

Application Number	Date of Appln	Committee Date	Ward
124237/FO/2019	16th Jul 2019	19th Dec 2019	Chorlton Park Ward

Proposal Erection of a five storey building and a three storey building to accommodate 39 no. apartments (15 x one bed and 24 x 2 bed) following demolition of buildings, retention and change of use of Unit 1 as ancillary cycle and bin storage, with associated landscaping and parking

Location 419 - 421 Barlow Moor Road, Manchester, M21 8ER

Applicant Liveman Properties (Furness Quay) Ltd & Southway Housing Trust (Manchester) Ltd, Emperors Gate, 114A Cromwell Road, London, SW7 4AG

Agent Miss Kerry Walker, Pegasus Group, Suite 4b, 113 Portland Street, Manchester, M1 6DW

Description

The site measuring 0.24 hectares is located on Barlow Moor Road opposite Chorlton Park which lies to the east, is bounded by the Shell Garage to the North, Cundiff Road to the south and Oakhouse Drive to the West. Chorlton District Centre lies to the north and the commercial units fronting Barlow Moor Road start to give way at this point to a more residential character.



The application would see the demolition of the existing historic commercial units (garage/MOT centre and tyre workshop) and detached office building on the site and proposes a new build residential apartment scheme comprising 39 no. apartments (15 x one bed and 24 x 2 bed) in two buildings. The units would provide 100% affordable shared housing C3 (Use Class) apartments. Cycle storage and waste storage would be accommodated in a retained frontage building currently used as a personal gym adjoining Leon's Fabric Superstore.

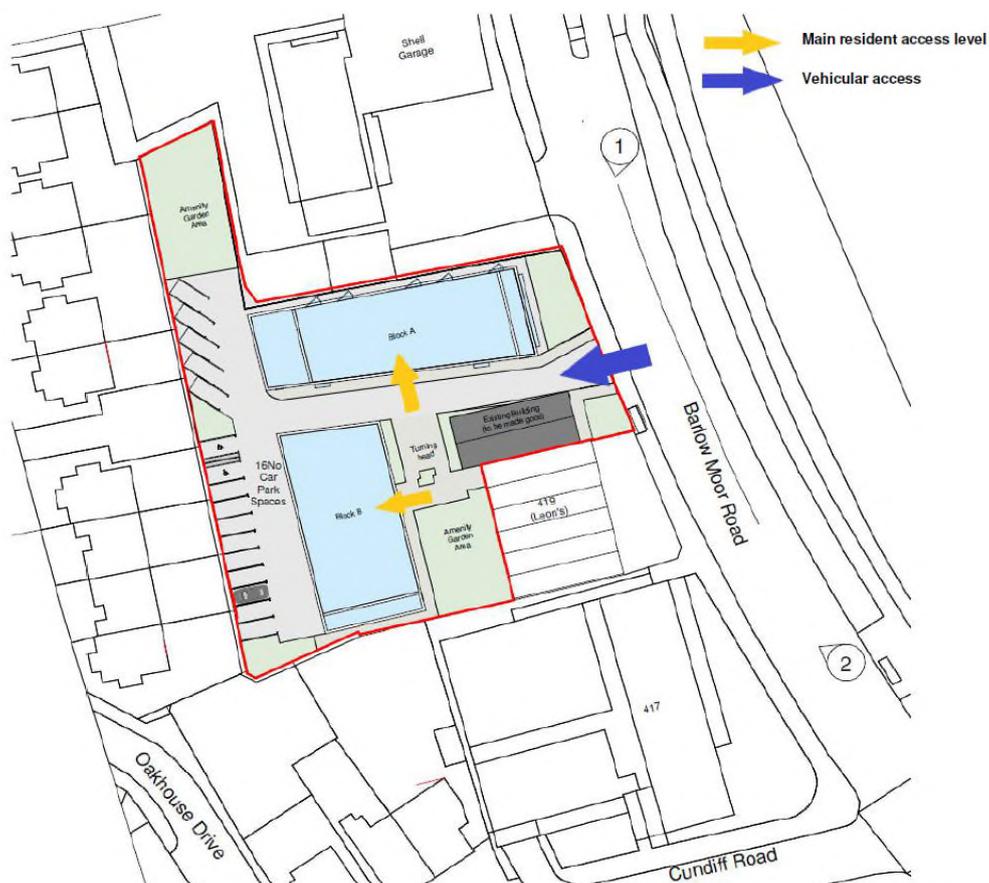
Block A, which would front Barlow Moor Road would provide 25 No. apartments in a building stepping from five storeys to three storeys to the rear. Block B which sits to

the rear of Leon's Fabric Superstore on the footprint of the existing garage/MOT centre would provide 14 No. apartments in a building three storeys in height.

