



Planning and Highways Committee

Date: Thursday, 14 November 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, Andrews, Y Dar, Davies, Flanagan, Hitchen, Kamal, J Lovecy, Lyons, Madeleine Monaghan, Riasat, Watson and White

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 17 October 2019 (to follow).

5. 123364/FO/2019 - 15-19 Slade Lane, Longsight Ward

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

Longsight
7 - 42

6. 124495/FO/2019 - Land At Great Ancoats Street, Ancoats and Beswick Ward

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

Ancoats and Beswick
43 - 80

7. 124685/FO/2019 - Land At The Hough End Centre And South Of Mauldeth Road, Chorlton Park Ward

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

Chorlton Park
81 - 112

8. 124320/FH/2019 - 53 Kingston Road, Didsbury East Ward

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

Didsbury East
113 - 126

9. **121460/FH/2018 - 53 Kingston Road, Didsbury East Ward**
The report of the Director of Planning, Building Control and
Licensing is enclosed.

Didsbury East
127 - 144

Meeting Procedure

The meeting (and any site visits arising from the meeting) will be conducted in accordance with the relevant provisions of the Council's Constitution, including Part 6 - Section B "Planning Protocol for Members". A copy of the Constitution is available from the Council's website at <https://democracy.manchester.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13279>

At the beginning of the meeting the Chair will state if there any applications which the Chair is proposing should not be considered. This may be in response to a request by the applicant for the application to be deferred, or from officers wishing to have further discussions, or requests for a site visit. The Committee will decide whether to agree to the deferral. If deferred, an application will not be considered any further.

The Chair will explain to members of the public how the meeting will be conducted, as follows:

1. The Planning Officer will advise the meeting of any late representations that have been received since the report was written.
2. The officer will state at this stage if the recommendation of the Head of Planning in the printed report has changed.
3. ONE objector will be allowed to speak for up to 4 minutes. If a number of objectors wish to make representations on the same item, the Chair will invite them to nominate a spokesperson.
4. The Applicant, Agent or their representative will be allowed to speak for up to 4 minutes.
5. Members of the Council not on the Planning and Highways Committee will be able to speak 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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Application Number	Date of Appln	Committee Date	Ward
123364/FO/2019	19th Jul 2019	14th Nov 2019	Longsight Ward

Proposal Erection of 2 no. three storey buildings providing 6 no. apartments in each (12 no. in total) including 12 car parking spaces and associated cycle shelter, landscaping and boundary treatments following demolition of existing buildings

Location 15-19 Slade Lane, Manchester, M13 0QJ

Applicant Mr Khalid Din, KD Properties, 1A Egerton Road, Manchester, M14 6XY

Agent Mr DK Seddon, Howard & Seddon ARIBA, 64 Washway Road, Sale, M33 7RE

Description

The application site which measures 0.15 hectares in area, is of a roughly rectangular shape and is bounded by a functioning railway line to the rear (east), two storey semi-detached dwellinghouses to the north and a children's day nursery to the south. Opposite the site on the other side of Slade Lane is a church and associated church hall, occupied by The Church of God Seventh Day.



View of application site (centre)

The site relates to a disused haulage yard which incorporates a couple of industrial type outbuildings, including a single storey, double height shed and an inspection pit to the side of 17 Slade Lane, together with a single pair of two storey, semi-detached, bay fronted residential properties to the southern half of the site at 17-19 Slade Lane.

No.17 is occupied by 3 self-contained flats, whereas No.19 relates to a vacant, two bedroom dwellinghouse.

The site which is dissected by a panel fence running horizontally along the centre of the site, includes a forecourt which is entirely hard landscaped and used for parking and bin storage.

Vehicular Access is presently achieved from a central, ungated position off Slade Lane, with separate, gated, pedestrian access to the front of No. 17. As No. 19 is currently vacant, there is presently no access, with the site perimeter fenced off with low level chipboard fencing across the entire frontage.

The site is situated within a predominantly residential neighbourhood comprising a combination of two and three storey family dwellinghouses and apartments of traditional architectural styles.

A short distance to the south of the site is a small commercial parade of ground floor units, whereas within walking distance to the north is Longsight district centre which is focused around the main junctions of Slade Lane and Dickenson Road with the main arterial route of Stockport Road (A6). Stockport Road provides regular access by bus into and out of the city centre.

The Proposal

In the case of this application, planning permission is sought for the erection of two x three storey buildings (including roofspace) to form a total of 12 residential apartments (Class C3), following the demolition of existing structures and semi-detached properties at 17-19 Slade Lane.

The proposal includes new boundary treatment, communal garden areas, bin storage hard and soft landscaping, cycle storage and car parking provision for 12 cars.

The application represents a revised proposal to that originally submitted.

Due to the Council's concerns about a lack of amenity space and soft landscaping, front roof dormers and the ridge height of the original proposal, revised plans were submitted to overcome such concerns.

Consultations

Local Residents/Occupiers – In response to the original proposal 11 responses were received, including 10 objections and 1 neutral response. Principal comments are summarised below:

- It is questioned what will happen to existing tenants.
- Concern is expressed about the scale of the buildings, potential loss of light and overlooking to neighbouring properties from the windows on the rear elevation.

- The proposed buildings and the inclusion of dormers are out of keeping for the area.
- The width of the proposed properties are greater than the semi-detached houses around the site, giving the appearance of terracing.
- The first floor bay windows and front and rear dormers are out of character with the road.
- The proposal is of an unacceptable density and represents over development of the site.
- The proposal will lead to increased competition for on-street parking places and underprovides for parking taking into account visitors or guests of residents.
- The proposal and the communal space will lead to increased noise from residents congregating, as well as changing the character of the area.
- The proposal will result in increased traffic and congestion along Slade Lane.
- The proposal will not meet the needs of the community. 3-4 houses are required, rather than flats. Flats are also not in keeping with the area.
- The refuse storage areas will entail a greater number of bins and lead to increased smells and vermin.

Following the submission of revised drawings and a further period of neighbour notification, 8 further comments have been received, many from previous responders. Comments are summarised below:

- The proposed car parking is inadequate and will entail tricky manoeuvring for some spaces.
- The proposal will lead to increased competition for on-street parking.
- Although the buildings appear small, they are still higher than adjacent properties. The rear elevation has multiple dormers which is out of keeping with the area.
- The proposed development is overly dense and will change the character of the neighbourhood.
- The amount of amenity spaces is inadequate for the number of occupiers proposed.
- More flats will lead to increased noise and parking difficulties.
- The proposed boundary treatment will result in the loss of an historic stone pillar.

- The majority of people want more houses and not flats.
- The proposed buildings are too close to the common boundary and will reduce the feeling of space and openness in the street-scene as well as leading to the over-dominance of the adjoining property.
- The proposed rear windows and dormers will lead to an unacceptable loss of privacy, particularly affecting the enjoyment of the neighbouring rear garden area.

Highway Services – The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities, including bus and rail.

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 proposals for 12 parking spaces is acceptable, as is the provision of secure cycle storage for 18 cycles.

Whilst the waste storage proposals are acceptable, it is not clear how collections will take place. If it is intended that the refuse collection vehicle enters the rear of the site then it should be verified through swept path analysis that an 11.5m vehicle can enter, turn and exit the site in forward gear.

Pedestrian access will be from Slade Lane and from the rear car park for the upper floors which is acceptable from a highway perspective.

If the planning application is approved then the perimeter footway will require resurfacing and is to be undertaken through S278 agreement between the developer and the Council.

The revised layout requires three separate vehicle entrance points off Slade Lane as opposed to a single point of access on the original proposal. From a highway perspective the original is preferred. However, subject to vehicle tracking verification by the applicant that parked vehicles can manoeuvre within the site and exit in forward gear, there is no objection.

Subsequently, vehicle tracking was submitted to demonstrate vehicular access to the car park. Location bays are to be provided to the front of the site to allow for kerbside waste collection.

The submitted Construction and Demolition Management Plan is acceptable.

Network Rail – No objection in principle. Advice is provided in relation to working within 10 metres of a railway boundary. The applicant will be required to submit a Risk Assessment and Method Statement (RAMS) for all such works and this needs to be submitted directly to Network Rail to ensure the safety of the operation of the railway is not compromised. Various other measures are stipulate including the need for the applicant to provide a suitable trespass proof fence adjacent to railway land

and to ensure all foundations and any scaffolding are constructed wholly within the applicant land ownership.

Environmental Health – No objection. Conditions are recommended in relation to construction management, waste management, acoustic insulation, and air quality.

Contaminated Land – The submitted Phase 1 Desk Study and Phase 2 Site Investigation are inadequate. Further information is requested in relation to site investigation, risk assessment, site remediation and verification that all works confirm the remediation proposals to be submitted and agreed. A condition in this regards is recommended.

MCC Flood Risk Management – A condition is requested which requires the submission and approval of a detailed surface water drainage scheme and its future maintenance.

United Utilities – Foul and surface water should be drained on separate systems.

Greater Manchester Ecology Unit (GMEU) – The submitted bat survey found the buildings to be demolished to have negligible bat roosting potential. However as bats are highly mobile creatures, an informative is recommended in relation to the risk of disturbing bats during construction/demolition works.

The scheme should include measures to enhance biodiversity at the site, in line with the requirements of the National Planning Policy Framework. A condition in this regard is recommended.

Other matters

Consultation & Publicity

The proposal, by virtue of the number of units and floor space created has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development as well as affecting the setting of a Conservation Area. A site notice has been displayed at the application site.

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

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

Policy H2 (Strategic Housing Location) states that the key location for new residential development throughout the plan period will be within the area to the east and north

of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

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

The proposal will comply with the densities identified within this policy and bring about significant regeneration in an area identified for change.

Policy H5 (Central Manchester) – states that this part of the city will accommodate 14% of new residential development. Priority will be given to family housing and other high value, high quality developments where this can be sustained. High density housing will be permitted within or adjacent to the regional centre, as well as Longsight district centre as part of mixed use schemes.

The narrative to the policy goes onto state that ‘The emphasis will be on increasing the availability of family housing and diversifying housing stock in mono-tenure areas, preserving and improving the quality of the existing housing stock and the management of areas where HMOs predominate’.

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

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

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC7.1 (New Housing Development) state that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disable people, including those that use wheelchairs wherever this is practicable.

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Manchester Residential Quality Guidance (2016)

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

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

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

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

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

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

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Greater Manchester Spatial Framework (GMSF)

GMSF is a joint plan for Greater Manchester that seeks to provide land for jobs and new homes across the city region and will ensure that the right land is available in the right places for such needs.

Part of the site, 15 Slade Lane was recognised within the framework has being 'land identified for future housing developments.

National Planning Policy Framework (2018)

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

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

Relevant to this application, Section 11 underlines the need to 'Make Effective Use of Land, whilst Section 12 provides design guidance – 'Achieving Well-Designed Places'

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

Noise - Local planning authorities' should take account of the acoustic environment and in doing so consider:

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

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

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

Design states that where appropriate the following should be considered:

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

Air Quality – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

Other legislative requirements

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.

Issues

Principle

The principle of the development is considered acceptable and will make efficient use of a previously developed site, currently in a poor condition, whilst contributing to local and national residential growth objectives.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and

2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

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

Policies SP1 and H1 seek to encourage development on previously developed land, including the renewal of areas characterised by poor quality housing.

Policy H5 which specifically relates to housing in this part of the city states that whilst priority will be given to family housing and other high value, high quality developments where this can be sustained. High density housing will be permitted within or adjacent to the regional centre.

In this case, it is considered that whilst part of the site is occupied by a pair of semi-detached properties providing accommodation for 3 flats and a single dwellinghouse, the remaining half of the site formerly used as a haulage yard, is in a poor condition and the extent of hard landscaping and dilapidated structures across much of the site contribute negatively to the street scene and the appearance of the area.

The proposed development represents the opportunity to regenerate an untidy, infill site, remove a non-conforming use from a principally residential area and to diversify the housing stock on the fringe of Longsight district centre, by providing a mix of apartment types across a range of formats.

The site is situated a short distance from the amenities located within Longsight district centre and within walking distance of Stockport Road and the transport links this offers to and from the city centre. The highly sustainable and accessible nature of the site means the site is well connected to employment, educational and recreation opportunities.

Consideration of the more specific planning issues and the impact of the proposal upon its surroundings and adjoining occupiers is outlined further below.

Site Layout

The proposed development comprises two detached, three storey buildings which lie adjacent and perpendicular to the highway, reflecting the prevailing character and pattern of development found in the immediate area.

The buildings are set in from each of the side boundaries to provide continuity of spacing between buildings in the street-scene, with the buildings sited centrally within the site, dissected by a vehicular access of Slade Lane, which provides access to 10 car parking spaces to the rear. A further space is provided to the front of each of the two buildings, forming 12 spaces in total. An area adjacent to rear perimeter of the site accommodates separate bin storage and cycle storage areas.



Site Layout

To the front of each block are areas of lawn to provide a garden setting to the development, which helps soften the appearance of the buildings in the street. To the rear, are similar sized areas of lawn to provide communal amenity space and further soft landscaping.

It is considered that the proposed layout provides a satisfactory balance between built form, off road car parking and amenity space/soft landscaping.

The arrangement maximises the main street frontage that the development addresses, reinforces the suburban grain and fulfils the potential of the site, without compromising the character and appearance of the area, or the setting of adjoining buildings.

Design, Scale and Appearance

The proposed development comprises two separate blocks of accommodation, incorporating gable roofs and ground floor bay windows. The blocks are separated by a central vehicular access which leads to a rear car parking area, bin stores and communal lawned areas.

The buildings when viewed from Slade Lane appears as two storey, with accommodation provided in the roof space, served by a series of roof lights along the front plain of the roof.

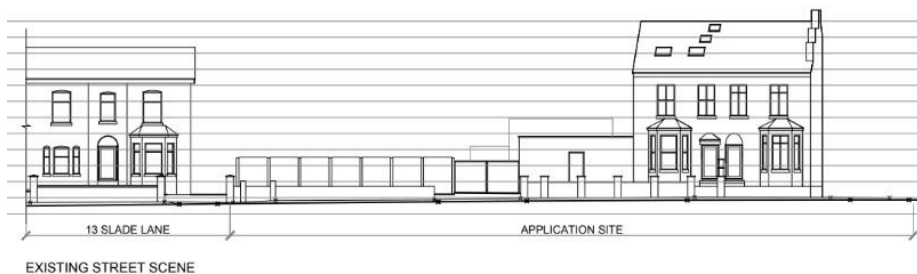
To the rear, the blocks would appear as three storey, with two pitched roofed dormers either side of a central three storey element which projects beyond the main rear elevation of the building. This element also incorporates a pitched roof to mirror the two roof dormers. The rear also includes a partial single storey element which

wraps around the outside corner of each of building, terminating at the two storey central element.

The application as originally submitted also incorporated two front gables, extending into the roof space, giving the building a far bulkier appearance and read as three storey blocks fronting the road.

Following concerns about the overall scale and mass of the blocks, the design was revised by removing the front gable elements and lowering the roof ridge slightly. The building frontage now appears at two storey fronting the road, to not only lessen the any potential over-dominance of the buildings in the street-scene, but to also more closely reflect the scale of buildings along this part of Slade Lane.

To the rear, the three storey elements have been retained, but as the site overlooks an immediately adjoining railway line, the increase in height can be sustained with minimal impact in terms of any over dominance or intrusiveness.



View of proposed street-scene (outline of existing building to be demolished shown by dashed line)

Whilst some concerns have been expressed by neighbouring occupiers about the overall size of the buildings, the building frontages respond to the roofline of adjoining buildings and provide a comparable eaves and ridge height. The roof and overall building height is slightly higher than the neighbouring property at No. 13 Slade Lane, but also slightly lower than the existing buildings proposed to be demolished and 17-19 Slade Lane.

On balance, it is considered that the although the blocks would have some presence in the street-scene, the slight changes in height is minimal and the differing building heights would still respond appropriately and sympathetically into immediate street-scene which contains a variety of building heights, including the church opposite which is of much greater scale. The use of gable roofs and the ground floor bay windows would also complement and reflect the design of neighbouring properties

and therefore the buildings would appear comfortable in their context and not be unduly out of scale or proportion.

In terms of appearance, it is proposed the two blocks would use traditional brickwork, glazing and slate pitched roofs to create a traditional scheme that respects the character of the area, whilst incorporating a modern use of the elements that responds positively to the street scene, such as the use of grey aluminium window frames and doors.

The appearance of the buildings has sought to reflect the characteristics, colour palette and materials used on neighbouring buildings, through the use of materials typical of a domestic setting. The overall impact would be a high quality design which would significantly improve the appearance of the site in the street-scene, without being strident or out of character.

Access

The proposed building incorporates measures to aid ease of access for all. The site itself is relatively flat providing no obstacle to level access across the site and to the entrance doors themselves.

Level access will be afforded to all entrance doors to incorporate level thresholds for wheelchair access, with separate access provided to the ground floor apartments and with a clear opening width of 910mm to allow a wheelchair user to pass through easily.

Vehicular access to the application site will be gained via Slade Lane, with a main parking areas to the rear and two parking spaces provided to the frontage to allow a choice of access.

All ground floor communal areas and apartments would be on one level, affording adequate disabled access and include satisfactory circulation space. The proposal would accords with current access standards contained within Part M of the Building Regulations.

Density/Balance of Accommodation

The proposed development seek to create 12 residential units comprising 4 x 3 bedroom, 4 x 2 bedroom and 4 x 1 bedroom apartments. The ground floor of each building contains the 3 bedroom apartments with the 2 bedroom apartments situated at first floor level and the 1 bedrooms apartments in the roof-space.

Policy H1 of the Core Strategy states that developments of over 75 units per hectare are appropriate in both the city centre and parts of the regional centre given the accessible location. The type size and tenure of housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability.

In terms of the type and standard of accommodation, policies SP1, H1, H2 and H5 of the Core Strategy seek to ensure that the right type and standard of accommodation

is created in the city. This is reiterated within the Residential Quality Guidance which outlines space standards for new accommodation across the city.

Paragraph 122 of the NPPF recognises that planning decisions should support developments that make efficient use of land, taking into account the need for different types of housing, local market conditions and viability, proximity of existing infrastructure, as well as the need to respond to an area's prevailing character and setting or promoting regeneration and change.

In this case, the development represents an appropriate density of 80 unit per hectare.

Given the location of the site on the edge of Longsight district centre and the main thoroughfare of Stockport Road, the highly sustainable and accessible location of the site, coupled with the regenerative benefits the proposal would bring, as well as the contribution of the proposal to the amount and range of housing stock in the area, a development of a greater density that would typically be expected for a suburban location can satisfactorily be accommodated. This is a view also recognised within the Council's Strategic Housing Land Availability Assessment (SHLAA) which identifies 15 Slade Lane in particular as being capable of being developed at a density of 91 dwellings per hectare. It should also be noted that half of the site already accommodates 4 units and therefore the redevelopment of the entire site for 12 units, represents a modest increase of 8 units.

The development itself comprises a variety of apartment sizes, ranging from 73-90 sqm for the 3 bedroom apartments 68.5 sqm for the 2 bedroom apartments and 61 sqm for the second floor apartments. This accords with the Council's space standards.

Demolition of the Existing Buildings

It is necessary to consider the impact there would be on the character and appearance of the area as a consequence of the proposed demolition.

The site is not situated within a conservation area and none of the existing buildings, including the principal buildings at 17-19 Slade Lane are listed. The buildings are of a relatively neutral architectural quality, with no overwhelming features of value and could not therefore be described as non-listed heritage assets. The loss of the buildings, as well as the ancillary storage structures would not therefore have a significant or harmful impact upon the appearance of the street-scene or the character of the area in general.

Whilst the starting point for new development would be to try and retain and refurbish existing structures where possible, there needs to be an appropriate balance between the preservation, regeneration and viability.

In this case, the proposed demolition is necessary to facilitate the overall comprehensive redevelopment of the entire site. The site currently comprises previously developed land and the proposed development would significantly uplift the appearance of the existing streetscape, adding and enhancing the overall quality

of the area, whilst contributing to residential growth objectives. As such, it is believed that demolition of existing buildings should not necessarily form a barrier to redevelopment of the site and provide an opportunity to enhance the appearance of the area.

In essence, it is considered that the loss of the buildings to facilitate redevelopment would offer public benefits by leading to environmental improvements, meet housing growth aspirations for the area, lead to increased vibrancy in the area and create direct and indirect employment through the construction of the proposed replacement building.

Redevelopment of the Site and Contribution to Regeneration

As mentioned above, the proposed development would regenerate a partially derelict, under used site and lead to the removal of the haulage yard which could be described as an inappropriate use in the area, given the predominantly residential context.

Government guidance and Development Plan policy aspires to redevelop brownfield sites for new residential uses where urban renewal benefits are realised. The proposed development would make a modest contribution towards housing growth targets for central Manchester and would optimise the potential of an under used and partially unused, unattractive site which is situated within an accessible and sustainable location on the edge of a district centre.

The proposed development would significantly improve the appearance of a site which could otherwise be left to further deteriorate and will substantially uplift the appearance of the area, by providing a high quality development which will enhance the appearance of the street-scene.

Residential Amenity

The proposed development would lead to the loss of a commercial, haulage yard use from part of the site. Potential levels of activity and associated noise and disturbance would therefore be replaced with activity levels associated within a residential use, and reasonable within the context of a predominantly residential the area.

Whilst activity in the form of the car park, cycle store and bin store would be introduced to the rear of the site, frequency of movements for a development containing 12 flats is unlikely to be significant and soft landscaped areas form a buffer between such areas and the common boundaries.

Due to the relationship of the buildings between the application site and the nearest, neighbouring residential occupiers, it is not considered that there would be any undue overshadowing, over-dominance or overlooking, as a result of the size, design and position of the buildings - including the positioning of windows.

