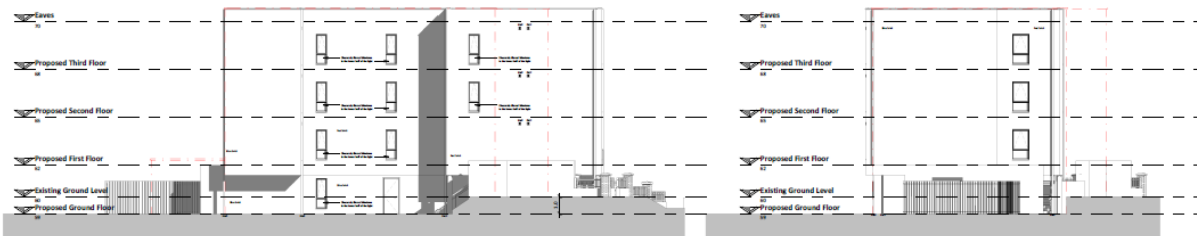




South Street Elevation
1:100



East Elevation
1:100



West Elevation
1:100

North Elevation
1:100



3D Visualisation in the street scene from Greenbrow Road

Residential Amenity

Comments have been received from residents that the scheme would provide overlooking, remove light availability and provide noise disturbance associated with car parking.

Overlooking

The west elevation is located between 13 -18m from the side elevation of the existing nursery building. Notwithstanding the plans submitted, which show obscurely glazed windows, the windows to the west elevation will be designed so as to prevent a view out towards the adjacent nursery use, except for the view out of a top opening light above a height of 1.7m.

To the north the separation distance provided to properties on Barnwood Road would be between 17 – 18m (3-7m from the boundary to the garden). The one line of three windows provided to this elevation would be to three bedrooms. Notwithstanding the plans submitted, these windows will be designed so as to prevent a view out towards the property to the north, except for the view out of a top opening light above a height of 1.7m. It must be noted that the consented scheme had 9 unobscured windows in this elevation and therefore it is considered that the scheme now proposed has less impact on the houses to the rear from potential overlooking than the consented scheme.

To the east the windows proposed looking towards the side elevation of the parade of shops would provide no further overlooking than from windows in the previously consented scheme and would provide natural surveillance to the service road.

To the south the windows would not provide any further overlooking by virtue of the width of Greenbrow Road and the screening offered by the retained oak tree and the trees to be provided.

Loss of light

The scheme would not be any taller than the previously approved scheme for the site and the development proposed provided a greater separation distance to surrounding property. Having regard to the separation distances involved it is not considered that the development proposals would have any undue adverse impact upon light availability to neighbouring property.

The scheme is nearer to the proposed boundary than the previously approved scheme in two locations, to the north the upper floors are nearer to residential property on Barnwood Road by 1.5m and to the east the building line is 0.3m nearer to the side gable of the parade of shops. It is not considered that the building being nearer in these two locations would have any further undue impact with regards to loss of light to either properties to the north on Barnwood Road or to the shopping parade to the east, having regards to the separation distances involved and having regards to the impacts over and above the scheme that was previously approved.

Noise Disturbance

It is not considered that the vehicular movements and general comings and goings associated with a residential use of this scale with car parking contained within an undercroft parking area away from any shared boundary with a sensitive receptor could create such a level of noise disturbance as would warrant the refusal of planning consent. The proposed apartments would be acoustically treated in relation to noise from Greenbrow Road and the electricity substation.

Car Parking

8 spaces are provided at ground floor in the undercroft car parking area, one space is provided to the rear of the building, secured by a fence, as requested by Greater Manchester Police. There are 9 spaces in total for 10 units, which is considered to be acceptable. 9 spaces were included in the previous application for development of the site. There is access to local bus services.

The spaces would need to be available during the occupation of the development, which could be controlled by condition, a condition is recommended. Electric Vehicle Charging will be available within the development.

Cycle Parking

Cycle Parking is provided inside of the building just inside of the main entrance at ground floor in a dedicated store that could accommodate 100% cycle parking.

Highways

Residents have raised how the scheme works with regards to the manoeuvring of vehicles to the site and to the adjacent parade of shops. Highways originally recommended that appropriate signage, via a condition, was implemented in order to direct traffic in a one-way movement, to the rear of the commercial units with egress onto Greenbrow Road. On confirmation received via the applicant that this land is outside of their control, that condition has been superseded by a servicing and management strategy that is appended as condition 18 of this report.

Waste

The applicant states that the kitchens can accommodate separate bins to enable recycling to take place. Separate general / recycle waste containers (to include provision for food waste) are to be provided within the designated external secure bin store to the front of the site which would be accessed and serviced from the front access. It would be the responsibility of the residents to take their refuse / recycle to the dedicated external refuse storage area. General waste and recycled goods would be collected on a weekly basis by a local operator from the designated refuse collection point from the front of the site, on Greenbrow Road. Collections would be between the hours of 07.00 – 16.00, on a day to be determined with the collection company. A condition is recommended so that the applicant can confirm these arrangements.