Communal gardens would be provided for residents. There would be 16 no. car parking spaces (including 2 disabled accessible spaces and 3 electric vehicle charging points) and 39 no. cycle parking spaces would be provided within one of the existing building on the site (currently used as Fit As personal training) to be retained to provide secure and covered storage.

The site would retain the existing dropped kerb vehicular access to gain vehicular access into the site.

Since the scheme was originally submitted revised plans have been submitted. The scheme has changed from a 64% affordable scheme in partnership with Southway Housing to a 100% affordable scheme. The applicant was requested to have more regard to the provision of amenity space, landscaping and tree planting. This has resulted in the change of some areas previously indicated as parking to areas of amenity space and landscaping, reducing car parking numbers from 24 to 16. The design of the eastern and northern elevation of Block A which front Barlow Moor Road was also altered. The alterations to eastern elevation saw the loss of the setback on the top floor, unifying the design of the front elevation facing Barlow Moor Road. The alterations to the design of the northern elevation saw the window arrangement altered and obscure glazing inserted facing the Shell Garage to the north altered to prevent overlooking.



Consultations

Publicity – The development was advertised in the Manchester Evening News as a major development. A site notice was placed next to the site boundary. A map showing the extent of residents and businesses notified of the application is set out at the end of this report.

15 letters of objection were received from residents to the originally submitted scheme on the basis that:

- The scheme would affect the house prices of neighbouring property and crime would increase. There are plenty of other places the properties could be built. (This comment is not material to the consideration of the planning application).
- The proposed development was not in keeping with the scale, character, or appearance of the suburban area.
- The development would lead to increased congestion on the roads.
- Loss of light to apartments within development at 435 Barlow Moor Road.
- There are parking problems on Oakhouse Drive and Cundiff Road during school drop off and the development does not have enough parking which would particularly impact on disabled residents at the elderly peoples' complex on Oakhouse Drive. There is no parking on Barlow Moor Road or on nearby Beech Road. Very few people do not own a car these days. Not providing car parking spaces will not change this behaviour. Underprovision of car parking spaces blocks cycle lanes.
- There will be noise disturbance from car doors opening.
- Numbers of people increasing will place more pressure on health infrastructure in locality.
- It's disappointing that the development hasn't come forward including Leon's Fabric Superstore which will be out of place.
- Resident on Anchorside Close believes that the development will provide overlooking and reduce privacy to their bedroom and overshadow their property.
- Resident on Anchorside Close concerned about the relationship of the parking and garden area in relation to their property with regards to lighting and any possible noise disturbance from electric car charging points.
- This development is not in the district centre where flats should be located.
- The development is contrary to policy as they should reutilise the existing buildings on the site.
- The development cannot be sustainable as the tram system on Barlow Moor Road is already overcrowded during peak hours.
- Housing should be located in East and North Manchester in accordance with policy H2 of the Core Strategy and housing should be for families.
- The scheme provides for a high density scheme in an area that is not high density.
- There is already a trend in the vicinity for development featuring apartments and retail only, this development does not contribute to the diversity of the area.
- The scheme will impact on air quality from construction and demolition. If Manchester are serious about making positive changes, it should be replacing

the car parking spaces with green spaces, rain gardens, wildflower areas and SUDS to make truly eco blocks where residents use public transport.

- The scheme goes not assist in making Manchester the “greenest city in Britain.” The scheme should provide green infrastructure, provide biodiversity net gain and have renewable energy provision in the light of the Climate emergency. The development should include a green roof or green wall.
- There are concerns expressed about the interface between Leon’s Fabric Superstore and the proposals and any impact that this may have on the structural stability of the neighbouring building or upon the health and safety of staff within the building.

The scheme has been revised since first receipt in July 2019. The scheme has changed from a 64% affordable scheme in partnership with Southway Housing to a 100% affordable scheme. The applicant was requested to have more regard to the provision of amenity space, landscaping and tree planting. This has resulted in the change of some areas previously indicated as parking to areas of amenity space and landscaping, reducing car parking numbers from 24 to 16. The design of the eastern and northern elevation of Block A which front Barlow Moor Road was also altered. The alterations to eastern elevation saw the loss of the setback on the top floor, unifying the design of the front elevation facing Barlow Moor Road. The alterations to the design of the northern elevation saw the window arrangement altered and obscure glazing inserted facing the Shell Garage to the north altered to prevent overlooking.