The proposed buildings are situated centrally within the site, with the front and rear buildings lines directly comparable to the adjoining buildings. The projection of the

buildings and the lack of any windows within the side gable elevations, means the impact upon neighbouring occupiers is minimal.

Whilst a concern has been raised about the potential for loss of light and over-dominance, as the consequence of the siting of the buildings, this is considered unlikely.

Although the buildings do incorporate three storey elements which projects a few metres beyond the main rear elevation of each building, the central position of these elements, as well as their rearward projection and distance and relationship with neighbouring buildings, means the impact would not be significantly harmful in terms of intrusiveness or loss of daylight/sunlight.

Similarly, concern from a neighbouring occupier has been expressed about the rear roof dormers and the potential for overlooking.

The proposed dormers face directly onto the adjoining railway line and face the same direction of windows on the main rear elevation of the proposed buildings. Any impact would therefore be similar to the other rear windows proposed, albeit at a slightly higher level.

The position and inclusion of such windows is not unusual for residential areas and it could be reasonable expected that a building of the size and design proposed would be possible on infill site such as this. Moreover rear dormers could be incorporated within the rear roof space of neighbouring building via permitted development legislation, whereby the relationship would be similar. As such, it is not believed the roof dormers would be overly intrusive to neighbouring occupiers to an extent that living conditions would be unreasonably undermined.

In addition to the above, it is important to protect future occupiers from any undue noise and disturbance, particularly from the neighbouring railway line.

The applicant has submitted a Noise and Vibration assessment which has been reviewed by Environmental Health.

It is considered that provided the mitigation measures and acoustic insulation measures detailed within the report are successfully implemented, the impact of noise is satisfactory. A condition has been included which will require a post completion noise assessment to be undertaken, in order to ensure the scheme accords with the agreed measures.

A further condition has been included which prevents any of the apartments being used for multiple occupation, in order to stop any of the units from being over intensively occupied.

Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares

and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

In this case, as only 12 units are proposed and the site measures 0.15 hectares in area, there is no policy requirement to provide units on an affordable basis.

Ecology

The application site largely comprises hard areas of landscaping, with limited ecological potential. However, as it is proposed to demolish an existing pair of semi-detached properties and outbuildings, it necessary to assess whether there would be any undue impact upon the local bat population

The applicant has submitted a Preliminary Roost Assessment to exam whether the buildings proposed to be demolished will pose a threat to bat activity, including noise and light pollution affecting any nearby habitat or foraging opportunities as a consequence of the proposed development.

The assessment indicates that the buildings are set in an area which provides low quality habitat for bats and is surrounded by dense urban housing, railway and busy, well-lit roads.

The existing buildings have few features externally which are suitable or likely to be used for roosting bats. The roof voids have no gaps which give direct access and no evidence was found during inspection. No. 19 was found to have gaps around the window boarding to the rear which could allow potential access for bats, but no such evidence was found.

In conclusion it is considered that the buildings are unlikely to be used by roosting bats, as the surrounding habitat is poor and there are few suitable features present to the buildings themselves. The proposed demolition of the buildings and the redevelopment of the site is therefore unlikely to directly impact upon bats.

The Assessment has been reviewed by Greater Manchester Ecology Unit (GMEU) who agree that the site has negligible potential to support roosting bats. However, as bats are highly mobile creatures an informative is recommended in relation to the risk of disturbing bats during construction/demolition works.

The scheme should include measures to enhance biodiversity at the site, in line with the requirements of the National Planning Policy Framework. An appropriate 'informative' relating to bat disturbance, as well as a condition requiring bio-diversity enhancements at the site have been included accordingly.

Impact upon the Highway

The site is located within a short walking distance of Longsight centre (220 metres), where a wide range of public transport and services are available, as well use of the cycle network and local amenities.

Stockport Road (A6) which is situated a similar distance away, operates numerous bus services providing access to the city centre, Stockport and beyond. Levenshulme train station is situated approximately 0.8 miles away. The site is therefore situated within a sustainable location.

In terms of off road parking provision, 12 off road car parking spaces are provided, equating to 100% provision. A proportion of these spaces are to be served by electric charging points which is a requirement of an attached planning condition. These spaces are complemented by 2 secure cycle stores containing space for 18 bicycles.

Highway Services consider that the proposals is unlikely to generate a significant increase in the level of vehicular trips and therefore they do not raise any network capacity concerns.

The Council do not have any minimum parking standards enshrined in policy for new residential developments, although it would ordinarily be expected that one parking space is provided per unit, which the proposed development provides. The parking ratio is therefore considered acceptable by Highways.

Some local residents have raised concerns that the development under provides for car parking and will lead to increased competition for on-street spaces and localised congestion.

Whilst it is acknowledged that on-street parking demand can be high due to the proximity of the district centre and local mosque, the proposal does offer 100% provision and the accessible location of the site means a range of transport options are available. Planning guidance advocates that new development should not over-provide for parking, particularly in sustainable locations where public transport should be encouraged. It is therefore maintained that an acceptable level of provision has been proposed in this case and any uplift in on-street car parking is unlikely to be significant. To lessen any impact further, a condition has been included which requires the submission and approval of a Travel Plan to promote alternative means of travel other than by private car.

Landscaping and Boundary Treatment

In contrast to the existing condition of the site which is entirely hard landscaped, the proposed development introduces grassed areas to the building frontage and to the rear of the site which provide both a setting to the buildings and communal amenity space. These areas include new tree planting for 5 new trees.

In terms of boundary treatment, the submitted drawings indicate a new brick wall and brick piers to the front boundary, interspersed by pedestrian access gates and vehicular access points. New gates are also proposed in-between the proposed buildings, to secure the rear car park. The remaining boundaries are to be maintained.

To ensure the landscaping and boundary treatment are satisfactorily implemented and to control the use of materials and tree species, appropriate planning conditions

have been included. A further condition has been inserted which will require the redundant vehicle crossover to be reinstated with footpath.

Waste Management

The application has been accompanied by a waste management strategy which indicates dedicated bin storages to both the rear and front areas of the building within enclosures.

The proposed bin stores provide capacity for all waste streams, including organic waste and demonstrates sufficient capacity for the required number of general waste and recycling receptacles based on the volume of calculated waste. The bins will comprise a combination of 6 x 1100L Eurobins and 2 x 140L containers.

Internally, the apartments incorporate sufficient storage to accommodate waste, food caddies and recycling containers, until the need to transport the waste by residents to the dedicated waste stores. A management company is to be appointed to ensure the bins are moved to the collection point

The indicative arrangement is considered acceptable and to the satisfaction of Environmental Health.

Flood Risk/Surface Water Drainage

The application site is located in flood zone 1 '*low probability of flooding*'.

In line with the strengthening of Government guidance relating to the provision of sustainable drainage systems (SuDs) for major planning applications, it will be necessary to incorporate appropriate surface water drainage.

The application has been considered by the City Council's Flood Risk Management section who advise that conditions should be included to ensure the submission and approval of a submitted surface water drainage works, the submission of further design details and details of a clear adoption policy to ensure effective management and maintenance of the scheme thereafter. Conditions have therefore been included in this regard which requires the submission and approval of a detailed surface water drainage scheme prior to the commencement of development.

Air Quality

An Air Quality Assessment has been submitted as part of the application to determine baseline conditions, consider site suitability for the proposed end use and assess potential impacts as a result of the scheme.

The Assessment considers the potential effects during the construction phase, including dust emissions and the impact during the operational phase, taking into account fugitive dust emissions. The Assessment determines the potential air quality concentration that prospective residents would experience.

The submitted assessment includes dispersion modelling and concludes that the site is suitable for the development type proposed.

Given the proximity to an existing rail line there is potential for moving diesel locomotives to give rise to NO₂ concentrations across the application site. A screening assessment was therefore undertaken to determine the potential for new exposure. The process indicated that appropriate background concentrations were below the specified thresholds and the use of suitable background monitoring data effectively accounts for localised locomotive exhaust emission contributions. Subsequently, no further assessment was required.

Potential impacts during the operational phase of the development may also occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. A screening assessment was therefore undertaken using relevant criteria to determine the potential for trips generated by the development to affect local air quality. This indicated that anticipated development traffic generation would be below the specified threshold and subsequently impacts are likely to be not significant throughout the operational phase.

Based on the assessment results, air quality is not considered a constraint to planning consent and is considered suitable for residential use

Environmental Health have reviewed the submitted assessment and consider that if the mitigation measures during the construction and operational phases are adopted, air quality is not considered to be a constraint to development will accord with the relevant local policy and national guidance. Mitigation during construction includes site monitoring, maintaining the site, avoid the use of idling vehicles, the use of water limit the dispersal of dust, the covering of loose material and suitable waste management.

To ensure mitigation measures implemented, conditions have been included which will require the measures detailed within assessment to be implemented and for a separate, detailed construction management plan to be submitted and agreed.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new development. A condition has been included which will require the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development.

Whilst a Phase 1 Desktop Study and Phase 1 and 2 Site Investigation Report has been submitted which indicates likely acceptability, further detail is required prior to the commencement of development. An appropriately worded condition has been included.

Crime and Disorder

The applicant in partnership with Greater Manchester Police (Design for Security) has provided a 'Crime Impact Statement' as part of the application. This enables measures to be incorporated within the scheme in order to be able to design out crime.

In order to ensure design measures are introduced to limit the potential for crime and to enhance security for prospective occupiers, a condition has been included to ensure the proposal achieves 'Secured by Design' accreditation.

Climate Change

As the proposal would result in a modest number of additional of residential units within the context of a principally residential environment and will also result in the removal of a former industrial use, the impact upon climate change is considered negligible.

The site is located close to a busy, main arterial route and transport corridor, and is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity.

The submitted Air Quality Assessment concludes that whilst there would be some limited impact upon air quality during the construction phase, the impact during the operational phase of the development post implementation, is not considered significantly harmful. Through effective mitigation and construction management during the construction phase, the impact upon air quality will be further controlled.

The proposal includes the provision of 4 electric car charging points, more than 100% ratio of cycle storage and the need for a Travel Plan. Such measures will serve to limit the impact the upon climate change. The development will also incorporate energy efficient measures as part of the development as outlined in the section below relating to environmental standards.

Environmental Standards

Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments.

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

The site is situated within a highly sustainable location with excellent access to a range of shops, amenities, transport services and job opportunities.

The site is situated within an existing residential neighbourhood, where existing infrastructure and services can be utilised. It is believed that the proposal harnesses the objectives of sustainable development advocated by the National Planning Policy Framework (NPPF) which seeks to provide development in sustainable locations

which will support strong, vibrant and healthy communities and contribute to building a strong, responsive and competitive economy.

The submitted Environmental Standards statement indicates adequate levels of building insulation, A rated, energy efficient central heating, water and electric efficient appliances and the potential inclusion of bat boxes to increase bio diversity.

This has been supplemented by a Sustainability Statement which highlights the energy efficiency of the proposed development, both during construction and the building fabric, as well as the continued operation of the development, to include waste recycling and electric vehicular charging points

Construction Management

To make sure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, a condition is included which requires the submission and approval of a construction management plan which details working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Other Matters

Gate posts

An objection was received by a local resident concerning the loss of stone pillars within the front boundary wall.

The pillars concerned are situated to the left hand side of the site when viewed from Slade Lane, with the gap between the pillars bricked up.

The pillars currently serve no purpose and whilst older than other nearby gate posts are unremarkable from both a heritage and architectural perspective. It is also not clear whether the gate posts are original to the site or within their original position. The gate posts are also unprotected and there would be no control over their removal. As such, it is believed the removal of the gates posts is satisfactory and should not form an obstacle to the redevelopment of the site.

Car parking spaces

Concern has been expressed about vehicular manoeuvrability within the site and whether all the parking spaces can be satisfactorily accessed.

The applicant has submitted vehicular tracking details to show the show the spaces can be appropriately accessed.

Conclusion

On balance, it is considered that the proposal represents an appropriate and satisfactory form of development that fulfils the criteria set down in policy which seeks to provide high quality residential accommodation which will contribute to a

vibrant and sustainable neighbourhood with a high level of connectivity to adjoining neighbourhoods.

It is felt that given the surrounding environmental context, coupled with the design, scale and appearance of the building, the proposed development will enable the development to make the most efficient use of the land and will assimilate effectively into its surroundings to offer substantial environmental and economic improvements.

It is further believed that the proposed building has been designed to an acceptable standard and reflects the nature and scale of buildings within this highly urbanised environment.

There will be less than significant impact upon either residential amenity or the operation of the highway and as a consequence of the proposed development and on this basis, the proposed development accords with all relevant local policy and national guidance.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Location Plan numbered 13,586/110/A received by the City Council as Local Planning Authority on 17 April 2019, drawings numbered 13,586/102/E and 13,586/108/E received by the City Council as Local Planning Authority on 3 October 2019 and drawing numbered 13,586/101/J received by the City Council as Local Planning Authority on 4 November 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) No above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be implemented in accordance with the agreed materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning authority, in the interests of the visual amenity, pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

4) Notwithstanding details submitted, prior to the commencement of development, a construction management/demolition plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

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

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

5) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a 'Secured by Design' accreditation.

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

6) Notwithstanding the details outlined in the submitted Phase I Geo-environmental Desk Study (Ref: A180812-CL) and Phase 1 and 2 Geo Environmental Investigation report (A180812LC-1202) produced by Adeptus Consulting and received by the City Council as Local Planning Authority on 18 July 2019, the development shall not commence until a more detailed 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. This shall include:

- Reference to historical maps and an appraisal of the sites history - No historical maps submitted.
- A geological, hydrogeological and hydrological assessment of the site.
- Information of coal workings and other mining or quarrying activities.
- Information from the Environment Agency and Local Authority on abstractions, pollution incidents, water quality classification and landfill sites.
- An assessment of current site use and surrounding land uses.
- A review of any previous site contamination studies (desk based or intrusive) or remediation works.
- A preliminary (qualitative) assessment of risks based on proposed site use including an appraisal of actual and/or potential contaminant sources, pathways and receptors, along with the production of a conceptual model (visual and/or written).
- Recommendations for intrusive contamination investigation and/or ground gas monitoring, if necessary.

With respect to the site investigation methodology, the following issues require further clarification:

- Details for methods of investigation used.
- A plan showing exploration locations.
- Justification for exploration locations.
- Justification for sampling and analytical strategies.
- With respect to the results and findings of the investigation, the following issues require further clarification:
 - A discussion of the possible presence of ground gas is required, including visual, olfactory, analytical and monitoring data.

The measures for investigating the site identified in within an agreed Site Investigation Proposal shall be carried out in accordance with a detailed schedule and a report prepared outlining what measures, if any, are required to remediate the land shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be implemented in accordance with the agreed details.

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.

7) 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.

8) Prior to above ground works commencing, full details of the proposed window design of the buildings hereby approved (including section drawings), shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed 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, pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

9) No development with the exception of demolition and any necessary remedial works shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the City Council as Local Planning Authority.

The following additional information should be provided:

- Evidence that the use of green SuDS have been maximised in the 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. i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within a Critical Drainage Area;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does

not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. 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 existing and proposed drainage system;

- Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

10) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;

- As built construction drawings if different from design construction drawings;

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

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

11) Notwithstanding the submitted waste management strategy, prior to the apartments hereby approved first being occupied, full details of the bin enclosures shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details shall include means of ventilation, access and materials. The bin enclosures shall only be implemented in accordance with the agreed details and retained thereafter.

Reason - In the interests of residential and amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy

12) The development hereby approved shall only be implemented in accordance with the submitted Waste Management Strategy received by the City Council as Local

Planning Authority on 18 July 2019 and layout drawing numbered 13,586/101/J received by the City Council as Local Planning Authority on 4 November 2019. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored on the highway, other than on the day of collection.

Reason - In the interests of residential amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

13) Notwithstanding the bicycle storage areas indicated on drawing numbered 13,586/101/J received by the City Council as Local Planning Authority on 4 November 2019, full details of the cycle stores, including security measures and means of enclosure, shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupation of any of the residential apartments hereby approved. The approved scheme shall remain available for use whilst the apartments are occupied and retained thereafter.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

14) The car parking areas indicated on drawings numbered 13,586/101/J received by the City Council as Local Planning Authority on 4 November 2019 shall be surfaced, demarcated and made available for use prior to any of the residential units hereby approved being occupied. The parking areas shall be for the sole use of residential occupants of the development and shall be available for use at all times whilst the apartments are occupied.

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

15) Prior to first occupation of the apartments hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

16) Notwithstanding details submitted, prior to the first occupation of the residential development hereby approved, full details of 4 electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of any of the residential units and be retained thereafter.

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

17) Notwithstanding details submitted, the apartments hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of all boundary treatment to be erected. The boundary treatment shall be completed prior to first occupation of the apartments hereby approved. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

18) Notwithstanding the indicative details submitted, the development hereby approved shall not be occupied until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as Local Planning Authority. Such a scheme should include tree planting as shown on the layout drawing numbered 13,586/101/J received by the City Council as Local Planning Authority on 4 November 2019. 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.

19) Within one month of any part of the development first being occupied, a repaving strategy for the public footpaths and redundant vehicular crossing to the front of the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with a timescale and programme to be approved by the City Council as Local Planning Authority.

Reason - In the interests of residential and visual amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

20) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement received by the City Council as Local Planning Authority on 18 July 2019 and Sustainability Statement received by the City Council as Local Planning Authority on 4 November 2019. A post construction review certificate/statement shall be submitted for approval prior to first occupation of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles

contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

21) The approved scheme shall be fully implemented in accordance with the measures outline within the submitted the Noise Impact and Vibration Assessment (Ref: AC107642-1R0) produced by REC, received by the City Council as Local Planning Authority on 18 July 2019.

Upon completion of the development and prior to first occupation of the apartments hereby approved, a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to validate the works undertaken conform to the recommendations and requirements contained within the report. The report should contain details of post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations contained within the report shall be detailed, along with any measures required to ensure compliance with the internal noise criteria.

Reason - To safeguard the amenities of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

22) The development hereby approved shall include a lighting scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority prior to commencement of any lighting works. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

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

24) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by REC (Ref: AQ107628) dated June 2019 received by the City Council, as Local Planning Authority on 18 July 2019.

Reason - To minimise the impact upon air quality and In order to minimise the environmental impact of the development, pursuant to policy EN16 of the Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

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

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

The agreed Travel Plan shall be implemented in full at all times when the development hereby approved is in use.

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

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

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

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: 123364/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
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit
Network Rail

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

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Ecology Unit
Network Rail
United Utilities

Relevant Contact Officer : Steven McCoombe
Telephone number : 0161 234 4607
Email : s.mccoombe@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
124495/FO/2019	21st Aug 2019	14th Nov 2019	Ancoats & Beswick Ward

Proposal Erection of a 12 storey building to create a 212-bedroom hotel (Use Class C1) with ancillary facilities at ground and first floor level and associated servicing, disabled car parking, drop-off area, public realm and hard landscaping works, with access from Pollard Street

Location Land At Great Ancoats Street, Manchester, M4 7DB

Applicant S Harrison Developments Manchester Ltd, The Chocolate Works, Bishopthorpe Road, York, YO23 1DE

Agent Mrs Anna Relph, Turley, Tenth Floor, 1 New York Street, Manchester, M1 4HD

Description

This 0.11 hectares site occupies a prominent position along Great Ancoats Street. It is part of a larger area of surface parking and is surrounded by a timber knee rail and vegetation. Vehicle access is from Pollard Street. It is bounded by Great Ancoats Street, a 5 storey office building and 7 storey hotel, and apartment buildings ranging from 4 to 8 storeys.



The application site

An office and hotel were approved on the adjoining site in 2010 (ref 091441/OO/2009/N2) which also granted outline permission for a mixed use building no greater than 26 metres at the application site.

The nearby residential developments were part of the regeneration of the 'Lower Eastside Valley' which gained outline planning permission in 2003 for 600 homes and 850 sqm of retail floor space (ref. 067584/OO/NORTH2/03).

The area is close to all forms of public transport with pedestrian and cycle links to a wide range of shops, amenities and leisure facilities.

The proposal

The proposal comprises a 12 storey, 212 bedroom hotel (C1) with servicing, drop off facilities, parking for disabled people, cycle storage and landscaping/public realm improvements.

The hotel would be located between the Fabrica office building to the north and residential developments to the south. Its main entrance would be from Great Ancoats Street with double height glazing at ground and first floor providing an active street frontage. A second entrance to the rear would be adjacent to a drop off area and two parking bays for disabled people. A servicing bay would be located at the south east end of the building accessed off Pollard Street. A secure external cycle store would be located to the south of the building.

Eight street trees would be planted in the footway together with a further six trees within public realm to the rear of the site.

The ground floor would have a hotel lobby and reception, residents bar and lounge, luggage storage and guest kitchen. A breakfast area, kitchen and housekeeping facilities would be located at the first floor. There would be a range of bedroom formats, including double, twin and multiple bed rooms to meet the needs to various visitors, including business travellers, backpackers, families and groups such as school trips.



Proposed development from Great Ancoats Street

Consultations

Local residents/public opinion

The proposal has been advertised as a major development and of being of public interest together with affecting the setting of a conservation area and listed buildings. A site notices was displayed at the application site. In addition, notification letters have been sent to an extensive area, local residents and businesses. A total of 42 objections have been received and 2 supports. The comments can be summarised as follows:

Objections

- A 12 storey building will dwarf the surroundings buildings and have a significant impact on natural light. A smaller building around 8 storeys would be more in keeping with this area;
- There should be more green spaces incorporated into developments;
- There would be a loss of views, natural light and sunlight as a result of this development;
- The proposed hotel would add to noise pollution in the area. The waste management arrangements are adjacent to the Eastbank residential building;
- The development will add to the already poor air quality in the area;
- The application site is not the right location for this development;
- There will be noise during the construction of the development;
- There are too many hotels in the area;
- There will be a loss of privacy from overlooking;
- The access from Pollard street is hazardous;
- Car parking will be lost which is used by residents;
- Traffic is bad in the area due to taxis;
- There is no car parking associated with the proposed development;
- The proposed development will make the area more vulnerable to crime and anti-social behaviour.