Access

Level access is provided to the lobby access beneath the undercroft directly to the point where the lift provides access to all floors within the development. A disabled car parking space is provided in the undercroft parking area.

Security

A crime impact statement has been provided, the applicant has altered the plans to address the recommendations made by Greater Manchester Police, namely the inclusion of gates to the car parking space to the rear of the development, security measures for the ground floor plant room, lighting to the building and CCTV.

Sustainability

A fabric first approach, whereby the building is designed to maximise the performance of the components and materials that make up the building fabric itself is being taken which would reduce energy consumption. In detail, the development proposes thermally efficient boilers to each apartment, favourable U-values for walls, roof, floors, party walls, doors and windows and a careful specification of tap flow rates to minimise water consumption.

Air Quality

During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities was predicted to be not significant.

Potential impacts during the operational phase of the proposed development may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. Due to the low number of trips anticipated to be produced by the proposals, negligible impacts were predicted.

The scheme would provide for electronic vehicle charging and internal cycle parking for all apartments. It is also acknowledged that this site had access to local bus services.

Amenity Space

The originally approved scheme did not provide for amenity space. The scheme now submitted represents an improvement over and above the previously approved scheme with Juliette balconies to the apartments to the front (south facing) elevation.

Affordable Housing

Policy H8 which sets out the requirement for affordable housing is of relevance where 15 or more units are provided. The scheme is for 10 units and therefore there is no policy requirement for affordable units to be provided as part of this scheme.

Drainage

The scheme is acceptable subject to the imposition of conditions relating to a Sustainable Urban Drainage scheme and the maintenance of the drainage scheme.

Contaminated Land

Environmental Health have advised a condition relating to a contaminated land watching brief. There are no known contaminants on the site.

Landscaping and Tree Planting

The scheme includes the retention of an Oak within the verge to the front of the development on Greenbrow Road, furthermore the scheme includes the planting of two large trees to the site frontage and shrubs (holly, berbaris and pyracanthus). The site as existing does not contain any planting and this would improve the green infrastructure for this particular site. A condition requiring the implementation of the landscaping is recommended.

Residents Comments

Matters raised by residents have been addressed in the report. Notably the scheme responds to a request for an access to be maintained to a property at the rear of the site and improvements have been incorporated into the design of the building to minimise overlooking concerns.

Conclusion

The site comprises previously developed land, would provide much needed housing and would not cause any undue adverse impact to the residential amenities of surrounding property subject to the imposition of appropriate conditions. The design, siting and scale of the proposed scheme would sit comfortably in its context.

It is also acknowledged that the proposed development represents an improvement over and above a previously approved and extant scheme. The developer has been amenable to negotiated improvement to the scheme which now utilises a higher quality material palette, has increased separation distances to surrounding property, provides for obscure glazing to address the perception of overlooking, performs more satisfactorily with regards to accommodating level access and addressing security concerns, retains the right of access to the property to the rear and provides for a disabled car parking space, facilities for electronic vehicle charging, an internal cycle store, a more accessible waste storage area away from sensitive receptors and includes tree and shrub planting to the site frontage.

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

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Location Plan 100.2 Rev 2
 Proposed Ground Floor 105.2 Rev 2
 Proposed Ground Floor (showing relationships) 105.2 Rev 2
 Proposed First Floor 106.2 Rev 2
 Proposed Second Floor 107.2 Rev 2
 Proposed Third Floor 108.2 Rev 2
 Proposed Elevations 109.2 Rev 2
 3D Views 110.2 Rev 2
 Boundary Details 102.2 Rev 2
 Proposed Levels 104.2 Rev 2
 Existing Levels 101.2 Rev 2
 Removal Plan 103.2 Rev 2

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. Notwithstanding the plans submitted, prior to above ground works details of the window composition for the west and north elevation shall be submitted to and agreed in writing by the local planning authority. The approved scheme shall be implemented prior to the apartments being brought into use. The part of the window marked obscurely glazed 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.

4. Final samples and specifications of all materials to be used on the external elevations of the development hereby permitted shall be submitted for approval in writing by the City Council, as Local Planning Authority prior to the erection of above ground structures. The approved materials shall then be used in the construction 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, EN1, H1 and DM1 of the Manchester Core Strategy.

5. The boundary treatment shown on plan Boundary Details 102.2 Rev 2 shall be completed before first occupation of the development and be retained at all times 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 and DM1 of the Core Strategy.

6. 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. In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this.

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

8. Prior to the commencement of above ground construction works a scheme for acoustically insulating the residential accommodation against noise from the local road network and the electricity substation shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed prior to the first occupation of the residential accommodation.

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 of the Manchester Core Strategy.

9. Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating noise level of 5dB (LAeq) below the existing background (LA90) at the nearest noise sensitive location.

The scheme should be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

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

10. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the first occupation of the development hereby approved. The car park shall then be available at all times whilst the site is occupied.

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

11. 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;

- o Hours of working;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff;

- o Hours of working;
- o Community Consultation strategy;

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

Reason - To safeguard the amenities of nearby residents and highway safety, and avoid damage to or contamination of ground water including from wind blow, seepage or spillage at the site, pursuant to policies SP1, EN9, EN15, EN19 and DM1 of the Manchester 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 the residential element 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.