Following the revision, a further notification was undertaken and 5 further comments have been received, as follows:

- Concerns in relation to the interface with Leon’s Fabric Superstore were reiterated. They also state that the highways situation would become a problem having regards to the bus stop to the site frontage and the cycleway on Barlow Moor Road. It is also added that the development is too large.
- Two residents raised further concerns about the loss of bird nesting habitat. Bird nesting boxes should be included. Solar panels should be installed. Parking is still a concern, whilst acknowledging the progressive council perspective that by offering no parking to residents of the new flats they will be forced to not own cars and use public transport, the reality is that they will own cars and try to park them on Cundiff Road up to the junction of Barlow Moor Road. A solution to this could be to move the road block on Cundiff Road up to the junction with Barlow Moor Road, this may deter people from parking inconsiderably.
- One resident welcomes the replacement of some parking with amenity space and the inclusion of solar PV panels, but with regards to the climate emergency would press that the scheme should include a green roof and green walls.
- One resident states that the existing structures on site should be utilised, that the proposals are contrary to policy H2 as they are high density not within a district centre. That the building height at 5 storeys is excessive and will remove views thus damaging property values. They draw attention to application 122666/FO/2019 which should also be taken into consideration. (This is an application for the erection of a 5 storey building to form a ground

floor retail unit (206 m sq of Class A1), a mezzanine retail unit with 11 apartments (Class C3) above and car parking, following demolition of existing retail unit on land adjoining at Leon's Fabric Superstore.)

Corporate Property - Any comments received will be reported to Committee

Environmental Health – Recommend condition requiring a Construction Management Plan, Acoustic Insulation, External Equipment Insulation, Refuse, Air Quality and Contaminated Land.

Highway Services - Highways acknowledge that the site is located within the District Centre and therefore benefits from excellent connectivity via sustainable modes. There are a number of regular bus services located along Barlow Moor Road and further Metrolink connections located within an immediate walking distance to the south of the site. The sustainable location, coupled with 100% cycle parking provision, is likely to reduce the number of vehicles associated with the development. As such, the proposals are unlikely to generate any significant network impact.

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

Greater Manchester Ecology Unit – Note that there are no bats on the site, but require that an informative is attached to any planning consent to stop works in the event that any are identified during works. They require a condition with regards to nesting birds. They require an informative be applied relating to Japanese knotweed and also require details of bird nesting features to be accommodated in the new build for species such as swift, house sparrow, starling and house martin. They advise that the species of apple tree identified on the landscaping scheme should be altered.

Chorlton Voice - Have no objection in principle to the redevelopment of this site. However, the revised plans do not overcome our objection that the interface between the proposed three storey block and the proposed development for the Leon's site is unsatisfactory, there being too little distance between the blocks to provide an acceptable level of privacy and amenity for residents of either site.

We welcome the increased provision of affordable housing on the site. However, while we note the assertion that the mix of housing will benefit local people, we are concerned that there appears to be no enforceable mechanism to ensure that this will happen.

Similarly, we have no objection in principle to the reduced ratio of car parking provision, but are concerned that there appears to be no enforceable mechanism to ensure that residents moving to these properties do not own cars. We understand that developments in the city centre with no or little parking provision are often subject to such a condition. Without such restriction, the development is likely to increase pressure for on-street or pavement parking in the area.

We are disappointed that the scheme does not include low carbon measures, such

as solar panels which are normally provided in housing association schemes.

We are disappointed that the landscaping scheme appears not to include provision for local wildlife, for example inclusion of hedgehog gates in the perimeter fencing.

Greater Manchester Police - Recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement.

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

Transport for Greater Manchester – TfGM's response to the updated information received in connection with this application has been sent to the MCC Highway Services team.

Policy

Relevant Local Policies

Local Development Framework

The relevant development plan in Manchester is the **Core Strategy Development Plan Document 2012-2027 (the “Core Strategy”)**, adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The proposals are considered to be consistent with the following Core Strategy Policies SP1, H1, H6, H8, T1, T2, EN1, EN4, EN6, EN9, EN14, EN15, EN16, EN18, EN19, DM1, PA1 and for the reasons set out below.

Policy SP1 - Spatial Principles. This sets out the key special principles which will guide the strategy. Development in all parts of the City should “make a positive contribution to neighbourhoods of choice including creating well-designed places that enhance or create character, make a positive contribution to the health, safety and wellbeing of residents, consider the needs of all members of the community regardless of disability and protect and enhance the built and natural environment.” The development would reuse previously developed land to improve the built environment and local character.

Policy H1 – Housing Provision. This policy identifies that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027 equating to an average of 3,333 units per year although this rate will vary across the identified period. The policy identifies that the emphasis outside of the City Centre and the City's Inner areas is to increase the availability of family housing. It is expected that 90% of residential development will take place on previously developed land and sites in close proximity to centres and high frequency public transport routes. The application proposals would contribute to the overall provision

of new residential units in the City on previously developed land in a sustainable location close to services and public transport routes including bus routes and Metrolink. On this basis the proposals are considered to accord with the policy H1 of the Core Strategy subject to consideration of matters set out within the issues section of this report.