Support

- We need a diverse range of developments in the area, hotels, parks etc, not more apartments;
- It is positive the site is being developed for a hotel. There needs to be more pubs, bars, restaurants and hotels built instead of apartments.

Highway Services No objection subject to the provision of a robust travel plan and appropriate cycle storage. A construction management plan should be agreed as part of the development.

Environmental Health Further information is required in respect of ground conditions. Deliveries should be between 07:30 to 20:00 Monday to Saturday and Sunday 10:00 to 18:00. A construction management plan should be agreed together with details of any plant. The building should be acoustically insulated in accordance with the details submitted and a verification report submitted. The waste management arrangements for the development are acceptable. The air quality

assessment undertaken indicates that the development will not have an adverse impact on air quality. Details of fume extraction will be required.

Environment Agency The site and its surroundings appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled waters. Consultation should be had with Environmental Health with regards to land contamination management.

Design for Security at Greater Manchester Police The development shall be carried out in accordance the Crime Impact Statement.

Greater Manchester Ecology Unit (GMEU) There are no significant ecological constraints and there is no suitable habitat for any protected species known to occur in Greater Manchester. The shrubs to the rear are large enough to provide potential nesting habitat and vegetation should not be cleared during bird nesting season. The proposal should improve biodiversity.

Aerodrome safeguarding There are no aerodrome safeguarding objections and guidance on cranes should be observed.

Flood risk management team The drainage scheme is acceptable and should be implemented as part of the proposals.

Greater Manchester Archaeological Advisory Service (GMAAS) There is no reason to impose any archaeological requirements.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

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

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a prominent site on a strategic road corridor. The proposal will add to the hotel accommodation in the city within a high quality sustainable location.

SO2. Economy - A hotel use is acceptable in a sustainable location such as this and would add to the supply of high quality hotel accommodation. The development would support local employment during its construction and occupation phases.

SO6. Environment – The hotel would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction of the building. 14 trees would be planted around the perimeter of the site which would have air quality, biodiversity and drainage benefits.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Great Ancoats Street. The design and appearance and the landscaping would provide a high quality addition to the street scene.

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

Policy CC9 Design and Heritage – The proposal provides a high quality building and fills a gap site on a strategic route.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of New Islington. It would be fully accessible with parking for disabled people..

Policy CC4 ‘Visitors - Tourism, Culture and Leisure’ - The proposal would support the ongoing regeneration in East Manchester and support tourism within the City as defined within the City Centre strategic plan.

Policy T1 ‘Sustainable Transport’ - The site has access to a range of public transport modes.

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

Policy C1 ‘Centre Hierarchy’ - *The proposal would help to link and integrate New Islington and East Manchester with the City Centre.*

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

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

EN4 'Reducing CO₂ emissions by enabling low and zero carbon development'
– The proposal would be low carbon in respect of its energy efficient fabric. It would have no car parking (with the exception of two bays for disabled people) and a robust travel plan and cycle provision.

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' - The building would be energy efficient and travel planning would promote sustainable travel patterns.

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

Policy EN9 'Green Infrastructure' – The development would provide street trees and tree within the public realm.

Policy EN14 'Flood Risk'- A scheme to minimise surface water runoff would be agreed..

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the planting proposed would represent a significant biodiversity enhancement. No clearance of the limited vegetation at the site should take place during bird nesting season.

Policy EN16 'Air Quality' *The* proposal would replace an existing car park and would not compromise air quality.

Policy EN17 'Water Quality' - The proposal includes water saving measures and would minimise surface water runoff.

Policy EN18, 'Contaminated Land' - Any contamination can be dealt with,

EN19 'Waste' – recycling principles are incorporated in the waste management strategy.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the hotel.

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

The Unitary Development Plan for the City of Manchester (1995)

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

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

Saved policy DC19 ‘Listed Buildings’ - The proposal would not affect the setting of nearby listed buildings.

Saved policy E3.3- The proposal will provide a high quality building along Great Ancoats Street and would enhance the appearance of this main radial route.

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

Other material policy considerations

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

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

- Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;
- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of

differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

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

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

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

Eastlands Regeneration Framework: A 2019 update

The framework was updated in 2019 with the following vision:

The broad vision for Eastlands has remained consistent for nearly twenty years – it is to become a place which is attractive for people to live, work and to visit; an area which builds upon its assets to provide a distinctive contribution to the overall success of the city region; and crucially to be a place where all residents are able to share in the long term success of the area.

City Centre Strategic Plan 2015-2018 (March 2016)

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

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

One of the key priorities for the Northern Quarter is to "*explore options to develop connections to Ancoats/New Islington and New Cross, spreading the creativity of the Northern Quarter eastwards and also maximising the opportunities presented by the growing communities in those areas*".

Manchester Strategy (January 2016)

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

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development'*. The document clarifies that the *'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7).

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

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

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

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

Section 11 *'Making effective use of land'* states that *'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions'* (paragraph 117). Decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 124).

Planning decisions should ensure that developments: 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.

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

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

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

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact

of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 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.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

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

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

Other legislative requirements

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

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and 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.

Issues

Principle of the redevelopment of the site and contribution to regeneration

The Manchester economy and population should continue to grow over the next 20 years. The City Centre should support this by providing amenities and services that

encourage people to come and live, work and visit the City. The City Centre Strategic Plan outlines key priorities for the City Centre and its expanded boundary, which includes this site and notes that the edge of City Centre has an important role in terms of providing homes and other facilities.

The strategic plan provides the most up to date thinking in respect of City Centre growth objectives and the role of edge of centre areas in contributing towards this growth. This is a material planning consideration and weight should be given to the extended City Centre boundary. The site has been used for surface parking for some time and a previous outline planning permission for a mixed use development has not been progressed. It is in an area where commercial and residential developments are appropriate.

Tourism is a critical part of the City's economy and generates around £6.6 billion a year and supports approximately 84,000 full time jobs in Greater Manchester. This growth has been significant over the last decade with new developments at the Etihad campus, HOME, National Football Museum, Peoples History Museum along with cultural/music events at the Manchester Arena and premier league football, plus improving in the retail offer, have all strengthened Manchester reputation as a thriving leisure and business destination. Developments at Manchester airport could add a further 10 million passengers over the next decade. The provision of more hotel rooms is necessary meet growing demand in this sector.

This particular operator provides flexible accommodation to meet the needs of a variety of visitors, including couples, backpackers, families and organised groups such as school children. It would be their first hotel in the north of England. This would support the City Centre hotel offer and develop the last remaining site within this part of Great Ancoats Street with a high quality scheme.

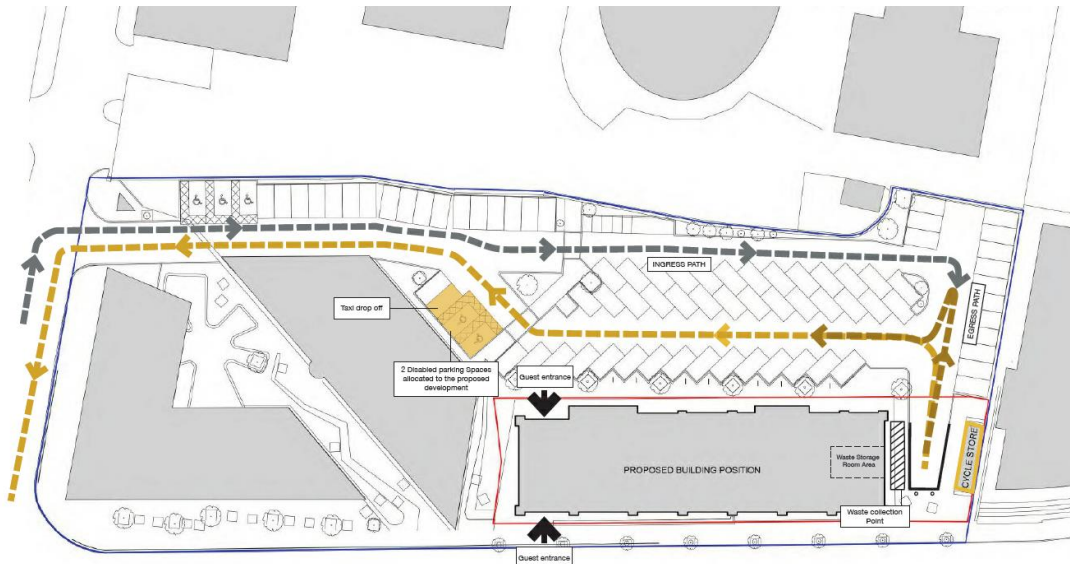
The hotel would deliver activity and footfall to the area and add to the vitality and mixture of uses to the area. The proposal is therefore considered to be acceptable in principle comply with policies SP1, EC3 and CC4 of the Core Strategy along with the City Centre Strategic Plan and the East Manchester Regeneration Framework update 2019.

Visual amenity

This cleared site is between the Fabrica office building and the X1 residential building. The 12 storey hotel would follow the building line established by the office building.

The entrance would be the north west of the site to maximise its visibility and create activity on Great Ancoats Street. A second entrance at the rear would be close to the drop off area and parking. The ground floor would contain a games area, locker room and guest kitchen/laundry area.

The first floor contains a breakfast area, kitchen and support areas. The remainder of the building upper floors of the building will comprises the bedroom accommodation of the hotel.



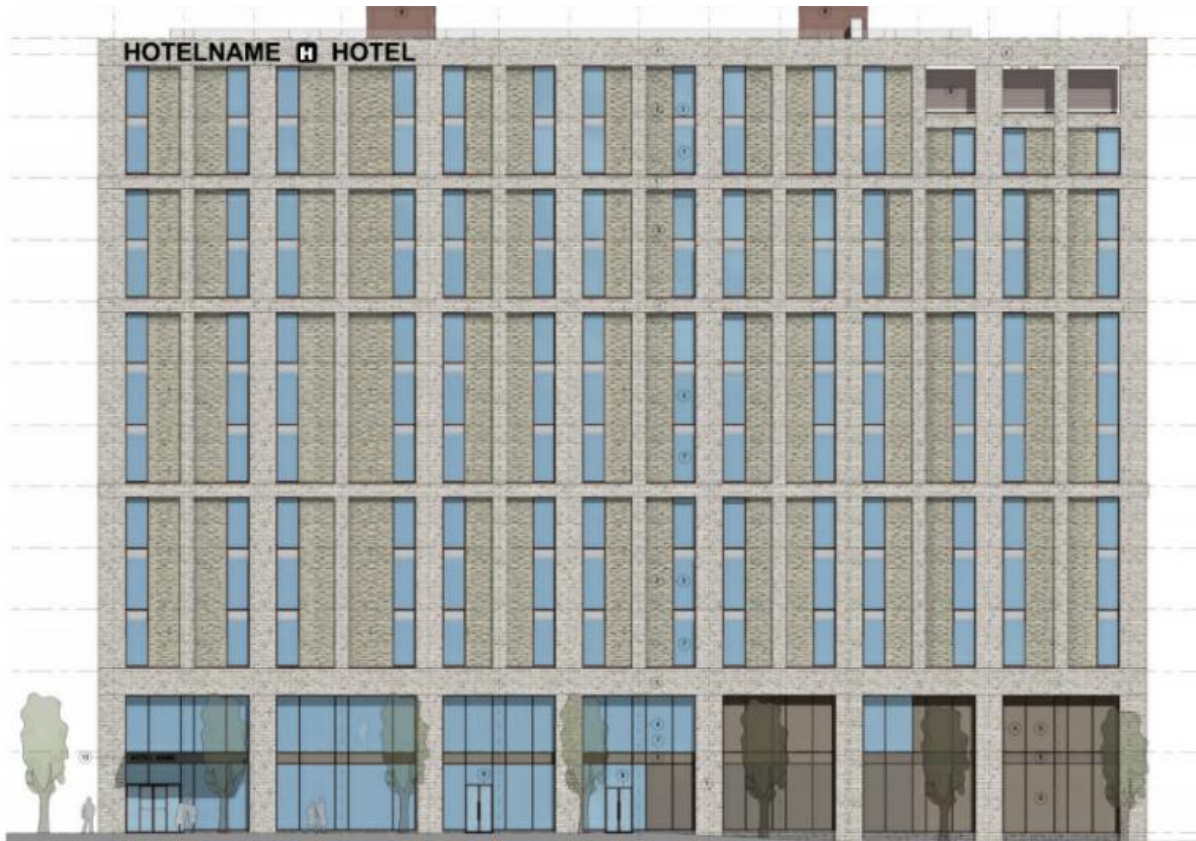
Site Layout

There are a variety of building types and scales in the area. The Ibis Hotel is 7 storey, X1 residential building 8 storey, Albion works block A and B 4 storeys, Albion Works block C 6 storey and Albion Works block D is 7 storey.

The proposal would contribute positively to the area and its linear footprint uses the site efficiently and aims to maximise distances to surrounding buildings to minimise overshadowing and environmental impacts.

The materials are limited to masonry, aluminium and glazing to provide a clear, elegant building. The brickwork relates to the area's industrial heritage and would provide a high quality and robust appearance. The buff colour with a variation in texture and tone would lighten its mass.

The ground floor would be double height curtain walling to provide transparency and visibility to the street. The upper floors would have different window heights which would provide interest to the elevations. The windows would be set within deep masonry reveals together with projecting masonry elements to provide robustness and architectural quality.



Proposed elevations of the building

The architectural and elevational treatment would create a high quality development. The simple and regular arrangements of the elevations combined with the quality and use of materials would provide a building which would enhance and respond to the setting and distinctiveness of the area.

Overall the siting and layout would respond to the road network and the variety of building heights in the local area. Final materials would be agreed through a condition. This would accord with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD.

Impact on the historic environment

The nearest Conservation Areas are Ancoats and Smithfield, which are respectively 602 and 929 metres North West of the site and the development would not harm them. .

The nearest Listed Building is Cooperative Building Albion Mill (block A) (Grade II) which is to the North West to the rear of the Ibis Hotel. Locks 1, 2 and 3, the Canal Cottages and footbridge (Grade II) are 152 metres to the North West.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' be paid in taking decisions affecting listed buildings and their settings and conservation areas.

The key listed building affected by the proposal is the Grade II Albion Works. The other listed building identified are part of the wider character and views of the proposal and would not be directly impacted on by the development.

The current car park has a neutral contribution on the setting of the listed building. Its development would inevitably alter the setting and manner in which the listed building is viewed. The hotel would remove an oblique view of the listed building from Great Ancoats Street and would sit in the backdrop of the listed building when viewed from Pollard Street.

These impacts would result in a low level of less than substantial harm. In these circumstances, it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with greater weight being attached with the greater significance of the asset (paragraph 193 NPPF). In doing so, any level of harm should be outweighed by the public benefits that would be delivered, including whether it would secure the optimum viable use in accordance with the guidance provided in paragraph 196 of the NPPF.

The proposal would develop the last remaining vacant plot in this part of the street with a high quality building that will bring vitality to the Great Ancoats Street frontage. It would contribute 212 bedrooms to the hotel market in a location which has excellent links to public transport. The design, scale and appearance of the building would respond positively to its context. The significant public benefits of the scheme mitigate suitably the low level of harm to the setting of the listed building from the viewpoints identified above.

It is considered, therefore, that, 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, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

Greater Manchester Archaeology Unit have confirmed that there is no below ground archaeology which is worthy of consideration.

Ecology

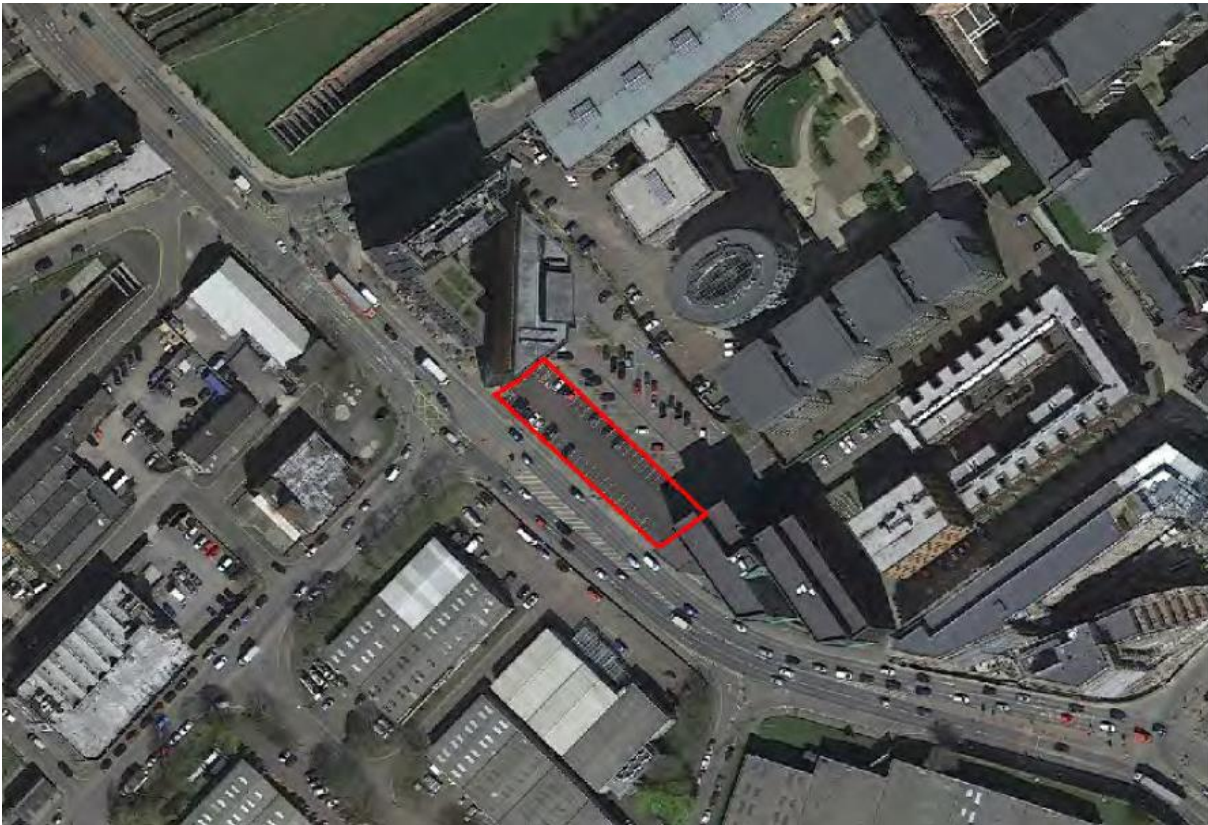
An ecological appraisal has assessed the impact of the development on local ecology and nature conservation. The majority of the site is covered by hardstanding and there is limited potential for ecology with the exception of a small amount of shrub vegetation. Greater Manchester Ecology Unit have raised no objections to the proposal and it complies with policies EN15 and DM1 of the Core Strategy. The tree planting provides opportunities to improve biodiversity.

Effect of the development on the local environment and existing residents

- a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the effects of the proposal on the amount of daylight and sun light received by properties surrounding the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy. BRE guidelines have been used to assess daylight – Vertical Sky Component (VSC) and No sky Line (NSL) methods. For sunlight, the Annual Probable Sunlight Hours (APSH) have been used as a reference point on a window. If a window point can receive at least 25% APSH, then the room should receive enough sunlight.

The following properties were assessed: Albion works (block C), Albion works (block B), 227 Great Ancoats Street (X1 development).



Relationship to surrounding buildings

A summary of the impacts is detailed below:

Albion works (block C)

The daylight results show that none of the windows analysed showed either VSC or NSL reductions in excess of 20%. Indeed, there would be improved VSC and NSL for some windows compared to the building which received outline planning permission in 2009 due to this building being wider and deeper in the site. In summary, the VSC and NSL show no significant reductions to daylight when measured against the BRE criteria.

The majority of the areas with windows which face within 90 degrees due south will benefit from sunlight amenity levels that are significantly in excess of the general 25% target specified by BRE. All the relevant areas at and above the 4th floor level achieve at least 27% APSH in total although 4 areas at the 4th floor do not achieve 5% winter APSH. This is not unusual in locations such as this. Indeed, the areas at ground, first, second and third floor level which do not achieve 25% APSH post development (including 5% winter APSH) do not, with four exceptions, achieve the 25% APSH with the 2009 permission building in place.

The reductions in APSH levels that would occur are not unusual given the nature and characteristics of the location and the majority of areas facing within 90 degrees due south would achieve generally acceptable levels of sunlight following development.

The hotel would be about 35m from block C. The hotel has windows on the rear elevation that would have open views towards the windows in block C. However the 35m distance would create overlooking or loss of privacy.

Albion works (block D)

The daylight results for block D are similar to those for block C in that none of the windows analysed showed a VSC reduction of over 20%. However, 5 of the areas analysed show NSL reductions of over 20% with two windows showing reductions of 22%, two showing reductions of 26% and one showing a reduction of 30%. Two of the five windows serving the areas showing NSL reductions of over 20% retain VSC level of over 27% and the remaining windows achieve VSC levels of 24.24%, 25.91% and 26% all within 10% of the VSC target of 27%.