13. Prior to the commencement of above ground development, details for the external storage of waste, including segregated recyclable waste (including details of a secure and ventilated bin store and details of the waste management contractor), shall be submitted to and approved in writing by the City Council as local planning authority. The approved bin store shall be retained in situ whilst the development is occupied and at all times thereafter.

Reason - In the interests of residential and visual amenity and public health pursuant to policy DM1 of the Manchester Core Strategy Development Plan Document.

14. 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.

15. 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.

16. Prior to occupation further details of hard and soft landscaping treatment shall be submitted. Landscaping 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.

17. 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.

18. Prior to first occupation of the development hereby approved, details of a servicing and management strategy for vehicular access and egress to the rear of the commercial units at 303-315 Greenbrow Road, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be retained for the duration that the development is occupied.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

19. The access gate to the neighbour to the rear at No. 33 Barnwood Road must remain available and unobstructed at all times.

Reason - To safeguard the amenities of a nearby resident, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

20. 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).

Local Government (Access to Information) Act 1985

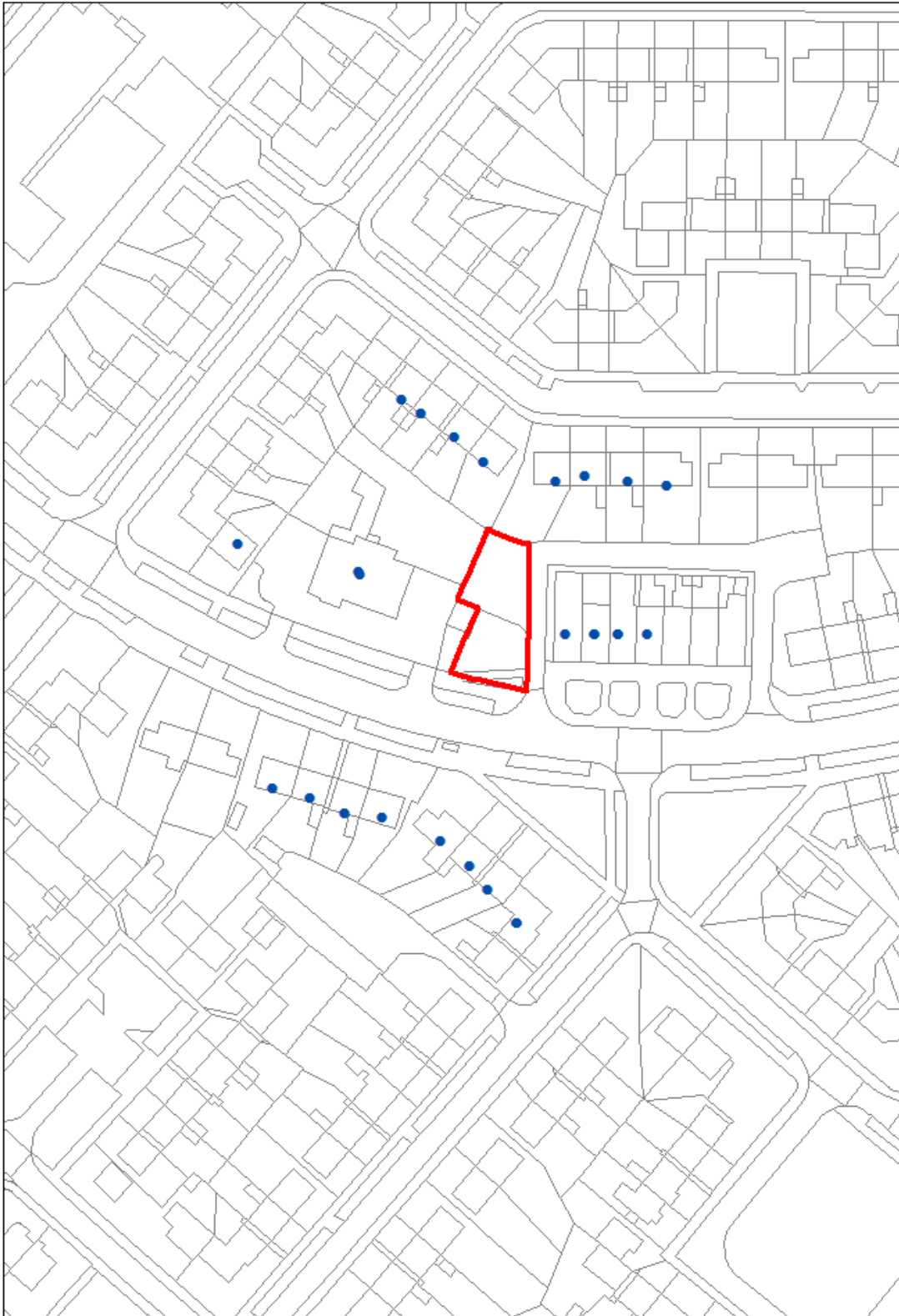
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 123330/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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:

Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police

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

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 Application site boundary  Neighbour notification
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