Policy H6 - Housing in South Manchester. This policy indicates that 5% of new residential development will take place in South Manchester over the lifetime of the Core Strategy. High density development will generally only be appropriate within district centres. Outside the district centres priorities will be for housing meeting identified shortfalls, including family housing and provision that meets the needs of elderly people with schemes adding to the stock of affordable housing. The application proposals would provide affordable residential accommodation across the site for a need which is identified as being required in South Manchester. On this basis the proposals are considered to be in general accordance with policy H6.

Policy H8 – Affordable Housing. Sets out the Council’s approach to assessing applications of greater than 15 residential units and provision of affordable housing or an equivalent financial contribution. Consideration of matters with regards to this policy are set out within the issues section of this report.

Policy T1 – Sustainable transport. This policy embeds the delivery of a high quality integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. It indicates support for proposals that: improve choice by delivering alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; improve access to transport services and facilities for all; improve pedestrian routes and the pedestrian environment; facilitate modes of transport that reduce carbon emissions; reduce the negative impacts of road traffic

Policy T2 - Accessible Areas of Opportunity and Need. The Transport Assessment submitted in support of the application concludes that the application site is highly accessible. Given the location of the application site, pedestrian accessibility to and from the surrounding area is very good. There is access to bus, Metrolink and rail networks. The quality of cycle links is good, cyclists within the development would benefit from 39 cycle parking spaces within a secure building for the apartments.

Policy EN1 – Design Principles and Strategic Character Areas. Developments in Manchester are expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The application site is located in the southern character area where development is expected to retain the identity and focus of activity associated with the historic district centres and along the radial routes should be commensurate in scale with the prominence of its location. The application proposals have been designed to reflect the context and the transition between commercial and residential character of the area. Consideration of this matter is set out in more detail within the issues section of this report.

Policy EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon

Development. The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:

All development must follow the principle of the Energy Hierarchy, being designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies. Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings. Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.

Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies. This policy sets out that major developments are expected to meet the targets set out in the policy which are to be demonstrated through an energy statement.

The applicant has prepared an Energy Statement which sets out the energy strategy for the development.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given practicably according to the principles of sustainability. The development is on track to secure a 9% improvement upon building regulations Part L 2016.

Policy EN9 – Green infrastructure. This policy indicates that new development will be expected to improve on existing green infrastructure in terms of quantity, quality and function. Opportunities to encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN14 – Flood Risk. The policy reflects national planning policy to direct development away from sites at greatest risk of flooding, and towards sites with little or no risk of flooding. Site specific flood risk assessments are required for all development proposals on sites greater than 0.5 hectares. The site in this instance measures 0.24 hectares.

Policy EN15 – Biodiversity and Geological Conservation. This policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the city. Developers are expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The applicant has provided a Bat and Bird Scoping Survey alongside the application and a further bat presence/absence survey. Consideration of this matter is set out in more detail within the issues section of the report.

Policy EN16 – Air Quality. This policy indicates that the Council will seek to improve the air quality within Manchester and particularly Air Quality Management Areas, located along Manchester’s principal traffic routes and at Manchester Airport. Developers are 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. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality this includes cumulative impacts, particularly in AQMAs. Environmental Health have assessed the submitted Air Quality assessment, to be conditioned as part of any scheme approved.

Policy EN18 – Contaminated Land. The policy outlines that the Council gives priority for the remediation of contaminated land to strategic locations. Proposals for development of contaminated land must be accompanied by a health risk assessment. The application is accompanied by a ground conditions report that has been assessed by Environmental Health and it is recommended that a suitably worded condition be attached to any approval.

Policy EN19 – Waste. The proposed arrangements for management of waste are set out within the Waste Strategy and plan. This confirms that these arrangements are appropriate for this scale of development and that servicing and waste collection can be undertaken in an efficient manner. Measures to control construction and demolition waste will be managed in accordance with a Construction Management Plan produced prior to work starting on site.

Policy DM1 - Development Management. This sets out the requirements for developments in terms of sustainability and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:

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

These issues are considered full, later in this report.

Policy PA1 – Developer Contributions. Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance.

Saved UDP Policies

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

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

National Planning Policy Framework

The 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).

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

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

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 decisions 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.

Paragraph 181 goes on to state that planning decisions should sustain and contribute towards compliance with relevant limit value, taking into account the presence of Air Quality Management Areas and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

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.

Other Material Considerations

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

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity. In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

Residential Quality Guide

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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

South Manchester Regeneration Framework

South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the SRF is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness.

The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods.