There may be some minor impacts on daylight as a result of the development. However, developments in the area are tightly located together and therefore the relationship of the proposal to surrounding existing buildings is not unusual or out of character. Some of the windows have better VSC and NSL than would have been achieved had the 2009 outline planning permission been developed. The daylight impacts on block D are not considered to be significant and will not result in unduly harmful reductions in daylight to block D.

The sunlight analysis show that all but one of the areas with windows which face within 90 degrees due south would benefit from sunlight amenity levels that are significantly in excess of the general 25% APSH target specified in the BRE Guide with the proposal in place.

Several areas show significant improvements in APSH level from the baseline position i.e. with no building present. The single exception is an area at 7th floor level with a recessed window with limited APSH in the baseline condition. The sunlight analysis results for Block D are considered to be acceptable in this location and indicate that the relevant areas in Block D will benefit from high levels of sunlight post development.

The hotel would be about 35m from block C. The hotel has windows on rear elevation that would have open views towards the windows in block C. However the 35m distance would create overlooking or loss of privacy.

227 Great Ancoats Street (X1 development)

The daylight results of the X1 development show that no windows would have a reduction in excess of 20% for either VSC or NSL and there would be an improvement in VSC and NSL levels over what would have been achieved if the 2099 permission had been implemented.

The sunlight analysis show that all of the areas with windows which face within 90 degrees due south would have sunlight levels that are either significantly in excess of the general 25% APSH target specified in the BRE Guide or improved APSH levels with the proposed development in place when compared to the baseline position. The sunlight analysis results show no APSH reductions from the baseline position.

There would be approximately 17 metres between the proposed hotel and the X1 development. Whilst there are windows on the north western elevation of the X1 development there are no windows on the north eastern elevation on the hotel. As such, there will be no overlooking on the X1 development.

Fabrica Office building

There will be a gap of 7 metres between the proposed hotel and the Fabrica building. There is also a high level of glazing in the Fabrica building which could result in overbearing and overshadowing impacts. However, it is not considered this would be unduly harmful given this is an office building. There are also no windows directly overlooking this accommodation.

b) TV reception

The site is vacant and proposal would change the skyline which may affect nearby television reception. A report concludes that the proposal is not expected to cause any interference to the reception of either television or radio services.

It is recommended that a condition of the planning approval is that further survey work is undertaken upon completion of the development and appropriate mitigation introduced if necessary.

c) Air quality

An air quality assessment has assessed whether the proposal would change air quality during construction and in operation. The site lies within an Air Quality Management Area (AQMA).

There would be dust from the construction process. There are no buildings on site which would help to minimise dust emissions but there would be earthworks and above ground construction activities. The report recommends that a dust management plan is prepared to ensure that the dust and air quality impacts would not be significant which should remain in place during construction.

Environmental Health concur with these findings and in line with paragraph 8 of the PPG and paragraph 124 of the NPPF, it is recommended that a dust management plan forms part of the conditions of the planning approval.

The proposal would remove 43 parking spaces from the site. The only parking proposed is two spaces for disabled people. There would be on site cycle provision to enable guests and staff to take advantage of the highly sustainable location and close proximity of transport nodes. This approach would limited carbon emissions from vehicles at the site.

Environmental Health welcome this approach and concur with the findings of the air quality report, including the mitigation measures in the form of the dust management plan and cycle provision. In light of the mitigation measures proposed above, it is considered that the proposal will comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

d) Wind environment

An assessment has considered the impact of the proposal on wind conditions for pedestrians using the public realm at the site. It demonstrates that the proposal would create windier conditions in certain locations, in particular between the proposed hotel and the X1 residential building and Fabrica office building.

The street trees to Great Ancoats Street would help to minimise the impact together with other form of landscaping within the thoroughfares between these buildings. It is recommended that a condition of the planning approval that the final wind mitigation measures are agreed and a verification report is undertaken upon completion of the development to determine whether the mitigation measures are appropriate or whether additional measures are required.

Effect of the development on the proposed occupants

a) acoustic insulation – residential and commercial accommodation

A noise assessment has considered the insulation requirements for the ground floor uses, the upper floor hotel accommodation and any plant equipment. The main sources of noise from the development are as follows: noise emissions from plant and construction activities associated with the development; plant; and acoustic specification of the building to limit noise ingress from external noise.

The construction process would take place on weekdays with some operations at weekends. This would comply with standard operating hours in agreement with Environmental Health. A construction management plan would be agreed as part of the planning conditions which would require regular consultation with local residents. The insulation of any additional plant would be addressed via a condition.

The acoustic report also considers the impact of external noise sources on the hotel from road traffic and noise transfer from building services, plant, ground and first floor breakfast/bar area. It concludes that hotel rooms should be acoustically insulated.

Environmental Health have agreed the specification of the insulation and this should be implemented as part of the scheme and a verification report submitted for consideration after the works have been completed in order to ensure that it meets the relevant criteria.

The operating hours of the bar and breakfast area should be restricted to Monday to Sunday 07:00 to 23:00 and the spaces should remain ancillary to the hotel. It is also recommended that servicing is restricted in line with the City Councils standard operating hours (Monday to Saturday 07:30 to 20:00 Sundays (and Bank Holidays) 10:00 to 18:00.

On that basis, provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

b) Fume extraction

It is recommended that a condition of the planning approval is that the fume extraction details are agreed.

a) Waste management

A waste management strategy explains that the refuse store would be located on the ground floor with a doorway opening onto the servicing area. It is anticipated that the hotel will generate 32,040 litres of waste per week which would be collected by a private collector approximately 4 times a week. Hotel management would move the bins to the collection point, returning them to the storage room and cleaning the store and the bins.

The applicant is committed to recycling and over 50% of the refuse containers would be for recyclable material. The number of bins would be as follows:

- Non-recyclable waste – 4 x 1,100 litres
- Dry mixed recycling – 2 x 1,100 litres
- Glass recycling – 2 x 1,100 litres
- Organic food recycling – 1 x 240litres.

Environmental Health consider the waste management arrangements to be acceptable. The strategy should form part of the planning conditions to ensure it is implemented.

Landscaping/public realm

The proposal would improve the public realm around the perimeter of the building. Granite setts would provide a setting around the building and the footway on Great Ancoats Street would be re-instated as the existing vehicular entrance would no longer be required. 8 street trees would be installed within the footway. The proposal includes a series of ornamental boulders and 6 amenity trees within the public realm to the side and rear of the site which would be secured by.

Impact on the highway network/car parking

A transport statement notes highly sustainable location and the sites proximity to a range of transport modes. Highway Services have concluded that the development is unlikely to generate a significant increase in traffic or have any detrimental impact on the road network.

Two parking spaces for disabled people would be located adjacent to the pickup and drop off area. A travel plan would promote sustainable travel patterns through mechanisms such as social media and the internet for guests travelling to the hotel. This travel plan also includes potential for a cycle share scheme together with promotion of nearby car share facilities. The travel plan would be subject to review and secured by planning condition. 22 cycle spaces would be provided for guests and staff within a secure external store located.

The proposal would replace a car park that serves existing offices. However, this use was temporary until an acceptable and appropriate redevelopment scheme came forward.

Highway Services have requested that prior to the commencement of the construction process it will be necessary to demonstrate that the size and frequency of vehicles accessing the site is acceptable and there will be no highway and pedestrian safety implications. This should include details of swept path analysis.

Overall, it is considered that the development will have a minimal impact on the local highway network transport and there will be adequate car and cycle provision to serve the needs of the development. Travel planning will help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Flood Risk/surface drainage

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

A drainage statement has been considered by the City Council's flood risk management team who consider that the drainage information submitted is acceptable. It is recommended that a condition of the planning approval will be that the development be carried out in accordance with this information.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon building in that it is located in a highly sustainable location with excellent access to public transport for hotel guests and staff. There will be no car parking at the hotel (with the exception of the two disabled bays) and therefore limiting the level of vehicle emissions ensuring the hotel do not contribute to local air quality conditions.

A robust travel plan would encourage guests and visitors to take advantage of the excellent public transport in the area in terms of accessing the hotel and exploring the city which should ensure vehicle trips are low.

There will be a secure cycle store for guests and staff which will contain 22 cycle spaces. The applicant has also indicated that the hotel is considering promoting a cycle share scheme for guests to help explore the city during their stay.

The fabric of the building is considered to be highly efficient with energy saving measures incorporated into the design. This includes the use of air source heat pumps, high efficiency LED light fittings and highly efficient water heaters and boilers. This would result in the hotel achieving a 26% CO₂ reduction on the requirements of Part L of Building Regulations. In addition, the BREEAM pre-assessment confirms the hotel will achieve a 'very good' rating.

There will also be the provision of new green infrastructure in the form of 8 new street trees and 6 new amenity trees at the rear of the site. This will contribute positively to the visual amenity of the development but also drainage and air quality benefits.

Inclusive development

The proposal would be inclusive and accessible to all those with a range of needs. There is level access and lift access to all of the upper floors. The hotel also includes a number of accessible bedrooms for those who require a wheel chair accessible room (including accessible bathroom). These are located across all of the floors of the development. There will be two disabled car parking spaces to the rear of the site which is close to the rear entrance of the building.

Designing out crime

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

The CIS recognises that the hotel will make a positive contribution to the local area in that provide an active frontage and natural surveillance to Great Ancoats Street and the car parking area to the rear.

It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

Initial site investigation work has found a large amount of made ground at the site. An initial site investigation report has been considered by Environmental Health who recommended that further investigation works are required, particularly an updated risk assessment and provision of a remediation strategy.

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

Demolition and Construction management

In order to ensure that there is no impacts associated with the construction activities, it is recommended that a construction management condition is imposed on any planning permissions.

There is unlikely to be any cumulative impact from the construction elements of the development. Whilst there is a large amount of activity in the local area, the close proximity to major roads will ensure such activities should not have a detrimental impact on the surrounding area.

It is considered that the construction activities can take place without any detrimental impacts of amenity or highway safety provided a comprehensive construction management plan is put in place in order that the proposal is in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

Public opinion

A number of objections have been received and these have been fully addressed in the report. It is not considered that the proposal will have any unduly harmful impacts on surrounding residential amenity that would warrant refusal of this planning application.

Conclusions

The proposal would see the redevelopment of a brownfield site within the eastern part of the city centre for a 212 bedroom hotel. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing and proposed residents.

The proposal will contribute towards place making in the area with new public realm, street trees and new landscaping in order to contribute to the setting of Great Ancoats Street.

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. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the appearance of the building along with other matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Drawings

[Update to follow in Late Representations to be submitted to the meeting]

Supporting information

[Update to follow in Late Representations to be submitted to the meeting]

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

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

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

4) a) 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).

5) Notwithstanding the preliminary Geo-Environmental Risk Assessment – Great Ancoats Street, Manchester prepared by Delta Simons (ref. 18-0485.01) stamped as received by the City Council, as Local Planning Authority, on the 21 August 2019, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of site investigation proposals
- Submission of a site investigation and risk assessment report;
- Submission of a remediation strategy.

The development shall then be carried out in accordance with the approved details.

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development 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 – There is evidence of site contamination at the application site which requires further consideration and examination. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

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

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

Development shall be carried out in accordance with the approved construction management plan.

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

7) Prior to the commencement of the development, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a sample panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation/air bricks and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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

8) Notwithstanding drawing 1943-EXA-00-00-DR-L-100 Rev A stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019, prior to the first occupation of the development details of a hard and soft landscaping treatment (including street trees) shall be submitted to and approved in writing by the City Council as local planning authority. For the avoidance of doubt this shall include the provision of street trees in the surrounding road network bounding the application site. The approved scheme shall be implemented prior to the first use of the development.

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.

9) The development hereby approved shall be carried out in accordance with the Energy statement stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

10) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, prior to the first use of the development.

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.

11) (a) Prior to any above ground works, details of wind mitigation measures shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved wind mitigation measures shall be implemented as part of the development and prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the wind mitigation are effective. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure there is an appropriate wind environment around the

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

Reason – In the interest of ensuring that an appropriate and safe wind environment is created around the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

12) (a) Prior to the first use of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

13) Notwithstanding the acoustic report stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019, a scheme for acoustically insulation the proposed hotel accommodation against noise from Great Ancoats Street (and any other sources of noise near to the site) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved scheme shall be implemented and prior to the first use of the hotel, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

14) The development hereby approved shall be carried out in accordance with the waste management strategy and drawing 180021-3DR-00-DR-(D)010 Rev B stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019. The approved details shall be implemented prior to the first use of the development and thereafter retained and maintained for as long as the development remains in use.

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

15) Prior to the first use of the development, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

16) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

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

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

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

18) Prior to the first use of the development, details of a servicing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented as part of the development and thereafter retained while the hotel is in use.

Reason – To ensure an appropriate servicing strategy is put in place for the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

19) Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

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

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

20) The ground and first floor ancillary uses (including bar/lounge/gamezone/breakfast area) hereby approved, as indicated drawing 180021-3DR-00-DR-(D)010 Rev B and 180021-3DR-01-DR-(D)011 Rev B stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019, shall remain ancillary to the hotel and shall not be used for any other purpose and not in use between 23:00 and 06:00.

There shall be no amplified sound or any amplified music at any time within these areas.

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.

21) The development shall be carried out in accordance with the Crime Impact Statement (Version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 7 August 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.

22) The development hereby approved shall be carried out in accordance with the Travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019.

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

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car

- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

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

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

23) Prior to the first use of the building, the provision of 22 cycle spaces, as indicated on drawing 1943-EXA-00-00-DR-L-100 Rev A stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019 shall be implemented prior to the first occupation of the development and retained and maintained in situ for as long as the development remains in use.

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

24) Prior to the first use of the development, a scheme of highway works and details of footpaths reinstatement/public realm in relation to Great Ancoats Street 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:

- re-instatement works the footway;
- Details of materials, to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm; and
- Tree planting in the footways.

The approved scheme shall be implemented and be in place prior to the first occupation of the development 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).

25) Notwithstanding the TV reception survey prepared by, stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019, 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 a 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 provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

26) The drainage shall then be constructed in accordance with the Drainage Strategy (ref. 10-4926 Rev A) prepared by Ward and Cole stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019 and email from Anna Relph containing hydraulic analysis prepared by Ward and Cole stamped as received by the City Council, as Local Planning Authority, on the 8 October 2019. Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

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

27) (a) Three months prior to the first use of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

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

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

(b) Within 6 months of the first use of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

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

28) Prior to the first use of the development details of the provision of 2 electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority, to the two disabled car parking spaces as shown on page

33 of the design and access statement stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019. The approved details shall be implemented prior to the first use of the development and thereafter made available and retained for as long as the development is in use.

Reason – In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

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

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

30) Prior to the first use development a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

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

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

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

32) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

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

33) 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) the premises shall only be used for a hotel (Use Class C1) and for no other purpose.

Reason – In the interest of retaining the provision of hotel within the development pursuant to policies SP1 and CC4 of the Manchester Core Strategy (2012).

34) Prior to the first use of the development hereby approved, the disabled car parking layout, as indicated on page 33 of the design and access statement stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019 shall be laid out, demarcated and made available. The disabled car parking layout shall be retain and maintained for as long as the development remains in use.

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

35) Prior to the first use of the development, details of a pick up and drop off strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented as part of the development and thereafter retained while the hotel is in use.

Reason – To ensure an appropriate pick and drop off strategy is put in place for the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- The creation of any outside seating area will require full planning permission.

- Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the existing background (L_{A90}) at the nearest noise sensitive location.

- Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. 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). 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.

- You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 124495/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.

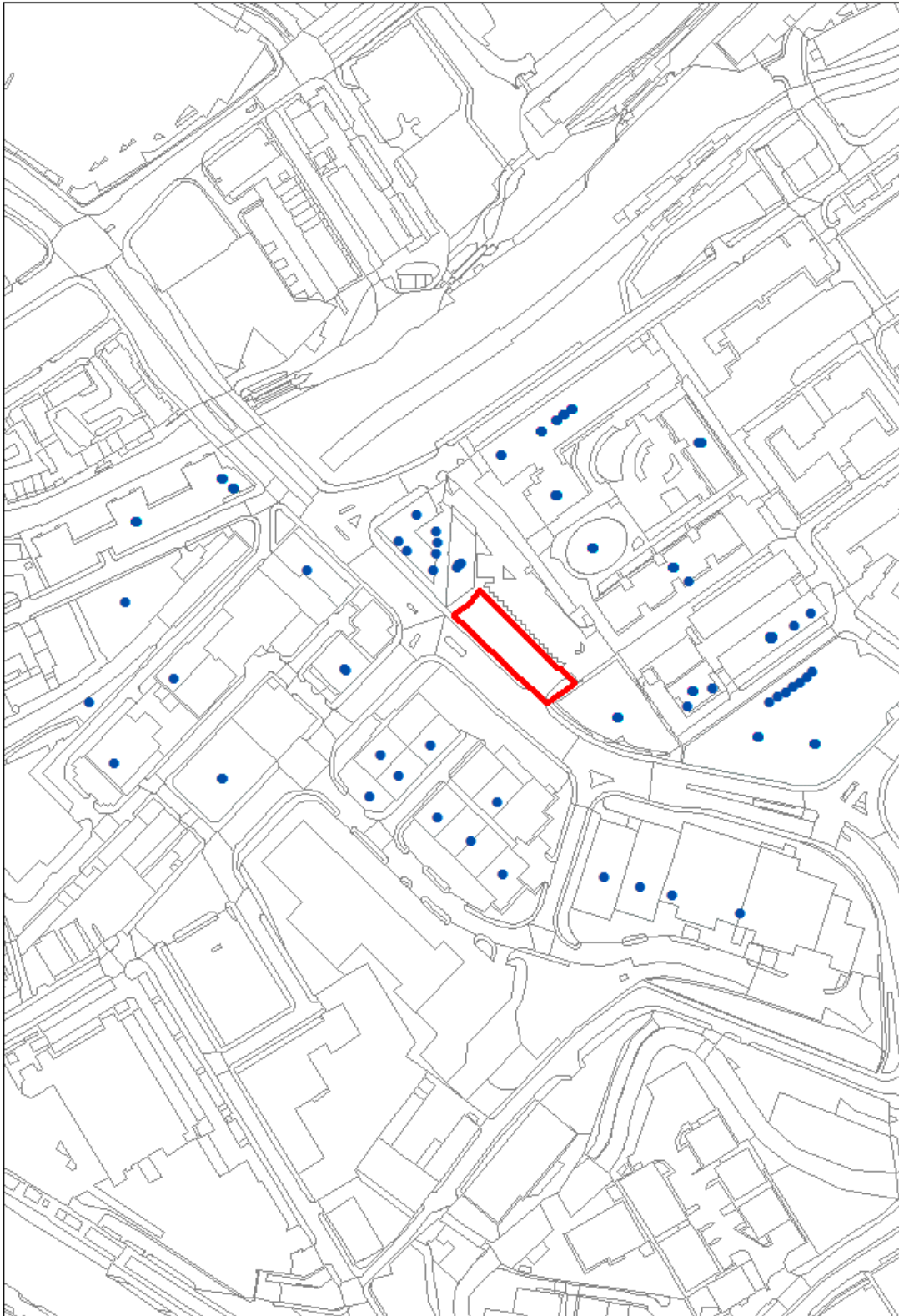
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Manchester Airport Safeguarding Officer**

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

Representations were received from the following third parties:

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



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
124685/FO/2019	29th Aug 2019	14th Nov 2019	Chorlton Park Ward

Proposal Construction of a part three storey, part two storey, part single storey building to provide a new secondary school with associated sports facilities and floodlighting, external landscaping, car park, cycle store and access as well as replacement outdoor provision for a police dog training area and police horse paddocks

Location Land At The Hough End Centre And South Of Mauldeth Road West, Manchester, M21 7SX

Applicant Department for Education, C/o Agent

Agent Mr Peter Campbell, WYG, Quay West At MediaCity UK, Trafford Wharf Road, Manchester, M17 1HH

Description

The application site measuring 4.3 hectares comprises of a parcel of vacant land formerly used to accommodate a care home, since demolished and the southern part of the site is currently used by Greater Manchester Police and provides an outdoor police dog training area, horse paddocks and 2no. grass sports pitches.

The site is bounded to the north by Mauldeth Road West beyond which lies residential property on Mauldeth Road West, Chelsfield Grove and the junction of Withington Road and Mauldeth Road West. To the east lies the rest of the Greater Manchester Police compound known as The Hough End Centre, Broughton Park Rugby Club and Hough End Playing Fields. To the south west the site is bounded by the Metrolink Line with residential property beyond.



The secondary school proposed would eventually cater to 1200 pupils, aged 11-16, being taught by 120 full time members of staff in a three storey (9424m² floor space) new build facility.

Education have confirmed that the school is required to meet an identified need and fits into the agreed strategy of increasing secondary education capacity through the

extension of existing schools and the provision of new schools. The provision of a new school on Mauldeth Road West is integral to this strategy.

The school building would be setback from the back of footpath by 16m at its nearest point and the land levels are such that the site is at a lower level than Mauldeth Road West by c. 3.2m. When viewed in its entirety the width of the building proposed (including the two storey sports hall attached to the east) at its widest point is 120m.

The building presents a gable to Mauldeth Road West of 35m width. The main school building fronts onto the car park accessed from a new access from Mauldeth Road West.

Car Parking would be accommodated on site for 115 spaces, which constitute 68 staff car parking spaces, 18 visitor spaces, 24 pupil drop off, 6 accessibility spaces, 6 motorcycle spaces and 3 minibus bays. 136 cycle parking spaces would be provided on site for pupils, staff and visitors. 8 car parking spaces have electric vehicle charging points. The car park would be lit by 15 6m lighting columns.

The sports provision includes an all weather pitch and a four court multi-use games area close to the sports hall. The all weather pitch would be lit by floodlights attached to 8 15m lighting columns.

There is an ecology study area indicated to the north west of the site adjoining the Metrolink line and Mauldeth Road West.

The applicant is also re-providing the Horse Paddock and dog training area for Greater Manchester Police to the north of the school boundary.



As part of the planning application a shared surface pedestrian cycleway would be established to the south of Mauldeth Road West between Princess Road and the bridge over the Metrolink with appropriate signage, dropped kerbs and markings. This cycleway would link in with two existing cycleways on Princess Road and one near Loretto High School. There would be signage to the school from the Fallowfield Loop and lighting introduced to encourage sustainable travel to the school, particularly from the Metrolink stop at St Werburghs.

The existing Mauldeth Road West crossing point opposite the new pedestrian entrance to the school would be widened. There would be traffic regulation orders and speed warning signs put in place on Mauldeth Road West. The existing bus stops on Mauldeth Road would be upgraded.

The new access into the site is a relocated signalised access that would be fitted with an intelligent reactive signal system known as MOVA (Microprocessor Optimised Vehicle Actuation) to ensure that there is limited queueing / stacking into the pick up / drop off area at peak times to discourage pick up / drop off from any other location.

The junction of Mauldeth Road West and Chelsfield Grove would have junction protection traffic regulation orders and properties within Chelsfield Grove would have H bar marking placed in front of their driveways to maintain access to property.

The junction of Alexandra Road South and Mauldeth Road South would be improved for pedestrians.

The site lies predominately within Flood Zone 2, although a small part of the site (where Chorlton Brook is culverted) is within Flood Zone 1. A Flood Risk Assessment has been submitted and assessed.

Consultations

The proposal has been advertised in the local press as a major development and a site notice was displayed at the application site. Notification letters have been sent to an extensive area of local residents and businesses.

6 letters of support and 5 letters of objections have been received.

Support has been expressed on the grounds that the scheme would provide for needed secondary provision in Manchester, provide for the community, would have no negative impact and would provide fantastic facilities for the police. CHS South in its current temporary location has earned a great reputation in one year, they now need a custom built building as soon as possible. The location is good for transport and for the residential areas that form the catchment area. One comment expressed that there was good provision for parking and that there should be minimal impact on traffic flow on Mauldeth Road and to other local roads.

Objections have been expressed on the grounds that the scheme could cause parking and manoeuvres at drop off and pick up on Chelsfield Grove and Mauldeth Road West rather than people awaiting the lights for the dedicated drop off area leading to noise, traffic pollution (which will impact on vulnerable residents) and traffic

accident issues. A request was made for higher kerbs on Chelsfield Grove to stop people parking on the large easily access pavements rather than H bar painting which they state would impact on property sales. Concerns have been expressed that children will walk down Chelsfield Grove from the Tram Stop to Mauldeth Road West which will lead to an increase in criminal damage, theft, vandalism and anti-social behaviour. Acoustic fences have been requested in certain locations on Chelsfield Grove. Chelsfield Grove has already been impacted upon by the arrival of Metrolink. One resident on Chelsfield Grove cited that the second floor of the proposed school would overlook their property.

One of the objections received was from Loreto High School on the grounds that the concentration of secondary schools does not appropriately meet the needs of Manchester's local communities. They queried the demand for secondary schools placed in Chorlton / Didsbury. They also commented on the concentration of secondary school pupils in the area stating that there is anti-social behaviour in the area and on the public transport network. They also state that the scheme would place strain on the highway network.

Further comments have been received that state the scheme is for an academy which could become a private business and that there are too many schools within close proximity of each other and that there are other areas that would be better suited to the new school in the Chorlton area.

The substantive objections raised above will be addressed in the main Issues section of this report.

Local Members have made the following comment initially:

1. We all attended the pre-planning consultation meetings on 15th August and discussed the proposals with those present. We have also, subsequently, had a number of conversations with residents living very locally to the proposed site.
2. We are all supportive of the new school and generally of the design and the proposals. However we have continuing concerns about the traffic and travel implications which we do not think have been adequately addressed in the reports submitted. We question some of the assumptions and presented facts in the transport assessment and travel plans which appear to have been prepared primarily by desk survey with a view to minimising the financial obligations of the developer, and which are seriously at odds with our long standing and detailed on-the-ground knowledge of the site and the general area.
3. Our primary concern is to ensure that when the school is built, students and staff can travel there safely, primarily via walking, cycling and public transport. We think that far more investment will be necessary to achieve that.
4. Our secondary concern is to minimise the nuisance of parental driving to school and dropping off children in the vicinity. The calculations in the submission make light of this possibility. Our experience is that at the existing school this parental behaviour is already highly problematic - as it is at most schools in the city, to be fair - and we foresee that continuing, unless far better infrastructure is established to

enable more children to walk and cycle safely. In addition we believe that additional measures will need to be added at the mouth of Chelsfield Grove if this is not to become an informal drop - off area which will affect residents there who have no alternative exit from their homes.

5. In the documents submitted there are some factual inaccuracies, incorrectly interpreted points, doubtful assumptions and important omissions. These are;

a) Mauldeth Road West north bound footway is only shared access for pedestrians and cyclists from Nell Lane to Withington Road. The stretch east of Withington Road is pedestrian only and heavily pavement parked. It's quite passable now as it is wide, but it won't take additional foot traffic without serious consideration of the pavement parking.

b) It is true that there is nearby access to cycle route 60 (Fallowfield loop) from Withington Road. However at that point, access to the 'loop' is quite tricky. There is a steep gradient to Withington Road at the top of which bikes have to be carried through a hole in the fence to exit. More fundamentally, because Fallowfield Loop is an unlit route and unfortunately, subject periodically to outbreaks of very unpleasant incidences of assault, its not going to be a suitable route for young people outside the summer months without quite a lot of investment. So without that investment its existence should be discounted as a route to school.

c) in para 5.1.1 an informal survey (one time show of hands) of existing students' travel to school arrangements is quoted, and used as the basis of assessing future transport infrastructure requirements. The survey gives rise to an estimate of 58% of future students travelling to school on foot. Whilst we think this level of walking to school is highly desirable, the method used to predict future behaviour is frankly risible.

d) At present school is recruiting young people from a far wider catchment area than indicated. We think it is likely that over time this may reduce, but as of now we are dealing with the reality that children currently at the school are travelling some distance and many are being brought by car.

e) The document is entirely silent on the key issue of traffic speeds in the area. Although Mauldeth Road West is a 30 mph limit this is routinely broken as we well know, as we have undertaken community speedwatch along the road and reported this to police who area also well aware of this issue. We have recorded speeds of over 50 mph on Mauldeth Road West, and speeds in the forties are very common. Withington Road suffers from the same problems, as does, to a lesser extent, Alexandra Road South. Vehicles travelling at this speed will kill pedestrians and cyclists.

6. All of these issues together make, in the real world, for a site where far more will need to be done if students - and indeed staff - are to be supported to make safe independent journeys to school on foot or by bike as we would like to see, and as their health and the climate crisis both require.

7. We would like to make the following additional proposals for mitigation. We think this issue is very serious and these should be incorporated as planning conditions.

a) To enable students to walk and cycle safely from St Werberghs tram stop (cycle route 60) a contribution to lighting, at the very least, from the tram stop to Chelsfield Grove. Additional investment in lighting etc in an easterly direction, in partnership

with the city council would be very desirable and will increase its utility as a feasible route to school.

b) We think that given the very high speeds reached by traffic on Mauldeth Road west, consideration should be given to making one lane on either side a segregated cycle lane from Princess Road to Nell Lane. It would not be sufficient to create a shared footway as speeding motorised vehicles will continue to pose great danger to students.

c) The crossing points should not only be widened but should be for both pedestrians and cyclists

d) Sufficient measures to be put in place at the mouth of Chelsfield Grove to make dropping off and turning in the junction a traffic offence. Otherwise without doubt people will attempt to drop off and execute turns in the road.

8) Much is made of the current low incidence of road traffic injuries. There are currently very low levels of people walking along this road - the traffic speeds make it quite noisy and intimidating to do so. Once the school is built then we need more people to walk and cycle along here. We need to create a safe infrastructure for them to do so.

Local Members have made the following comment following negotiations:

Thank you for looking into the concerns we raised in such detail. We are content that although there are details to follow up, through your work you have ensured that there is a clear process following planning, through which the optimum detailed design can be developed in consultation with local people and others affected.

We are particularly pleased to hear that it has been agreed that there will be lighting on Fallowfield loop from the tram stop to Chelsfield Grove, to enable students to use this quiet route to school through the whole year.

Our key concern is to enable the young people of the school to be able to travel there safely and independently.

Highway Services -

Highway Safety / Accidents

The supporting Transport Assessment (TA) and safety Audit presents accident data over a five year period up to 2017 within the vicinity of the site. It is understood that there have been a total of 9 Personal Injury Collisions (PICs). There is no pattern within the data that indicates that there is an underlying highway safety issue.

The current speed limit on Mauldeth Road West is 30mph. This is not preferred as usually a 20mph speed limit is preferred around schools. To enhance pedestrian safety and alert drivers to the presence of the new school it is recommended that flashing speed awareness signs are installed on the approaches to the school.

It is noted in the submitted Road Safety Appraisal document that during site visits vehicles were observed to be travelling at speeds in excess of 30mph.

Alexandra Road South Junction

The existing junction of Alexandra Road South is very wide and is difficult to negotiate for pedestrians and those with mobility issues. As the school will introduce many new users to the highway network it is highly recommended that the applicant funds pedestrian improvements to the Alexandra Road South junction. This will improve highway safety and better encourage sustainable travel.

Access to Manholes - Mauldeth Road West

There is a vehicle layby in the central reservation of Mauldeth Road West. This provides access to a number of manhole covers. To prevent any drop off activity in the layby that could impact highway safety at peak times the applicant should discuss a solution with the utility companies that restricts general access.

Trip Generation / Modelling

The predicted modal split outlined within the TA is taken from a 'hands up' survey of students and staff at the temporary school. This has been applied to the permanent school to extrapolate trip numbers. It is estimated that 24% of pupils will arrive by car in the AM peak and 16% will travel by car in the PM peak. This represents 651 no. 2-way trips in the AM peak and 459 no. 2-way trips in the PM peak. However the trips have been adjusted to take into account for pupil absence, car sharing and staggered arrivals and departures due to clubs etc. The resultant trips are 562 no. 2-way trips in the AM peak and 301 no. 2-way trips in the PM peak. On the basis of the modelling a recommendation is being made that MOVA (Microprocessor Optimised Vehicle Actuation) is installed at the school access junction to reduce delays and improve efficiency, discouraging drop off on the main carriageway.

Vehicle Access

It is proposed that vehicle access will be taken from Mauldeth Road West. There is a redundant signal controlled access approximately 20m east of the proposed school. This will be removed/reinstated and relocated to the proposed school access.

Staff parking

The applicant has proposed to provide 68 car park spaces for staff, there are also 4 accessible spaces, 6 motorcycle spaces and 3 spaces for minibuses. This allocation is in line with the Greater Manchester Parking standards and so is considered acceptable in principle. To ensure that on street car parking does not occur and will not impact driveways it is recommended that the applicant funds 'H' bar markings across the driveways of residents on Chelsfield Grove and Mauldeth Road West. The extents of 'H' bars provided are to be discussed at detailed design and will be subject to a S278 agreement.

Drop Off / Pick Up

42 drop off bays are proposed for parent pick drop off and pick up, this includes 2 accessible spaces. Based on the expected trip generation it is expected that the number of parking bays provided should be sufficient to accommodate pick up and drop off movements. To discourage students being dropped off in inappropriate locations it is recommended that suitable TROs are installed at the junctions of Mauldeth Road West with Chelsfield Grove and Withington Road. School entrance markings will be required adjacent to the pedestrian entrances. It may be necessary

to provide additional TROs either side of the school entrance markings to further discourage indiscriminate drop off activity.

The applicant should also provide electric vehicle charging equipment to 10% of the spaces.

Access to the staff car park and the drop off bays is shared from Mauldeth Road West, to avoid conflicts it is highly recommended that access to the staff car park is restricted and ideally barrier controlled.

It is noted that school buses are not expected however there could be some coach travel for trips etc.

Public Transport

The site is considered suitably accessible by public transport as there are bus services operating along Mauldeth Road West and the site is located a short walk to the St Werburgh's tram stop. To ensure that the school is suitably accessible by public transport for everyone, it is recommended that the applicant fund the upgrade of the two nearest bus stops to the proposed school. The upgrades should conform with TfGM's bus stop guidelines document.

Cycle Facilities / Cycle Parking

The school is located in close proximity to the Fallowfield Loop cycle way. To encourage the school community to use the loop it is recommended that the school is signed from the loop at Chelsfield Grove as this provides a more convenient access than at Withington Road. To further encourage use of this facility it is recommended that the applicant funds additional lighting on the loop.

The south footway of Mauldeth Road West between Princess Road and the Metrolink Bridge should be made into a shared pedestrian / cycleway which would tie in with existing facilities. The extent of this provision is supported by the catchment plan provided.

The applicant has proposed 130 secure cycle parking spaces plus 6 visitor spaces. This allocation is acceptable in principle however utilisation should be regularly monitored and additional storage provided should this reach 90% - this should be included in the Travel Plan.

Travel Plan

A framework Travel Plan has been submitted as part of the application, which is acceptable in principle. The Travel Plan is central to the school reducing vehicular trips at the site and will also ensure that parents are informed of where to park in relation to drop off / pick up, minimising the impact on the local highway network. It is recommended that the framework travel plan is extended and developed to a full travel plan within the first six months of the school becoming occupied. A suitable planning condition setting out this requirement is therefore recommended.

Pedestrian Access

The main access for pedestrians and cycles will be from Mauldeth Road West. To encourage sustainable travel and improve existing facilities, the Applicant has agreed to widen (to 4.0m) the existing signalised pedestrian crossing to the west of Chelsfield Grove.

An additional pedestrian gate is provided to the west of the main entrance.

The applicant has also agreed that a signalised pedestrian crossing will be provided across the proposed school vehicle access/egress. All crossings will be required to incorporate suitable dropped kerbs and tactile paving. To maintain sight lines, school entrance markings will be required at all pedestrian entrances. Some guard rail may also be required to ensure pupils exiting to do not spill directly onto the highway. The detailed design of the crossings, entrance markings, guard rails etc. will be undertaken a part of a S278 agreement.

Highways Conditions

It is the recommendation of the Highways Team that the following is conditioned to the Planning Application if approved:

- Full travel plan including specifying the importance of school buses;
- Construction Management Plan.

Following to be included in an off-site highways works condition, will be subject to a S278 agreement:

- Widening of crossing to west of Chelsfield Grove
- Signing of Fallowfield loop to/from school
- School entrance markings with guard rail
- MOVA to be installed at the school access junction
- Additional TROs
- Flashing school warning signs
- H bar markings
- New school access
- Upgrade of bus stops
- The south footway of Mauldeth Road West between Princess Road and the Metrolink Bridge should be made into a shared pedestrian / cycleway
- Improvements to junction at Alexandra Road South
- Lighting upgrade Fallowfield Loop
- Restrict access to Utility manhole area

Education – The SCAP 2019 forecast identifies a shortfall of secondary places from 2020/21 to 2024/25 academic years with the inclusion of CHS South at its final capacity in our planning. This means that the places this school will provide are absolutely needed and there will be a requirement to create additional secondary places through expansion or new schools. We have a high degree of confidence that this demand will be realised due to the number of children already resident in Manchester attending primary schools identified on the census. In 2019 there was cohort of 6780 mainstream pupils transitioning to secondary, this number will be in the region of 7100 in 2020 and 7300 in 2021. Considering the in-year primary demand we're currently experiencing these numbers could yet increase further. Should there be a delay to the permanent build at CHS South we would be presented with considerable challenge to meeting our secondary sufficiency in future years. We would find it difficult to place the children already accessing CHS South if it were to close and cannot guarantee that we would have sufficient space in the system to do this.

Environmental Health – Recommend conditions relating to Contaminated Land, Deliveries, Fumes, Construction Management, Hours, Acoustic Insulation, External

Equipment Insulation, Hours of Use of the Outside Pitch, Waste Management in accordance with the details submitted, Air Quality in accordance with details submitted.

Neighbourhood Team Leader (Arboriculture) - Any comments received will be reported to Committee

MCC Flood Risk Management - Conditions are recommended relating to surface water and maintenance of a sustainable urban drainage scheme.

Parks, Leisure & Events – The proposed internal and external sports provision is deemed appropriate to meet school and community use. The requirement for a community use agreement should be conditioned.

South Neighbourhood Team – Any comments received will be reported to Committee

Transport for Greater Manchester - Metrolink have no objection to this application, the general layout and the boundary treatment proposed reflects requirements previously expressed by Metrolink. Whilst the construction works are unlikely to affect Metrolink operations the site does adjoin the Metrolink boundary and therefore we would like the applicant to be advised of details of working safely near Metrolink. Metrolink request that, due to the proximity of the development to the operational Metrolink line and not understanding how the site will be used during construction, the following conditions are applied to any planning permission granted for this development: Drainage, Tree Protection and Earthworks Stability.

Greater Manchester Ecology Unit – Unusually there appear to be two ecology survey reports informing the application, prepared by different consultants. Both reports conclude that the application site has limited nature conservation value. It is dominated by species-poor grassland either used as part of the police dog training facility or for grazing horses. There are habitats of more value at the site margins (trees and scrub vegetation), but these habitats are capable of being retained as part of the development of the site, or replaced through new tree planting.

The site is considered to have only low potential to support any specially protected or priority species. GMEU would not disagree with the above conclusions but would recommend that if permission is to be granted -

- No vegetation clearance required to facilitate the development should take place during the optimum period for bird nesting (March to August inclusive). All nesting birds their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981.
- The small areas of scrub / woodland in the south west corner of the site should be retained if possible. There is a fox earth in this area. Although foxes are not specially protected fox earths should not be destroyed or disturbed during the time of year when foxes may have dependent young underground (March to June inclusive).
- Although no signs of Badgers were recorded on the site during the ecology surveys there is a known Badger sett within 100m of the site, and Badgers are mobile in their habits. I would recommend that a pre-construction survey of the site for Badgers is carried out and if signs of Badgers are found a method statement must

be prepared giving details of measures to be taken to avoid any possible harm to Badgers during works.

· I would support proposals to enhance the site for wildlife by introducing new tree and shrub planting and by erecting bird nesting and bat roosting boxes on the development site.

Sport England – Have no objection to this application which is considered to meet Exception 5 of Sport England adopted Playing Fields Policy and paragraph 97(c) of the NPPF, subject to the following conditions being attached to any planning approval:

1. Community Use Agreement and Sports Development Plan
2. Management and Maintenance Scheme
3. Design and Layout of the indoor and outdoor sports facilities

Sustrans - Any comments received will be reported to Committee

United Utilities - Has no objection to the proposed development subject to the imposition of conditions.

Policy

The following local and national policies and documents are considered relevant in the determination of the application proposals.

Manchester Core Strategy

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). The Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy SP1 - sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- o creating well designed places,
- o making a positive contribution to health, safety and well-being,
- o considering the needs of all members of the community, and
- o protecting and enhancing the built and natural environment.

This is an overarching policy which sets the context for this application.

Policy H1 - Housing - This policy prioritises residential development on previously developed land. Proposals for new residential development should contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The aim is to support growth on previously developed sites in sustainable locations, taking into account the availability of developable sites.

Policy H2 - Strategic Housing Location - This policy identifies an area encompassing the application site and residential areas to the north as being within a key location for new residential development throughout the plan period. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

The current application proposals are to provide the infrastructure to support the increase in population of this part of the city and the projected increase in population envisaged through policy H1 and H2 and is therefore considered to support the housing policies.

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.

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

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

or

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

or

- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

As set out within the issues section of this report it is considered that improved sporting facilities will be provided on site through the Multi Use Games Area and the all weather pitch that broadens the range of sports and activities available to the public. On this basis the proposals are therefore considered to be compliant with the principles of EN10 of the Core Strategy.

Policy EN12 - Area priorities for Open Space, Sport and Recreation - The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following:-

South area: enhance the quality of existing provision and using opportunities to address deficiencies.

Policy EN14 relates to Flood Risk and states all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and

the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

Policy EN 15 relates to Biodiversity and Geological Conservation. The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City.

Policy EN16 states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Policy EN 18 relates to Contaminated Land and Ground Stability. This policy identifies the priority to develop on previously developed land and that this may include developing sites with historic industrial or other land uses that may have left a legacy of contamination.

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

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.

Policy T2 relates to Accessible areas of opportunity and need and that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

The report sets out compliance with the aforementioned policies.

Policy DM1 of the Core Strategy states:

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards.

As set out within the issues section of this report below, the application proposals are considered to accord with policy DM1 of the Core Strategy.

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

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines.

The proposed development is considered to have been designed to reflect the sites context and relationships with the surrounding area to a provide strong built form and therefore accords with the general principles of the Guide to Development SPD.

The National Planning Policy Framework

National Planning Policy 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, paragraph 10 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 Policy Framework has been related to the proposed development, with particular emphasis given to the following:

i Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive and safe places. Chapter 8, amongst other things, states that planning decisions should ensure that decisions plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments. Also that decisions ensure that established shops, facilities and services are able to develop, modernise and are retained for the benefit of the community. The proposal would create modern secondary school facility for the local community. On this basis, Chapter 8 would be positively responded to.

ii. Chapter 9: Promoting sustainable transport

The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives paragraph 108 states that it should be ensured that appropriate opportunities to promote sustainable transport modes have been /can be taken up , given the type of development and its location, and that safe and suitable access to the site can be achieved for all users.