The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

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

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

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

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

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

Principal

An objection received references policy H2 which identifies the north and east of Manchester as Strategic Housing Location, however, it is not the policies intent that all development will occur in this area. Policy H6 guides development in the South of Manchester. Policy H6 states:

South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing

Whilst it is acknowledged that the scheme sits just to the south of the district centre it is considered that the development meets the terms of the housing policy as it will add to the stock of affordable housing. The scheme will also bring forward high quality development on a brownfield site in a sustainable location removing uses that have the potential to cause disamenity to the adjoining residential properties.

Affordable Housing

The application has been accompanied by an Affordable Housing Statement, which outlines that Southway Housing Trust would be bringing forward the development.

Southway's target is to develop over 750 properties within the next five years with the emphasis on diversifying the market by bringing a varied affordable homes offer to Manchester neighbourhoods and which responds to funding opportunities governed by Homes England.

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

The Shared Ownership product provides the ability to diversify the affordable homeownership offer and attract new or retain existing residents into this locality where supply is low. Shared ownership allows the purchaser to buy an equity share in the property with the remaining portion rented at 2.75% of unsold equity. There is an option to staircase in future years. Southway will be promoting this product as a pathway into affordable homeownership, which is in line with the Shared Ownership and Affordable Homes Programme 2016-2021.

Southway confirm that before any applicant can be offered a property they must have their eligibility confirmed by the Homebuy Agent for the North West as required

as a condition of grant by Homes England. The eligibility process is to ensure that applicants meet the criteria for shared ownership - primarily first time buyers - but including people that may have previously owned a property but can no longer afford to buy one outright such as following marital breakdown. Furthermore, Southway have confirmed that they are happy to work with City Council housing officers and will be able to consider any applicant they wish to refer and to review sales and marketing strategies with Housing officers should this be something the Council wish to pursue.

Policy H8 of the adopted core strategy confirms that new development of 15 dwellings or more will contribute to the city-wide target for 20% affordable housing provision. The proposed development would provide 100% affordable housing (through shared ownership) provision and far exceeds policy requirements.

It is considered that this development will contribute towards addressing the under supply of affordable housing and will support the local authority in meeting their affordable housing targets. The affordable housing provision would be secured via a legal agreement.

Employment and reuse of buildings

The land is not allocated for employment use. The existing employment buildings on the site are in a poor condition and are partially vacant (only two of the units remain in employment use within the garage/MOR centre and tyre workshop). The uses have a poor relationship to neighbouring residential property in that they provide a garage/MOT centre and tyre workshop in close proximity to residential accommodation. The historic uses have few limitations on the use with regards to hours of operation, noise generation and use class.

The development proposals would result in a loss of employment on site (there are 5 workers on site – 3 of these are part time personal trainers at the gym – who often work on a mobile basis). The applicant has confirmed that the tyre workshop have another depot in another location, therefore will not be unduly affected by the loss of the unit. A financial agreement has also been reached with the occupier of the garage, so that they are adequately compensated for relocation. Short term provision of employment opportunities would present themselves during the construction of the development proposals. The applicant has been directed to speak to the Works and Skills team with regards to the possibility of a local labour agreement, which is recommended as a condition of approval. Overall, whilst the loss of the existing jobs on site is regrettable, it is considered to be outweighed by the benefits which will arise from the development proposal, which will bring forward affordable housing.

Whilst ideally the existing building would be retained and reused with regards to the accommodation of sustainable development, the existing buildings would not provide for suitable living accommodation, nor would they enable a viable redevelopment of the site. It is considered that they cause disamenity to the area in their current form.