The proposal incorporates cycle storage, is located in a highly sustainable location and is accompanied by a framework travel plan. On this basis, Chapter 9 would be positively responded to.

iii) Chapter 12 - Achieving well-designed places

States 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 decisions seek to ensure development will function well and add to the overall quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change. The proposed development would be appropriately designed and set within it's context.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals will create a new educational facility in a sustainable location, there is no objection from Sport England to the proposal in terms of the loss of outdoor play and as set out in this report is considered to accord with the Core Strategy Development Plan Document, and therefore with the main principles of the National Planning Policy Framework.

Issues

Principle of use - The proposed educational buildings are considered to be suitable for the application site, which has no designation or site allocation. The proposal will allow a new secondary school to accommodate the increased requirement for additional secondary school places to serve the City. The demand for the provision of the new Secondary School is evidenced and substantiated. On this basis the principle of the use in this location is considered to be acceptable subject to the further consideration of the matters set out below.

Traffic, Car parking and Sustainable Transport – It is recognised that this is a challenge for this site and representations from the local community reflect concerns in this regard. The proposed use would generate peak traffic movements at the start and end of the usual school day and would generate a parking requirement. The applicant has submitted a transport statement assessing the impacts of the development proposed upon key junctions and there have been negotiations following the receipt of comments during the application process to secure an acceptable highway arrangement and to mitigate the impacts of the development proposal.

Off site highways works are considered to be necessary to make sure that the site is accessible on foot and by cycle. The main concerns that needed addressing related to pressure on the surrounding area from drop off by parents. Cycle routes, pedestrian routes and access to public transport has been the focus of negotiation.

The City Council are satisfied, subject to conditions requiring mitigation being imposed.

It is considered that the 115 space car park proposed is an appropriate provision of car parking in relation to the standards set out in the Core Strategy. The site is well located in relation to public transport. Necessary alterations to the highway are proposed as part of Section 278 agreement, which include:

- MOVA (Microprocessor Optimised Vehicle Actuation) to be installed at the new school access junction.

The new access into the site is a relocated signalised access that would be fitted with an intelligent reactive signal system known as MOVA to ensure that there is limited queueing / stacking into the pick up / drop off area (which has 24 drop off spaces) at peak times to discourage pick up / drop off from any other location.

- Additional TROs and H bar markings on Mauldeth Road West and Chelsfield Grove.

To discourage drop off and pick up not within the dedicated drop off facility to be provided. There would be traffic regulation orders on Mauldeth Road West and the junction of Mauldeth Road West and Chelsfield Grove would have junction protection traffic regulation orders and properties within Chelsfield Grove would have H bar marking placed in front of their driveways to maintain access to property.

- Widening of crossing to west of Chelsfield Grove.

The existing Mauldeth Road West crossing point opposite the new pedestrian entrance to the school would be widened to accommodate cycles crossing.

- The south footway of Mauldeth Road West between Princess Road and the Metrolink Bridge would be made into a shared pedestrian / cycleway.

As part of the planning application a shared surface pedestrian cycleway would be established to the south of Mauldeth Road West between Princess Road and the bridge over the Metrolink with appropriate signage, dropped kerbs and markings. This cycleway would link in with two existing cycleways on Princess Road and one near Loretto High School. There would be signage to the school from the Fallowfield Loop and lighting introduced to encourage sustainable travel to the school, particularly from the Metrolink stop at St Werburghs.

- Signage and lighting to the Fallowfield loop to/from school and the upgrade of bus stops on Mauldeth Road West.

To encourage sustainable travel to the school on foot, by bus, by cycle and by tram.

- Improvements to junction of Alexandra Road South and Mauldeth Road West.

To decrease the width of the junction through build outs and the provision of a crossing point with tactile pavements to provide a safe crossing point.

- School entrance markings with guard rail, flashing school warning signs, restricted access to utility manhole area.

For the safe operation of the highway.

The off site highways works would be secured by condition that would ensure that the drop off facility is provided and that TRO's are in place to ensure that there is adequate protection in place to ensure that nearby residents are not impacted upon to an unacceptable degree.

A condition is recommended to ensure that the school fulfil their obligation to encourage pupils to travel to school utilising sustainable methods of transport as set out in the Framework Travel Plan.

It is considered that the applicant has provided a proportionate level of information relating to transport and car parking. They have confirmed agreement to the necessary Section 278 works to address the concerns expressed by the community and to mitigate the impacts of the proposed development (these Section 278 works are to be agreed through the discharge of conditions) and it is not considered that the proposals raise significant enough concerns to warrant refusal of the application on highway or pedestrian safety grounds.

Residential Amenity - The proposed building is three storeys in height with a maximum height (including plant) rising to 14.9 metres. The site is separated from residential property to the north by the width of Mauldeth Road West and to the south west by the Metrolink line.

The nearest residential property to the site is located on Pheasant Drive and Vixen Close 16m across the Metrolink line opposite the proposed floodlit all weather pitch beyond a running track. There is significant screening in this location to overcome light spillage from the proposed floodlights in this location and the lighting scheme has been designed to avoid spillage which has been assessed by Environmental Health. Subject to a suitable condition controlling the hours of use of the all weather pitch until 9pm in the evening, it is not considered that the proposal would give rise to unacceptable impacts in terms of residential amenity. A condition recommending is attached to ensure that if glare occurs that the applicant addresses this issue. It is acknowledged that activity relating to the all weather pitch will be audible from neighbouring houses, however, there are two grass pitches in this location presently without controls over the hours of use.

The gable elevation and north facing elevation facing Mauldeth Road West is located at its nearest point 44m away from the front gardens to neighbouring property. The building would be located over 70m from the front property boundaries on Chelsfield Grove. There is significant screening to be retained to this boundary, the land levels are depressed by c. 3.2m and it is not considered that there would be any overlooking from the development proposals.

Given the separation distance provided to the proposed school building it is not considered that the development would give rise to unacceptable impacts on residential amenity in terms of loss of light, overshadowing or overlooking.

Any approval would be subject to the imposition of appropriate conditions controlling hours of opening, servicing and deliveries.

The proposal by its nature will increase comings and goings from the site as a result from both initially the 1200 pupils being picked up and dropped off as well as the 120 full time members of staff arriving and leaving the building. The concerns expressed are that this may result in increased pressures for car parking on Mauldeth Road West and Chelsfield Grove residential streets for limited times both in the morning and afternoon associated with the normal school day, although as set out elsewhere in this report the levels of parking proposed are considered acceptable for the proposal and the Highways measures to be put in place should encourage pick up and drop off from the dedicated facility that will be easily accessible at the school.

Whilst there would be a noticeable change in the traffic in the immediate area, with the mitigation measures it is not considered that this impact would be so significant to warrant refusal of the application.

Other comments have been made about pupils travelling to the school through residential roads. If pupils are travelling sustainably by foot, by bike or by Metrolink to the school this is seen as a positive. Signage and lighting is proposed to the Fallowfield loop to encourage this.

Visual Amenity – It is inevitable that any building on this site will result in a visual change in the locality given it is vacant previously developed and grassed land. In addition existing fencing is to be replaced and additional fencing is to be installed. It is proposed to have a continuous 2.4m high weld mesh fence along the Mauldeth Road West frontage, alongside the existing fencing to Metrolink line (to be retained) and around the outside of the all weather pitch. This would also run around the perimeter of the replacement Greater Manchester Police facilities. The internal boundaries between the school and the facilities would comprise an acoustic timber fence measuring 3m in height and a close boarded timber fence to 2.4m in height to protect the animals within the replacement facilities from noise disturbance from within the school grounds.

There would be 3m high sports court fencing around the multi-use games area and 3.6m high sports court fencing around the all weather pitch. To the southern boundaries of the multi-use games area and all weather pitch there would be additional ball stop fencing to a height of 5m stop balls going toward the Metrolink line.

The proposed school has, however, been designed to respond to the general character of the area.

The proposed building is of a modern design utilising buff brick, an aluminium window system, aluminium curtain wall glazing and cladding with a powder coated metal frame to the entrance.

The design and appearance is considered to be acceptable in visual terms in this location.

The site is well screened from nearby residential property on Mauldeth Road West and Chelsfield Grove by trees to be retained and to be planted and the development is separated a significant distance from property as detailed in the residential amenity section above.

Sports - It is acknowledged that the proposals would result in the loss of two grass sports pitches used by Greater Manchester Police. However the scheme includes for Greater Manchester Police to utilise two pitches on the adjacent Hough End site in lieu of the ones lost to the proposed development. The scheme also includes for a 4 court (690sqm) community sized sports hall, a full-sized all weather sports pitch (sand dressed); 4no. court multi-use games area (MUGA) and a 100m grass running track.

The proposed installation of the multi use games area and artificial pitch would increase the number of opportunities for outdoor recreation which would be available for multi sport community use beyond the school day that would support increases in local participation.

It is recommended that the provision of a new sports facility available to the Community is secured through an appropriately worded condition to ensure the provision of improved and enhanced sport and recreation facilities to the local area. The proposal is therefore considered to accord with policies EN10 and EN12 of the Manchester Core Strategy.

Trees - The development plans would involve the removal of 12 individual trees (2 x Category A, 2 x Category B, 7 x Category C and 1 Category U Tree); tree groups comprising approximately 0.3ha (5 x Category B and 2 x Category C); and 110.6m of hedgerow would be removed.

To mitigate for the loss of trees the proposals include the planting of a total of 82 new trees, alongside 86m of hedge and hedgerow mix planting. There would be a net gain in tree cover following the maturation of the trees to be planted. The applicant has also committed to provide further off site tree planting in Chorlton Park. This would accord with policy EN9 which refers to replacement tree planting. A condition requiring the replacement tree planting to be undertaken is recommended.

Air Quality - The information submitted with the application has been reviewed by the City Councils Environmental Health team and no concerns have been raised with regards to the adequacy of the submitted information. The scheme includes for electric charging for vehicles, cycle parking, landscaping and includes a travel plan which encourages alternatives to travelling by car. A construction management plan condition is recommended to control dust emissions, this is anticipated in the submitted air quality statement, which finds that the mitigated impacts of the construction activities would not be significant.

It is considered that the proposals would not give rise to unacceptable impacts in terms of Air Quality and therefore accords with policy EN16 of the Core Strategy.

Crime - The application has been supported by a Crime Impact Statement prepared by Greater Manchester Police. A condition is recommended that the development achieves Secure by Design accreditation and a suitable worded condition is proposed.

It is considered that the proposed development has been designed to reduce the risk of crime and therefore accords with policy DM1 of the Core Strategy.

Ecology - The applicant has prepared an Ecological Impact Assessment alongside the application. Greater Manchester Ecology Unit have raised no significant ecological concerns regarding the site or proposals, subject to the imposition of appropriate conditions and informatives requiring the provision of bat and bird boxes and further investigations with regards to the presence of badgers and foxes on site. If badgers or foxes, conditions recommended require details of measures to be taken

to avoid any possible harm to badgers during works and to accommodate foxes within the landscaping plan.

Climate Change - The applicant has provided an Environmental Standards Statement that confirms the building would achieve a BREEAM (Building Research Establishment Environmental Assessment Method) Very Good score. The build would incorporate a number of sustainable features in order to combat climate change, such as achieving 7% reduction in building emissions over Part L of the Building Regulations, reductions in energy demand and provision of green infrastructure throughout the site amongst other measures, an appropriately worded condition is proposed in relation to this matter. The development would also provide 8 electric vehicle charging points within the car park, a condition to ensure that this provision is delivered is recommended.

Waste – A detailed Waste Management Strategy was submitted to accompany the planning application. This has been assessed by Environmental Health, who are satisfied, subject to a condition requiring compliance with the strategy submitted.

The proposed school would have a secured bin storage area accessed from the service area to be provided off the car parking area.

The bins that would be housed in this area are:

- 1 x 8 cubic metre Front End Loader – Standard General Waste – to be emptied twice weekly
- 1 x 8 cubic metre Front End Loader – Mixed Recycling (Dry mixed) – to be emptied weekly
- 5 x 240L Wheelie Bin – Standard Organic Food Waste – to be emptied weekly

Collections will be on a scheduled basis by a private contractor.

Inclusive Design - The new building would be fully accessible. A lift would take users from the ground to the first floor and second floor.

Conclusion - The application proposals relates to the provision a new secondary school in Chorlton which is an essential facility to serve the local community. It is considered, as set out within this report, that the proposals will not result in any unacceptable harmful effects and is compliant with all development plan and national policies.

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

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

Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner 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:

Existing Site Plan – Dwg no. P5137_01100
 Existing Location Plan – Dwg no. P5137_01110
 Proposed Site Plan – Dwg no. P5137_01120
 Proposed GA Plans – Ground Floor – Dwg no. P5137_01250
 Proposed GA Plans – First Floor – Dwg no. P5137_01251
 Proposed GA Plans – Second Floor – Dwg no. P5137_01252
 Proposed GA Plans – Roof – Dwg no. P5137_01253
 Proposed GA Elevations – Dwg no. P5137_01350
 Proposed GA Sections – Dwg no. P5137_01450
 Proposed GA Elevations (CGI) – Dwg.no P5137_01351
 Planning Visuals – Dwg no. P5137_01700
 Planning Visuals – Dwg.no P5137_01701
 Planning Visuals – Dwg.no P5137_01702
 Planning Visuals – Dwg.no P5137_01703
 Access and Security Strategy – Dwg no. CHS-DHL-Z0-Z0-DR-L-0002 Rev P02
 Site Sections – Dwg no. CHS-DHL-Z0-Z0-DR-L-0007 Rev P01
 Planning Statement (WYG)
 Design and Access Statement (Pozzoni)
 Transport Assessment (VIA Solutions)
 Travel Plan (VIA Solutions)
 Air Quality Assessment (RSK)

Arboricultural Impact Assessment and Tree Survey (TEP)
 Crime Impact Statement (Greater Manchester Police)
 Drainage Strategy (BDP)
 Ecological Representation Report (TEP)
 Extended Phase 1 Habitat Survey (Ecology Link)
 Environmental Standards Statement (BDP)
 Flood Risk Assessment (WYG)
 Light Impact Assessment (BDP)
 External Lighting System Plan (Dwg no. CHS-BDP-ZZ-EX-PL-E-3104 Rev P01)
 Environmental Noise Assessment (BDP)
 Site Investigation – Phase 1 (Encon)
 Site Investigation – Phase 2 (Dunelm)
 Statement of Community Involvement (WYG)
 Topographical Survey (RPS)
 Potential Unexploded Ordnance Contamination Report (RPS)
 Waste Management Strategy (CHS South)

Road Safety Appraisal and Accessibility Assessment received 23 September 2019

Highways Technical Note from Via Solutions received 4th October 2019

Site Masterplan CHS-DHL-ZO-ZO-DR-L-001 Rev P04
 Pedestrian Crossing Improvements 19067202 / 19067203 received 17th October 2019

Planting Plan - Dwg no. CHS-DHL-ZO-ZO-DR-L-0003 Rev P02
 External Sports Provision - Dwg no. CHS-DHL-ZO-ZO-DR-L-0004 Rev P03
 Paving Materials and Street Furniture – Dwg no. CHS-DHL-ZO-ZO-DR-L-0005 Rev P02
 Fence Line General Arrangement – Dwg no. CHS-DHL-ZO-ZO-DR-L-0006 Rev P03
 Levels Strategy - Dwg no. CHS-DHL-ZO-ZO-DR-L-0008 Rev P03 received 22nd October 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. 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 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.

11. The car parking layout indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the buildings hereby approved being occupied. The car parks shall remain in use at all times thereafter.

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

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:

- Widening of crossing to west of Chelsfield Grove
- Signing of Fallowfield loop to/from school
- School entrance markings with guard rail
- MOVA to be installed at the school access junction
- Additional TROs
- Flashing school warning signs
- H bar markings
- New school access
- Upgrade of bus stops
- The south footway of Mauldeth Road West between Princess Road and the Metrolink Bridge should be made into a shared pedestrian / cycleway
- Improvements to junction at Alexandra Road South
- Lighting upgrade Fallowfield Loop
- Restrict access to Utility manhole area

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. 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.

15. 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.

16. Prior to first use of the sports facilities a Community Use Agreement with Sports Development Plan prepared in consultation with Sport England shall be submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to all indoor and outdoor sports facilities and include details of pricing policy, hours of use, access by non-members, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The sports facilities shall not be used other than in strict compliance with the approved agreement.

Reason - To secure well managed safe community access to sports facilities, to ensure benefit to the development of sport pursuant to policy EN10 of the Core Strategy.

17. No development of the Sports Hall, Artificial Grass Pitch and Multi Use Games Area shall commence until details of the design and layout of the Sports Hall, Artificial Grass Pitch and Multi Use Games Area have been submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. For the Artificial Grass Pitch and Multi Use Games Area the details shall include cross sections of the sub base and surface materials, drainage, dimensions, fencing and sports lighting. The Sports Hall, Artificial Grass Pitch and Multi Use Games Area shall not be constructed other than substantially in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy EN10 of the Core Strategy.

18. Before the sports facilities are brought into use, a Management and Maintenance Scheme for the sports facilities including management responsibilities, a maintenance schedule, sinking fund and timetable for replacement of the Artificial Grass Pitch carpet, and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the sports facilities.

Reason: To ensure that new facilities are capable of being managed and maintained to deliver facilities which are fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with Development Plan Policy EN10 of the Core Strategy and paragraph 97(c) of the NPPF.

19. The development hereby approved shall not be occupied or used until the Council as local planning authority has received a scheme for the extraction of any fumes, vapours and odours from the premises, to be submitted to, and approved in

writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers of nearby properties in order to comply with Policy DM1 of the Core Strategy for the City of Manchester.

20. Prior to the commencement of 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. The Plan shall include:

- The routing of construction traffic;
- 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 and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned;
- Specify the working hours for the site;
- Identify advisory routes to and from the site for staff and HGVs;
- Dust management statement;
- Noise management statement.

Reason - In the interest of pedestrian and highway safety, and to ensure that construction works are not prejudicial or a nuisance to adjacent dwellings and properties pursuant to policy DM1 of the Core Strategy.

21. The premises shall not be open outside hours to be agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies SP1 and DM1 of the Core Strategy and saved Policy DC26 of the City of Manchester Unitary Development Plan.

22. No activity on the pitch / field / court outside hours of:

Monday to Saturday 09.00 to 21.00

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies SP1 and DM1 of the Core Strategy and saved Policy DC26 of the City of Manchester Unitary Development Plan.

23. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies SP1 and DM1 of the Core Strategy and saved Policy DC26 of the City of Manchester Unitary Development Plan.

24. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be

submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as local planning authority.

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

25. Before the use hereby approved commences, 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.

26. Before first occupation of the development, the buildings, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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.

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

27. The approved scheme for the storage and disposal of refuse shall be implemented as part of the development and shall remain in situ whilst the use is in operation.

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

28. Notwithstanding the landscaping scheme submitted further investigations shall be undertaken with regards to the presence of foxes. The approved landscaping 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.

29. Bat roosting provision should be created, details of which should be provided to and approved in writing by the local planning authority prior to the occupation of the development hereby approved.

Reason: In order to prevent any habitat disturbance to bats in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

30. Prior to the occupation of the development hereby approved, details of the provision of bird boxes shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

31. No development shall commence until pre-construction survey for badgers is carried out and if badgers are found a method statement must be prepared giving details of measures to be taken to avoid any possible harm to badgers during works. If works in association with a method statement are required these shall be implemented in accordance with the approved details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policies EN9 and EN15 of the Core Strategy.

32. No development shall take place until a geotechnical report to confirm that the site works will not adversely affect the stability of the Metrolink embankment has been submitted to, and approved in writing by Manchester City Council.

Reason: To protect the integrity of Metrolink infrastructure pursuant to policy T1 and DM1.

33. 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).

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

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

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

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: 124685/FO/2019 held by planning or are City Council

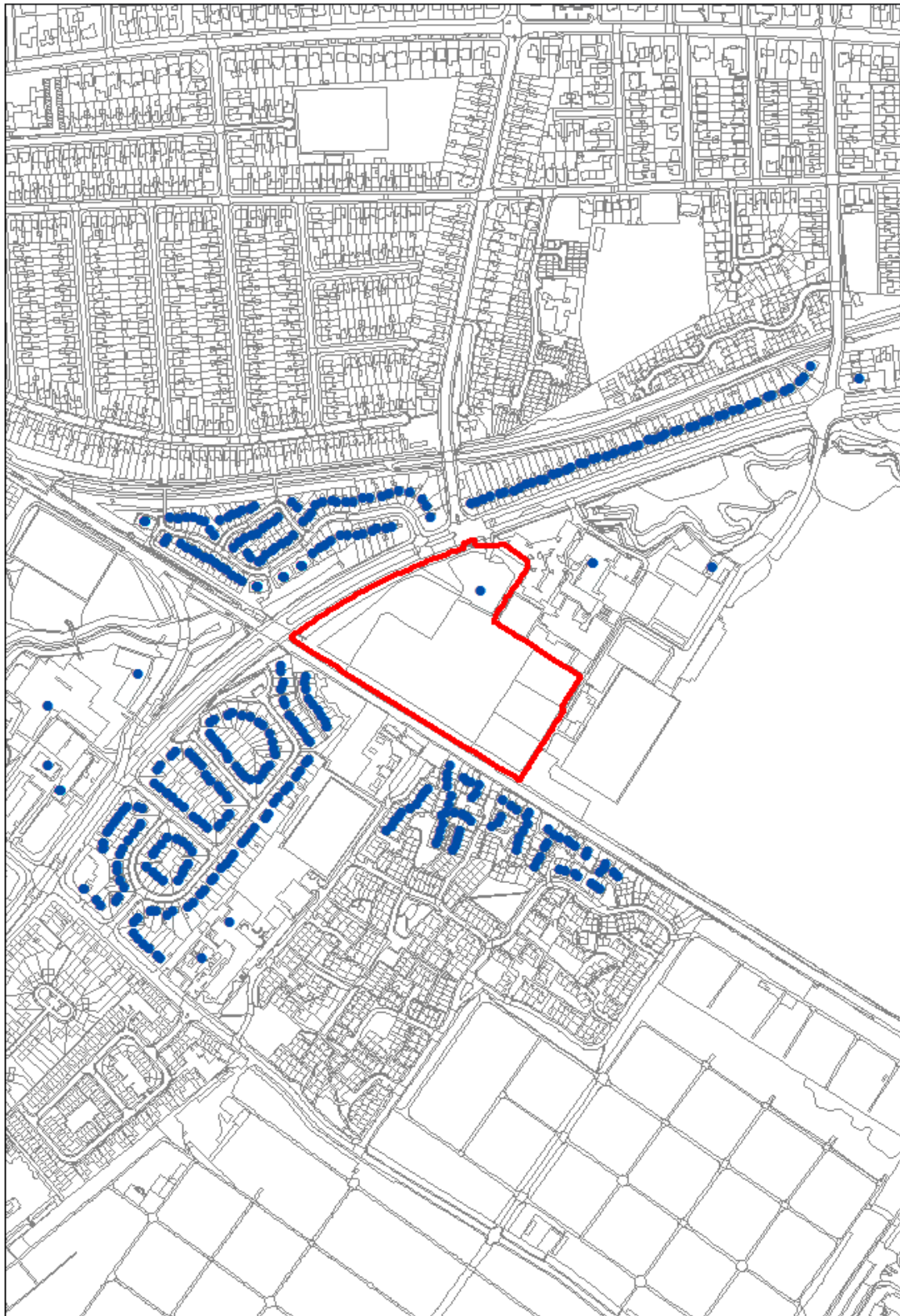
planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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)
MCC Flood Risk Management
Parks, Leisure & Events
South Neighbourhood Team
Transport for Greater Manchester
Greater Manchester Ecology Unit
Sport England
Sustrans**

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
124320/FH/2019	24 th Jul 2019	14 th Nov 2019	Didsbury East

Proposal Retrospective application for the reconstruction of external brick work to front and side elevations of dwelling

Location 53 Kingston Road, Manchester, M20 2SB

Applicant Shaheean Khan, 53 Kingston Road, Manchester, M20 2SB,

Agent Mr Richard Lee, Richard Lee Project Planning, 29 Clonners Field, Nantwich, CW5 7GU

Description

This application was placed before the Planning and Highways Committee on 19th September 2019 and at that meeting the committee deferred deliberation in order to allow Members to undertake a site visit. The application was then placed before the Planning and Highways Committee on 17th October 2019 but the applicant requested that it be deferred in order to allow for a sample panel of the brick tinting to be prepared

53 Kingston Road is a 2 storey detached dwellinghouse located within the Didsbury St. James Conservation Area. 53 Kingston Road is one of seven identical detached dwellings (the *Shirley Houses*), located on the eastern side of Kingston Road, which were constructed as accommodation for staff by the Shirley Institute, now Towers Business Park.

The property sits in spacious grounds, beyond which to the north and south sit nos. 47 and 55 Kingston Road respectively, both 2 storey detached dwellings. To the east of the site there is a thick landscape belt running along the common boundary with The Towers Business Park. To the west of the site, on the opposite side of Kingston Road, stands no. 56 Kingston Road, a part single/part 2 storey detached dwelling.

Planning permission to erect a two storey rear extension and a single storey side extension to the property was approved in January 2018 under reference 117633/FH/2017. This planning permission was conditional upon using matching bricks in the construction of the extensions in order to maintain the uniform look of the *Shirley Houses*. It became apparent during the construction of the extensions that the approved brick (Ibstock Birtley Olde English) had not been used. Furthermore, for structural reasons the applicant removed the outer skin of the front elevation and completely rebuilt the side elevations using instead a Weathered Pre War Common type brick.

Given the use of the non-matching bricks and the fact the rebuilding work was undertaken while the extensions approved under planning approval 117633/FH/2017 were being constructed, the applicant was informed of the need to apply for the rebuilding of the front and side elevations and this forms the basis of the application now before the committee. In addition to applying to retain these rebuilt elevations,

the applicant is also proposing to colour tint them so that they match the remaining *Shirley Houses*. While not part of this proposal the applicant would also be colour tinting the extensions approved under planning permission 117633/FH/2017 to ensure that all the new brick work matches the other *Shirley Houses*.

The applicant has also applied for planning permission to erect a brick garage at the side of the dwelling, along with a front brick boundary wall and gateposts, and this application is also before this committee (Item 7, 121460/FH/2018). As with this application, it is also proposed to colour tint the brickwork used in the construction of the garage.

The difference between the rebuilt elevations of no. 53 Kingston Road (on the left) and the adjoining dwelling (one of the *Shirley Houses*) is shown below:



Consultations

Local Residents – One letter of objection has been received, the comments are outlined below:

- It was always a key condition of the planning consent to retain the appearance of the front and south elevation of the house, as number 53 Kingston Road is one of seven identical 'Shirley Houses' within the conservation area. The front and south walls were to remain original, thereby ensuring that the development maintained the character of a 'Shirley House' as much as possible.
- The application for variation only covers the front and side elevations of the original house (walls that were supposed to remain original and had not been approved for re-construction). Any new walls were to be constructed using approved Ibstock Birtley Olde English bricks. The whole development, including the entire house and the unapproved enclosing walls and garage, has not been constructed using the approved Ibstock Birtley Olde English bricks and have been constructed using the same unapproved bricks as the

re-constructed front and side elevations. The work undertaken at 53 Kingston Road is now effectively a new build, completely in contravention with the approved planning consent.

- The front and side walls were sound, and should any repairs have been necessary, there were thousands of original bricks available, due to the demolition of other walls within the property.
- The windows and doors within the front and south side elevations now have unapproved re-constituted stone mullions, which none of the other 'Shirley Houses' have
- It is accepted by the owner that the bricks used do not harmonise or match the adjacent 'Shirley Houses', hence the application now submitted for approval. To correct this deviation from planning consent, it is proposed that 'Bricks to be tinted to match adjacent 'Shirley Houses''". However, the datasheet supplied with the application of the treatment to be used states that it is clear and does not tint bricks.
- Go guarantees or assurances can be given as to the possible colour changes or longevity of the effect of the treatment. The treatment is intended to give the bricks an 'aged' appearance, it is not intended to change the colour. It is not possible for the manufacturer to determine how long the treatment will last, so it can therefore only be considered as a temporary measure. Even if the treatment was effective in significantly changing the appearance of the bricks so that they matched, or at least harmonized with, the adjacent 'Shirley Houses', how can it be effectively managed by Manchester Planning throughout the lifetime of the building that planning consent is maintained?
- How can this application be approved when it is not possible to know what effect the treatment will have and therefore, it is not possible to know if the treatment will be effective in addressing the issue?

Didsbury Civic Society – No comments received.

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:

- a) Approving development proposals that accord with an up-to-date development plan without delay; or
- b) 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.

Paragraph 202 states that local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

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- 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.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

Saved UDP Policies – Policy DC18 is considered of relevance in this instance:

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

- a) The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - 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
 - iv. street trees);
 - v. the effect of signs and advertisements;
 - vi. any further guidance on specific areas which has been approved by the Council.
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- c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
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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
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emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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

Issues

Design – The design of the rebuilt elevations is considered acceptable. The front elevation still incorporates the same ratio of brickwork to windows, has a bay on the ground floor and a decorative arch over the door. The side elevations still incorporate a number of windows to avoid a completely blank elevation and rather than use brick headers and cills the applicant has used a reconstituted stone material, which is considered acceptable in this instance.

The roof remains as approved, i.e. constructed from slate, again this is considered acceptable.

The original and proposed front elevations are shown below.



While the design of the elevations is acceptable, what is of concern is the brick that has been used in their construction, namely the Weathered Pre-War Common, as they do not match the colour of the remaining *Shirley Houses*. To overcome these concerns the applicant is proposing to colour tint these elevations (along with the extensions approved under application 117633/FH/2017 and the garage proposed under application 121460/FH/2018) to ensure that they resembles the colour of the other *Shirley Houses*. As the rear elevation is not visible from the public highway or

from the adjoining business park there would not be a requirement to colour tint that elevation.

The tinting would be undertaken by hand by Bebbington Brick Services, recognised experts in this field, with each brick being treated individually and guaranteed for 40 years. To ensure a good match the applicant would be required to provide a sample panel of the tinting, this would be enforced via condition no. 2. The tinting of the bricks is considered to be an acceptable solution to the matter and its implementation would be subject to a condition. An example of the process is shown below.



Impact on Didsbury St. James Conservation Area – Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. In this instance, the application site is located within the Didsbury St. James Conservation Area.

The Didsbury St. James Conservation Area, which lies nine kilometres south of the city centre, was designated in November 1970. It is centred on the historical core of Didsbury, at the junction of Wilmslow Road and Stenner Lane, and covers an extensive area. Most of the conservation area is on level ground, but there is a slope down Millgate Lane, Kingston Road and Stenner Lane where the higher land gives way to the lower level of the Mersey flood plain. Architectural styles vary from the Perpendicular of St James's Church to the Classical and Gothic of public buildings and of the more grandiose houses. Remnants of older and more modest houses exist in simple vernacular character.

A great variety of building materials is used in the conservation area. Most common is red brick for walls and blue slate for roofs. Stone dressings, in conjunction with brickwork, are used extensively, and several buildings are built entirely of stone, notably the two churches. The whole of the conservation area, with the exception of playing fields, is well wooded. The trees serve not only to screen one group of buildings from another, but to provide a unifying, leafy backdrop to the whole area.

The requirement to preserve or enhance the Conservation Area is a key requirement within policy EN3 of the Core Strategy, saved UDP policy DC18, along with the

objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials. In terms of informing the character and form of new development in the area, it is considered that careful consideration should be given to the existing character of the area including the size, mass and appearance (including materials) of the older buildings.

If no. 53 Kingston Road was an individually designed property the use of the Weathered Pre-War Common brick in its construction would not be contentious. However, this property is one of a series of identically designed properties built for a specific client in the 1920's, i.e. The Shirley Institute, and the remaining dwellings have all retained their original brickwork and on the whole remain unchanged, resulting in a recognised feature of this part of the conservation area.

It is believed that without the colour tinting referred to earlier the appearance of the proposal would have a detrimental impact upon character of the conservation area. However, it is considered that the proposed colour tinting would ensure that the proposed elevations would more closely resemble the original *Shirley Houses* and for this reason it is considered that the proposal results in "less than substantial harm" upon the character and setting of the Didsbury St. James Conservation Area.

Public Benefit of the Proposal – Paragraph 196 of the National Planning Policy Framework states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, in this case the Didsbury St. James Conservation Area, this harm should be weighed against the public benefits of the proposal.

It is acknowledged that if left untreated the bricks used in the construction of the front and side elevations would have a detrimental impact upon the character of this conservation area and upon the levels of visual amenity enjoyed along Kingston Road. In treating these elevations it is recognised that no. 53 Kingston Road would more closely resemble the remaining *Shirley Houses*, which would be of a positive benefit to the character of the conservation area. The proposed scheme also has the public benefit of overcoming the harm caused by the inappropriate materials without the need for future disruption from the demolition of the outer walls of the main house and the additional impacts from the construction process.

Impact upon the nearby Listed Building – The proposal would have no physical or visual impact upon the nearby listed building, namely The Towers and no. 40 Kingston Road, given that they are both approximately 95 metres away.

Visual Amenity – Currently no. 53 Kingston Road does form an incongruous feature in this part of the conservation area, given that it no longer matches the other the *Shirley Houses*.

However, as it is acknowledged that the colour tinting would remedy this issue and ensure that the property would resemble the remaining matching dwellings, it is considered that proposal would not have a detrimental impact upon the levels of visual amenity enjoyed in the vicinity of the site.

Pedestrian and Highway Safety – The proposal would have no impact upon current levels of pedestrian and highway safety enjoyed along Kingston Road.

Ecological Impact of the Tinting Solution – Concerns have been raised about the impact of the brick tinting process and the chemicals to be used. The tinting solution would be applied by brush, rather than by spraying, and this would ensure that its dissipation throughout the atmosphere is limited. In addition, it should be noted that when diluted the soluble silicates in the tinting solution are indistinguishable from naturally dissolved silica. Given this, it is acknowledged that the tinting solution would not have any far reaching effects on the wider environment.

Conclusion

It is recognised that the *Shirley Houses* are a feature of the conservation area and that they offer a unified frontage on this section of Kingston Road. It is also acknowledged that if the bricks were left untreated the proposal would have a detrimental impact upon the character of the conservation area. However, given that the bricks used in the construction of the rebuilt elevations are to be colour tinted to match the neighbouring dwellings, it is considered that this proposal does not compromise the setting of the *Shirley Houses* nor impact upon the overall character of the Didsbury St. James Conservation Area and as such the development results in “less than substantial harm”.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to the planning application.

Conditions to be attached to the decision

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

- a) Drawing no. 9321/001E and 120E, stamped as received on 24th July 2019.
- b) The Brick, Masonry and Mortar Weathering Tint Product Data Sheet (Bebbington Brick Services), stamped as received on 24th 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 Manchester Core Strategy.

2) a) Within two months of the date of this permission a sample panel of treated brickwork shall be prepared on site and shall be inspected by the Local Planning Authority.

b) Any required changes following the inspection shall then be carried out within a further one Month period and again inspected by the Local Planning Authority.

c) The agreed final finish shall then be approved in writing by the Local Planning Authority and the remainder of the house shall then be finished in accordance with the agreed details within a further three month period. The finish shall then be retained at all times thereafter.

Reason – In the interests of visual amenity and to protect the character of the Didsbury St. James Conservation Area, pursuant to Policies DM1 and EN3 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: 124320/FH/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.

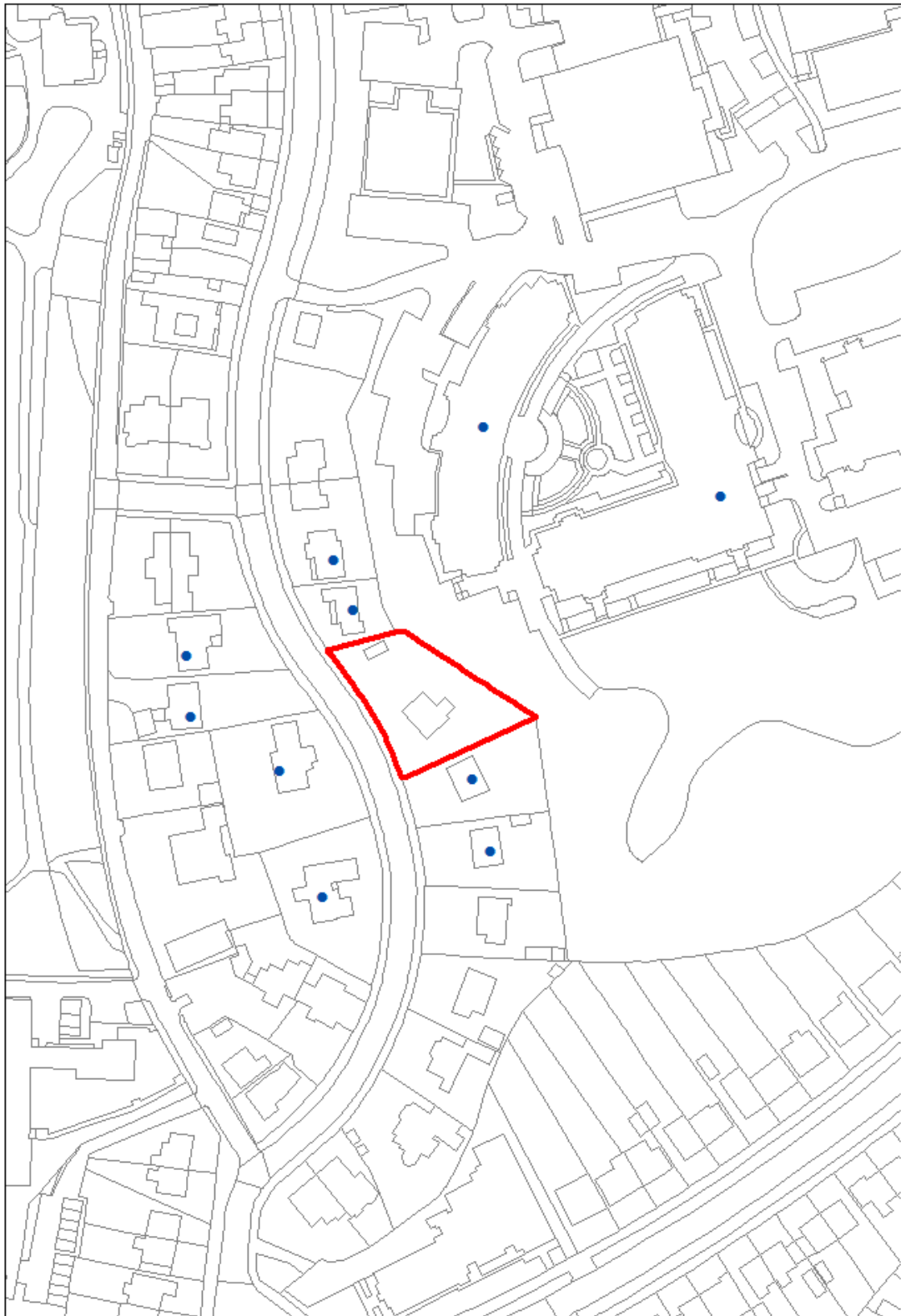
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Didsbury Civic Society

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 :	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
121460/FH/2018	5 th Oct 2018	14 th Nov 2019	Didsbury East

Proposal Part retrospective application for the erection of a detached garage and a front brick boundary wall with associated metal gates.

Location 53 Kingston Road, Manchester, M20 2SB

Applicant Mr S Khan , 53 Kingston Road, Manchester, M20 2SB,

Agent Mr Rahat Anwar, RA Design & Project Management Ltd, Suite 4, The White House, BL1 4AP

Description

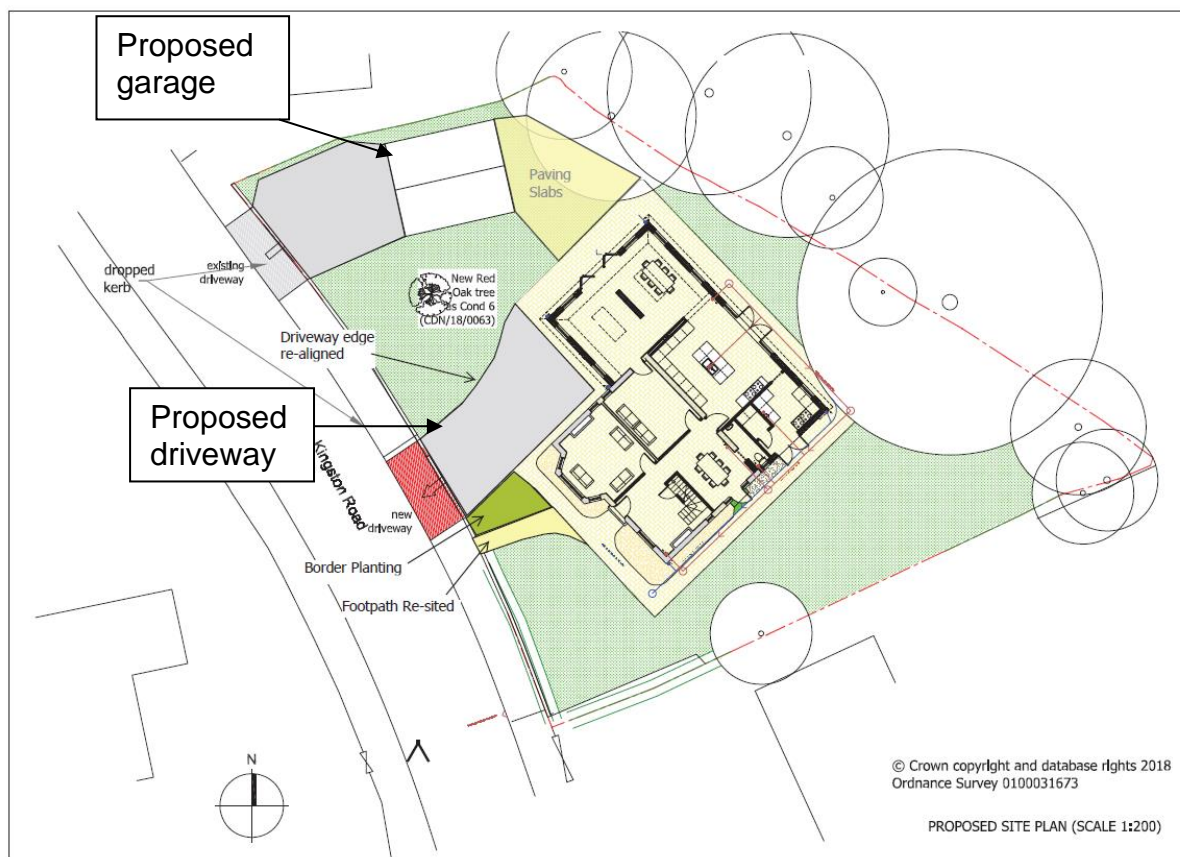
This application was placed before the Planning and Highways Committee on 19th September 2019 and at that meeting the committee deferred deliberation in order to allow Members to undertake a site visit. The application was then placed before the Planning and Highways Committee on 17th October 2019 but the applicant requested that it be deferred in order to allow for a sample panel of the brick tinting to be prepared.