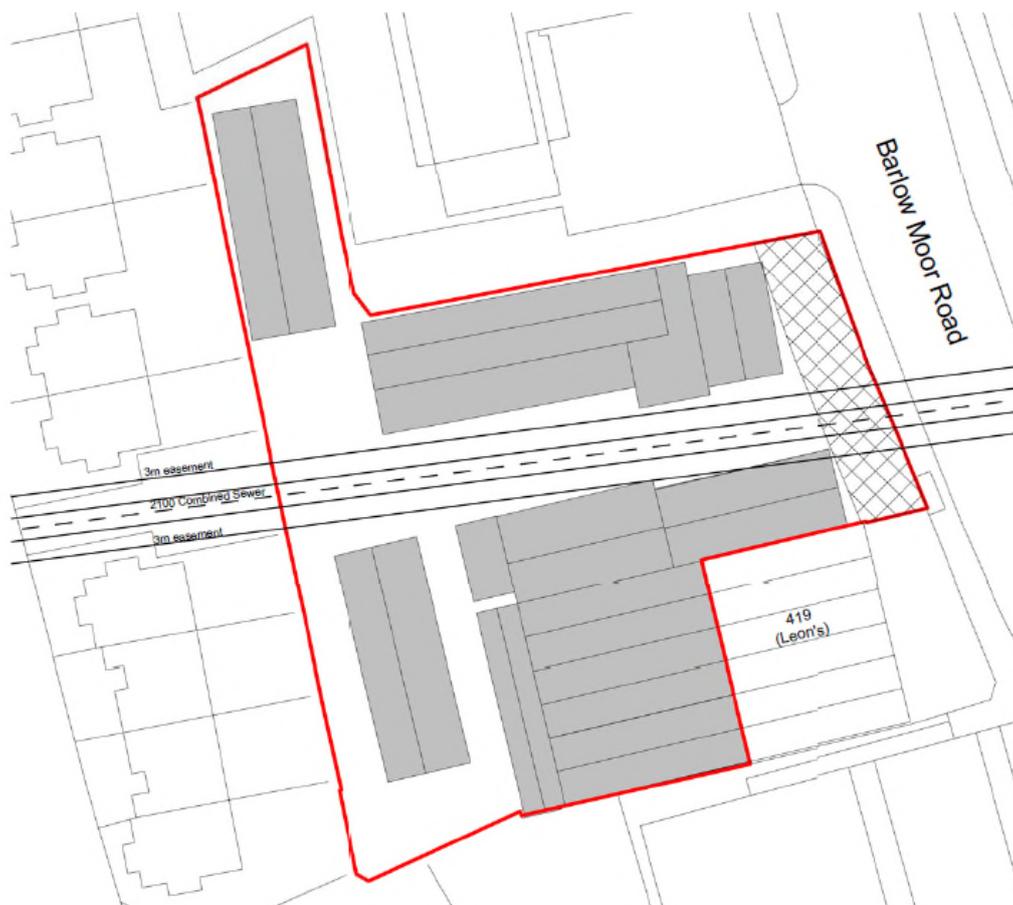
Layout

It has been raised in the objections received that the development of the site should be brought forward with the redevelopment of the existing buildings fronting Barlow Moor Road. Reference has been made to application 122666/FO/2019 which was submitted in February 2019 for the redevelopment of the site of Leon's fabric superstore for the erection of a 5 storey building to form a ground floor retail unit (206 m sq of Class A1), a mezzanine retail unit with 11 apartments (Class C3) above and car parking, following demolition of existing retail unit. Leon's Fabric Superstore is immediately to the south east of the development site.

It is considered that it would be beneficial for redevelopment of the site known as 419-421 Barlow Moor Road to be brought forward as one comprehensive development. The applicants who have separate land ownership interests were informed of this position. However, there has been no agreement between the parties to bring a single scheme forward covering both sites.

The applications must therefore be determined on their own merits.

The application site is constrained as there is a combined sewer that runs through the centre of the site with 3m easements to either side. Hence the positioning of the two building proposed.



Existing Plan showing combined sewer and easement

To respect the character of the street scene the Block A is set behind a deep landscaped forecourt.

Ideally there would be a larger built form (width) to the site frontage addressing the street scene in accordance with the aims of policy EN1, however, the presence of the combined sewer has impacted on the ability of the scheme to achieve this.

The aerial photograph following indicates how existing buildings are arranged on site.



The development proposals would give the opportunity for less intensive coverage of the site with built form, and an increased area of amenity, landscaping and car parking.

Scale

The area has a range of heights around the site from two storey residential houses up to five storey apartment blocks.

In the immediate street scene, to the south of Leon's Fabric Superstore which is to be retained there lies a residential apartment building which steps from three to five storeys in height. To the north past the shell garage and the KFC there is the new Marks and Spencers Food store with apartments above to a height of four storeys. To the west of the site is a mix of two storey residential houses and three storey over 55's accommodation.

Policy EN1 states that along radial routes development should be commensurate in scale with the prominence of its location. The application proposals have been designed with a scale to reflect the immediate context of developments of scale fronting onto Barlow Moor Road and the transition between commercial and residential character of the area.

Design

The new buildings would utilise a mix of a light buff brick with dark grey cladding. There would be box framed Juliet windows within the elevations. Windows would be aluminium powder coated in dark grey. The design of the proposals has been the subject of revision to ensure that the scheme has an appropriate relationship to the street scene and to neighbouring sites.

Residential Space Standards

The units meet the internal space standards set out in the residential design guide.



Residential Amenity



Overlooking, loss of privacy, overbearing and loss of light

South

To the south of the development proposal beyond Leon’s Fabric Superstore lies the side gable of the property known as 417 Barlow Moor Road, which is a part 3, part 5 storey residential apartment building. There are a few secondary windows to the side gable of this building which are largely unaffected from overlooking from either the proposed frontage building or the proposed building to the rear, by virtue of a separation of c.34m from Block A and 24m at an acute angle from Block B.