53 Kingston Road is a 2 storey detached dwellinghouse located within the Didsbury St. James Conservation Area. 53 Kingston Road was one of seven identical detached dwellings (The *Shirley Houses*) located on the eastern side of Kingston Road but it has since undergone significant alterations which are the subject of planning application 124320/FH/2019, which is also on this agenda.

The property sits in spacious grounds, beyond which to the north and south sit nos. 47 and 55 Kingston Road respectively, both 2 storey detached dwellings. To the east of the site there is a thick landscape belt running along the common boundary with The Towers Business Park. To the west of the site, on the opposite side of Kingston Road, stands no. 56 Kingston Road, a part single/part 2 storey detached dwelling.

Planning permission to erect a two storey rear extension and a single storey side extension to the property was approved in January 2018 under reference 117633/FH/2017. Since then the applicant has also received consent to carry out a number of works to trees under references 117932/TCA/2017 and 120271/TPO/2018.

The applicant is now applying to erect a garage on the site of the former garage that was demolished several months ago. Access to the garage would be via the existing driveway. In addition, the applicant is proposing to create an additional car parking space to the front of the recently erected single storey side extension and erect a brick boundary wall/gateposts and gates at a height of 1 to 1.15 metres along the length of the front perimeter of the site. The proposed garage and boundary wall have been substantially completed. The proposed layout is shown overleaf:



Consultations

Local Residents – Four letters of objection have been received from local residents:

- The application for the garage has not been determined but the applicant has continued to build the garage.
- An additional driveway/car space is overdevelopment.
- More of the site has been hardsurfaced than has been shown on the submitted layout drawing.
- It would also be unsafe to have two entrances/exits to the property in close proximity on a deceptively dangerous bend in the road.
- The drains at the entrances to the driveways will not prevent the water from exiting onto the footpath.
- The proposal represents a permanent addition to the original application, overdevelopment of the site, an increase in the hard-standing area and a significant reduction in the soft-landscaping of the site.
- The loss of all of the trees from the site, as a result of the approval of additional applications now means that there is no mature, screening vegetation - shrubs or trees - which could have reduced the impact of the double garage.
- The introduction of a second vehicular access through double gates in the front wall represents three further issues:
 - a) A further reduction in the soft-landscaping of the site to provide for access and hard-standing space for vehicles

- b) A potential increase of surface water run-off from the increased hard-standing areas which could impact on the drainage capacity of the street.
 - c) Most importantly, result in the introduction of a further vehicular access in part of the road where access and egress is already difficult and potentially dangerous because the road layout (a blind bend in Kingston Road to the north of the site, the speed of passing traffic in spite of the 20 mph speed limit, and the level of on-street parking.
- The previous single garage, which was mostly hidden from view by the now removed trees and mature hedging, has now been replaced by a large double garage, further significantly impacting upon the street scene. What was once a large garden has now become a cramped site, devoid of any natural merit. The double garage does not harmonise with or enhance the area. Furthermore, and of greater impact, is the intention to incorporate two vehicular double gates into the development. Clearly, these gates will also require additional associated hard standing.
 - As well as removing what little is left of the garden to accommodate car access/egress and parking, the significant increase in hard standing will put further load on the already overstretched street drainage.
 - Number 53, one of seven identical houses with significant gardens, will no longer harmonise with the street scene.
 - What little of the garden remains will also be blocked from street view by the associated vehicles which will be parked on the intended extensive driveway.
 - If the applicant requires so much off-road parking then any garage should be located to the rear of the site with one long driveway from the street to accommodate vehicles, thereby minimising the impact on the street scene, as per the adjoining houses. As currently proposed, the site will resemble a car park.

Ward Members – A joint letter of objection has been received from Councillors A. and K. Simcock, the points raised are as follows:

- This garage is being erected already so we know that this is for retrospective approval. Nonetheless, this applicant has, in our opinion, made a mockery of Tree Protection Orders in particular and their contractors have shown a disregard for the working restrictions by working at weekends and bank holidays even when requested to stop.
- The garage is located where a tree that was covered by a TPO was in position. Knowing this, the applicant's contractors weakened the tree by working in close proximity to its roots without any form of protection for the tree. The tree then became unsustainable and had to be removed. There was then a vacant site for the garage to be erected.

Highway Services – Highway Services have made the following comments:

- The new garage which is serviced from an existing vehicular crossover is acceptable from a highway perspective.
- The proposed boundary treatment is acceptable in principle provided that the gates will open inwards into the development site.
- The new driveway and new hardstanding area is acceptable from a highway perspective.

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:

- a) Approving development proposals that accord with an up-to-date development plan without delay; or
- b) 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.

Paragraph 202 states that local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

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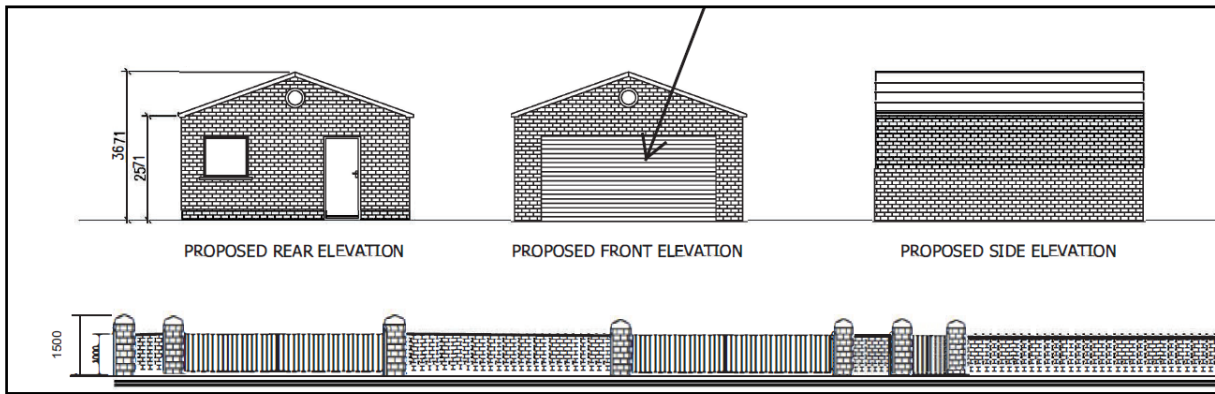
The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been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

Issues

Principle of the Proposal – The erection of a domestically scaled garage within the grounds of a dwellinghouse, which is located on the site of a previously demolished garage, is considered acceptable in principle. In addition, the replacement of the wooden fencing with a one metre high brick wall and brick gateposts is also acceptable in this context. It is noted that planning permission for new front boundary walls at nos. 55, 59 and 61 Kingston Road has been granted in 2018 and 2019. Notwithstanding this, consideration must be given to the proposals impact upon the existing levels of residential and visual amenity enjoyed by the residents who adjoin the site, as well as the impact upon the Didsbury St. James Conservation Area and existing tree coverage. In this case the main issue concerns the use of the proposed brick

Design – The design of the garage is conventional and it, along with the boundary wall/gateposts, have been constructed using traditional materials, namely brick topped with grey roof tiles. The doors to the garage and the proposed gates would be of metal construction. The garage is 3.7 metres high at the ridge and is 5.6 metres wide, as opposed to the original garage which was 2.9 metres wide.

The design of the proposed garage and boundary wall/gates is shown below.



While the design of the proposed garage and brick wall/gateposts is acceptable, what is of concern is the proposed brick that has been used in their construction, namely the Weathered Pre-War Common by Imperial Handmade Bricks. While it is acknowledged that the proposed bricks do match the rebuilt elevations at the front and side of the dwellinghouse, as well as the extensions built under planning permission 117633/FH/2017, all of the bricks used in the refurbishment and extension of no. 53 Kingston Road do not match the colour of the remaining *Shirley Houses*.

The following photographs show the proposed garage and the difference between the new bricks used in the refurbishment and extension of no. 53 Kingston Road and original bricks used to construct the *Shirley Houses*.





To overcome these concerns the applicant is proposing to colour tint all the brick work, apart from the front boundary wall/gateposts to ensure that it resembles the colour of the original other *Shirley Houses*. The tinting would be undertaken by hand by Bebbington Brick Services, recognised experts in this field, with each brick being treated individually and guaranteed for 40 years. The tinting of the bricks is considered to be an acceptable solution to the matter and its implementation would be subject to a condition. An example of the process is shown below



Given the variety of brick type and colours that make up the front boundary walls in this part of the conservation area it was not considered appropriate to require the applicant to colour tint the proposed front boundary brick wall and gateposts.

Scale – The original garage occupied a footprint of approximately 17m², with a frontage of approximately 2.9 metres. The proposed garage has a footprint of 37m² and is 5.6 metres wide. Despite being noticeably larger the proposed garage is still domestic in scale and in keeping with similar structures located throughout the Didsbury St. James Conservation Area.

Given the above it is considered that the scale of the proposal would not have a detrimental impact upon the current levels of residential and visual amenity enjoyed within the vicinity of the site, nor upon the overall character of the conservation area.

Impact on Didsbury St. James Conservation Area – Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. In this instance, the application site is located within the Didsbury St. James Conservation Area.

The Didsbury St. James Conservation Area, which lies nine kilometres south of the city centre, was designated in November 1970. It is centred on the historical core of Didsbury, at the junction of Wilmslow Road and Stenner Lane, and covers an extensive area. Most of the conservation area is on level ground, but there is a slope down Millgate Lane, Kingston Road and Stenner Lane where the higher land gives way to the lower level of the Mersey flood plain. Architectural styles vary from the Perpendicular of St James's Church to the Classical and Gothic of public buildings and of the more grandiose houses. Remnants of older and more modest houses exist in simple vernacular character.

A great variety of building materials is used in the conservation area. Most common is red brick for walls and blue slate for roofs. Stone dressings, in conjunction with brickwork, are used extensively, and several buildings are built entirely of stone, notably the two churches. The whole of the conservation area, with the exception of playing fields, is well wooded. The trees serve not only to screen one group of buildings from another, but to provide a unifying, leafy backdrop to the whole area.

The requirement to preserve or enhance the Conservation Area is a key requirement within policy EN3 of the Core Strategy, saved UDP policy DC18, along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials. In terms of informing the character and form of new development in the area, it is considered that careful consideration should be given to the existing character of the area including the size, mass and appearance (including materials) of the older buildings.

The proposed garage is similar in design and scale to other domestic garages found throughout the Didsbury St. James Conservation Area and the use of brick and tile in its construction is welcomed over the use of more modern materials such as pre-cast concrete or cladding. Similarly the use of brick along the front boundary is a common feature in the conservation area and a number of the neighbouring properties have had similar work undertaken recently. If no. 53 Kingston Road was an individually designed property the use of the Weathered Pre-War Common brick in the construction of the garage and boundary wall would not be contentious. However, this property is one of a series of identically designed properties built for a specific client in the 1920's, i.e. The Shirley Institute, and the remaining dwellings have all retained their original brickwork and on the whole remain unchanged, resulting in a recognised feature of this part of the conservation area.

It is believed that without the colour tinting referred to earlier the appearance of the proposal would have a detrimental impact upon character of the conservation area.

However, it is considered that the proposed colour tinting would ensure that the proposed garage would more closely resemble the original *Shirley Houses* and for this reason it is considered that the proposal results in “less than substantial harm” upon the character and setting of the Didsbury St. James Conservation Area. As has been stated earlier, given the variety of brick type and colour used in the construction of front boundary walls along Kingston Road it is not considered necessary in this instance to require the colour tinting of the proposed boundary wall/gateposts.

It is acknowledged that the proposed garage has a larger footprint than the original garage (37m² as opposed to 17m²). However, given that no. 53 Kingston Road occupies a larger footprint than the neighbouring dwellings the feeling of spaciousness is retained and as a result the character of the conservation area remains unaltered.

The provision of hardsurfaced areas at the front or side of dwellings for the parking of cars is also a feature of the conservation area and as such it is not considered that the provision of a new driveway in this instance would harm the character of the Didsbury St. James Conservation Area.

Public Benefit of the Proposal – Paragraph 196 of the National Planning Policy Framework states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, in this case the Didsbury St. James Conservation Area, this harm should be weighed against the public benefits of the proposal.

It is acknowledged that if left untreated the bricks used in the construction of the front and side elevations would have a detrimental impact upon the character of this conservation area and upon the levels of visual amenity enjoyed along Kingston Road. In treating these elevations it is recognised that no. 53 Kingston Road would more closely resemble the remaining *Shirley Houses*, which would be of a positive benefit to the character of the conservation area. The proposed scheme also has the public benefit of overcoming the harm caused by the inappropriate materials without the need for future disruption from the demolition of the outer walls of the main house and the additional impacts from the construction process.

Impact upon the nearby Listed Building – The proposal would have no physical or visual impact upon the nearby listed building, namely The Towers and no. 40 Kingston Road, given that they are both approximately 95 metres away.

Visual Amenity – Concerns have been raised about the proposed brick used in the construction of the garage and brick wall. While they do match the rebuilt elevations of the dwellinghouse, both they and the proposed garage and boundary wall do not match the colour of the remaining *Shirley Houses*. It is for this reason, as described earlier, that the applicant is proposing to colour tint the proposed garage, and the main house under application 124320/FH/2019 (item 7 on this agenda), so that it more closely resembles the colour of the original brickwork used in the *Shirley Houses*.

Given the design and siting of the proposed garage and the proposed tinting of the brickwork, it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

The proposed boundary wall and associated gateposts are similar in scale to those seen elsewhere along this stretch of Kingston Road, as such it is not considered that they too would have a detrimental impact upon visual amenity. Given the variety of front boundary walls along this stretch of Kingston Road it is not considered necessary to require the applicant to colour tint the proposed brick wall and gateposts.

In terms of the proposed driveway and footpaths, the area of hardstanding has increased and the layout drawing has been amended accordingly. Notwithstanding this increase, as can be seen from the proposed layout shown on page two of this report, the amount of garden area that would remain would ensure that the overall of the character of the Didsbury St. James Conservation Area remains unharmed.

Trees – No trees are required to be felled to facilitate the proposed garage, brick wall/gates or driveway. An Ash tree was located adjacent to the previous garage but consent to fell that tree was granted under application 120271/TPO/2018 in June 2018, subject to its replacement with a Beech tree in the front garden. An oak tree and beech tree are proposed to be planted to compensate for the loss of the trees under tree consents 117932/TCA/2017 and 120271/TPO/2018.

Ecological Impact of the Tinting Solution – Concerns have been raised about the impact of the brick tinting process and the chemicals to be used. The tinting solution would be applied by brush, rather than by spraying, and this would ensure that its dissipation throughout the atmosphere is limited. In addition, it should be noted that when diluted the soluble silicates in the tinting solution are indistinguishable from naturally dissolved silica. Given this, it is acknowledged that the tinting solution would not have any far reaching effects on the wider environment.

Pedestrian and Highway Safety – While the access to the proposed garage is on a slight bend it should be noted that this was the access to the previous garage on the site. The additional driveway is located to the south of this slight bend and given its domestic nature would not generate significant comings and goings to the property.

Given the above and the fact that Highway Services have not raised any objections, it is not considered that the provision of a garage and creation of an additional driveway would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed along Kingston Road.

Drainage – The applicant has confirmed that a drainage channel would be installed along the front of the proposed driveways to prevent water running onto the pavement. It has also been confirmed that the drainage channels are connected to respective outfalls, thereby ensuring that water will not run onto the pavement.

Conclusion

It is recognised that the *Shirley Houses* are a feature of the conservation area and that they offer a unified frontage on this section of Kingston Road. It is also acknowledged that if the bricks were left untreated the proposal would have a detrimental impact upon the character of the conservation area. However, given that the design and siting of the proposal is considered acceptable and the bricks used in

their construction are to be colour tinted to match the neighbouring dwellings, it is considered that this proposal does not compromise the setting of the *Shirley Houses* nor impact upon the overall character of the Didsbury St. James Conservation Area and as such the development results in “less than substantial harm”.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to the planning application.

Conditions to be attached to the decision

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

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

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

- a) Drawing no. RAD/1868/18/1/C, stamped as received on 4th November 2019
- b) Drawing no. RAD/1868/18/3 rev D, stamped as received on 4th November 2018
- c) The Brick, Masonry and Mortar Weathering Tint Product Data Sheet (Bebbington Brick Services), stamped as received on 23rd 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 Manchester Core Strategy.

3) a) Within two months of the date of this permission a sample panel of treated brickwork shall be prepared on site and shall be inspected by the Local Planning Authority.

b) Any required changes following the inspection shall then be carried out within a further one Month period and again inspected by the Local Planning Authority.

c) The agreed final finish shall then be approved in writing by the Local Planning Authority and the remainder of the garage shall then be finished in accordance with the agreed details within a further three month period. The finish shall then be retained at all times thereafter.

Reason – In the interests of visual amenity and to protect the character of the Didsbury St. James Conservation Area, pursuant to Policies DM1 and EN3 in the Manchester Core Strategy.

4) All works to the highway hereby approved, i.e. dropped kerbs and pavement alterations, shall be undertaken before the development becomes operational.

Reason - In the interests of pedestrian and highway safety, pursuant to Policy DM1 in the Manchester Core Strategy.

5) 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 garage shall be used for any purpose which would preclude its use for the parking of a motor vehicle and no development shall be undertaken that would preclude vehicular access to the garage.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no extensions or elevational alterations (including painting or rendering) to the garage hereby approved shall be erected without the express consent of the City Council as local planning authority.

Reason – In the interests of visual amenity and to protect the character of the Didsbury St. James Conservation Area, pursuant to Policies DM1 and EN3 in the Manchester Core Strategy.

7) The replacement tree planting scheme approved by the City Council as local planning authority shown on drawing ref RAD/1868/18/1/A, stamped as received on 18th September 2019, shall be implemented not later than 12 months from the date of completion of building works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree

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

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 121460/FH/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:

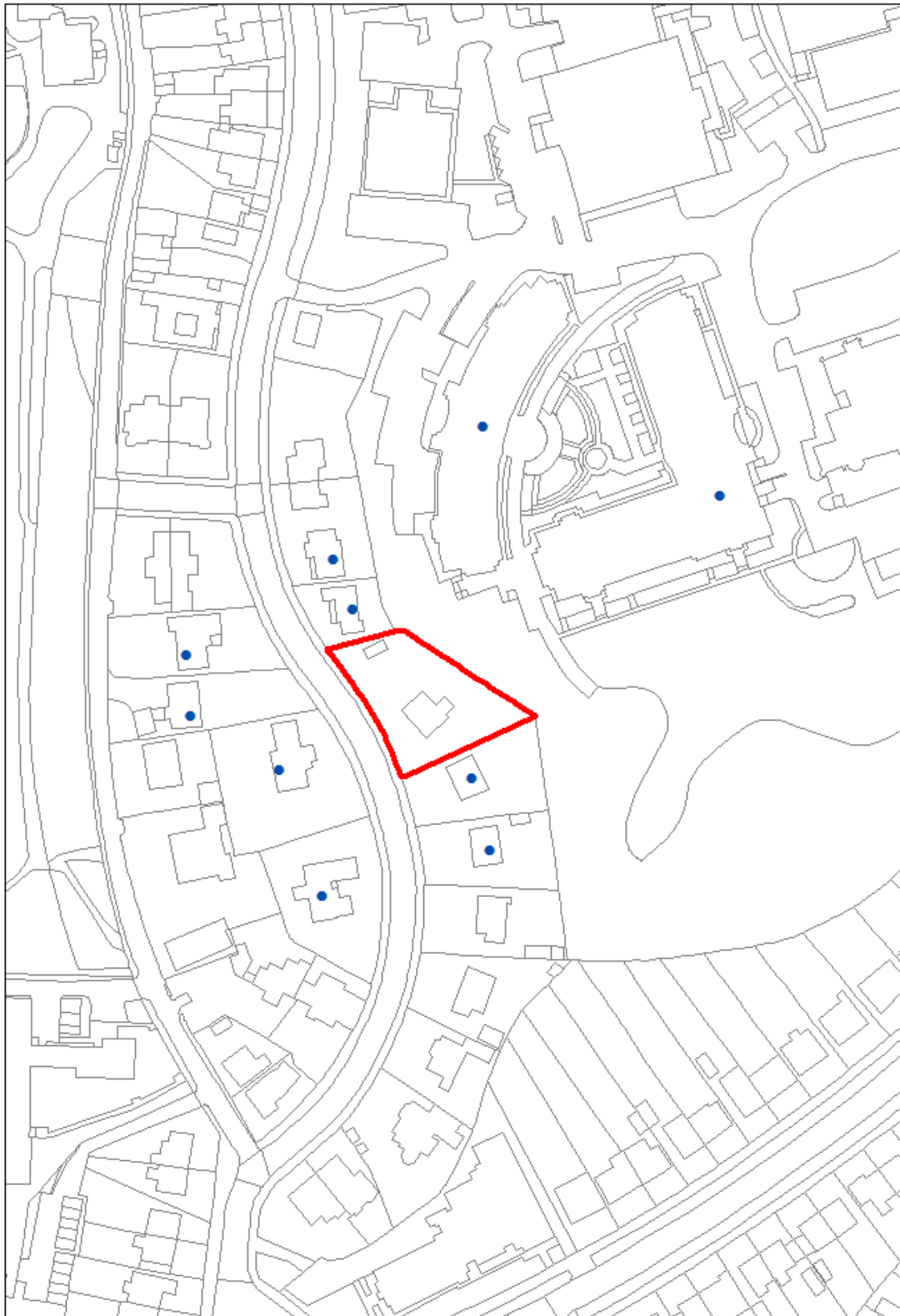
Highway Services

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

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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