Block B (which is the building to the south of the site) has no windows to its southern elevation to ensure that there are no overlooking issues from the block towards neighbouring residential properties on Cundiff Road. Similarly it has no windows to its north elevation facing towards the southern elevation of Block A.

With regards to loss of light or overbearing impact the building height steps away from the side elevation at the upper floor to the south to allow appropriate separation

distances of between 24 and 25m from the rear elevation of 417 Barlow Moor Road and 22 and 25m to the rear elevation of the nearest property on Cundiff Road. Block B will be due north of neighbouring property and the submitted shadow study shows that the proposal will not involve the loss of any light to neighbouring property to their south (or their gardens) at any time of year. It is acknowledged that there would be some impact associated with the scheme proposals but due to the distances provided and the step back included in the design this would not cause undue harm.



View of the development from the south west

North

The revised drawings received prevent any overlooking from the proposals to the Shell Garage site to the north. The window arrangement has been altered so that the windows face to the east across Barlow Moor Road towards Chorlton Park. Windows that remain that have a northerly aspect are to be obscurely glazed, to be controlled by condition. These windows to be obscurely glazed above the ground floor level (the ground floor level benefits from screening to the shared boundary are secondary or to circulation spaces. This would prevent any issues that may prejudice the adjoining site being brought forward in the future for redevelopment.

A gap of between c.0.7 – 1.87m is retained to this boundary. Block A of the development proposals does involve the loss of sunlight to the Shell Garage to the north over and above the existing building on site in this location which is smaller in scale, by virtue of the orientation. This has no impact upon residential amenity.



North elevation facing Shell Garage to the left hand side, West elevation viewed from Anchorside Close off Oakhouse Drive.

West

To the west lies a mix of two storey residential houses and three storey over 55's accommodation.

The scheme does not propose any windows to the western gable end on Block A to ensure that there are no overlooking issues from the block towards neighbouring residential properties on Anchorside Close.

The windows to the western most point of the south elevation of Block A are located c. 24m from the rear elevation of property on Anchorside Close at the closes point at an oblique angle and this would not provide undue overlooking.

The windows to the western elevation of Block B would be located c. 20m from the rear elevation of property on Anchorside Close. This is considered to be appropriate when assessing the back to back distances of properties in this area, which can often comprise two storey buildings with room in the roof space provided by dormer extensions.

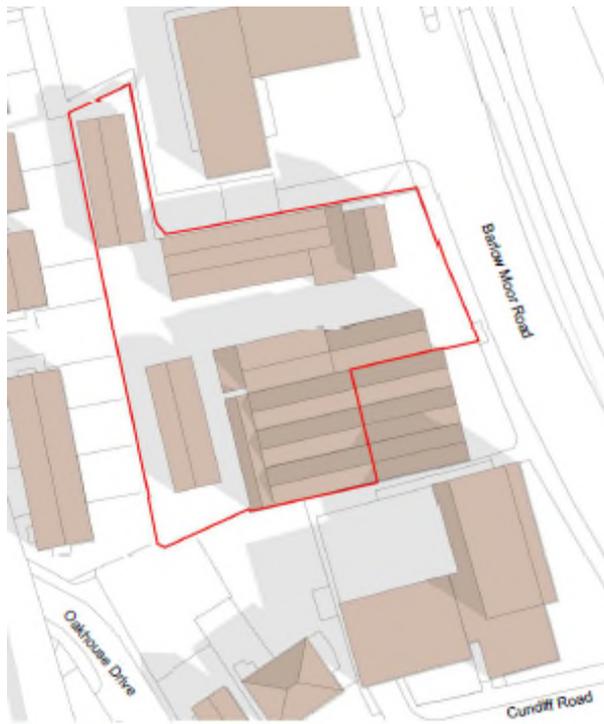
The distance from the windows of the western elevation of Block A and B would be c.10m from the rear boundary of the gardens to Anchorside Close on the lower levels and above the third floor on Block A, the distance would be c. 15m. There is substantial mature hedging to the shared boundary in this location which is to be retained that provides a substantial screen to prevent overlooking.

With regards to loss of light or overbearing impact the building height steps away from the rear elevation at the upper floor on Block A to the west to allow appropriate separation distances of between 20m and 25m. (The building line to the rear is maintained in line with the existing buildings on site). Block B is separated by 20m.

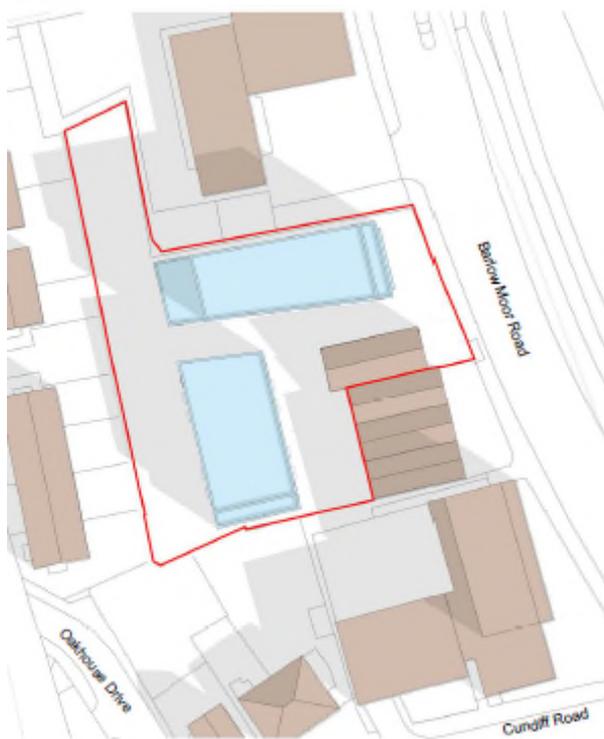
There are two existing largescale industrial building to the westernmost part of the existing site. The northern building would not be replaced as this area would be

given over to landscaped amenity space. This would improve the outlook for property on Anchorside Drive providing some relief between their property and the rear of the Shell Garage.

The submitted shadow study shows that the proposal will involve a slight improvement in light available to neighbouring property to the west in June, August and December, there would be some loss of light to the rearmost part of gardens on Anchorside Close in April and October, however, it is not considered that this would warrant the refusal of planning permission.



Existing 0900
1 : 500



Proposed 0900
1 : 500

Submitted shadows analysis in April

It is acknowledged that there would be some impact associated with the scheme proposals but due to the distances provided and the step back included in the design this would not cause undue harm.

East

To the East lies Chorlton Park and the scheme would offer greater overlooking to the Park and an active frontage to Barlow Moor Road, which constitutes an improvement over and above the existing on site situation where there is limited overlooking from the existing office use.



View of the proposal from Barlow Moor Road

Noise

A number of objectors have referenced possible noise disturbance from the development proposals. During construction there would be some disturbance, however, the hours of construction would be controlled by environmental health legislation. Following construction it is acknowledged that the noise disturbance associated with domestic occupation such as the use of 16 car parking spaces (including electric vehicle charging points) and amenity spaces would have some impact however boundary treatment is proposed and it is not considered that the proposals would cause any further harm than from the existing lawful garage/MOT centre and tyre workshop on site, which could be used more intensively due to the lack of restrictive conditions.

Interface with Leon's Fabric Superstore

The development would involve the demolition of buildings which run up to the rear boundary wall of the neighbouring use. This would require sensitive short term demolition works, which would be outlined in the construction management plan, however any dispute over the impacts of such works would fall outside of the planning legislation. Post development the building proposed would sit c. 11.6m from the rear wall of Leon's Fabric Superstore separated by a landscaped amenity space which will improve the outlook of the unit and the visual amenity of the area.

Ideally there would have been a comprehensive development of the site as a whole which would have included the redevelopment of Leon's Fabric Superstore site, however, there has been no agreement between the parties to bring a single scheme

forward covering both sites. The approval of this scheme may have an impact upon the future redevelopment of the frontage site in the future however, it is considered that the benefits of the scheme proposal would outweigh this harm.

Parking

The scheme provides 16 car parking spaces for 39 residential units, which equates to a 41% parking provision. The site is located in a sustainable location. It is within a 5 minute walk from the Chorlton tram stop and there is a bus stop located to the front of the site which is served by 4 high frequency bus services. There is 100% cycle parking to be provided within the building retained to the site frontage. The presence of an enterprise car club space on Beech Road 0.3 miles away within a 7 minute walk is noted.

Southway housing trust have provided car ownership data to support their submission that shows low car ownership levels in flats at their schemes in Park View - Gorton, Oakmoor – Chorlton and Minehead Houses, Withington and in Chorlton Park was having regards to available data from the 2011 census.

There is an acknowledged tension between the aspiration to provide sustainable development and the reality of modern living. However, the National Planning Policy Framework which is up to date as of February 2019 states that it is important to promote Sustainable Transport.

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. In this instance there are a range of facilities/amenities within walking distance.

To encourage sustainable travel it is recommended that a Travel Plan is prepared for the site. This should include initiatives to reduce independent car travel and include targets and monitoring.

The reduction in car parking also gives the opportunity to give a setting to buildings, provide amenity space and to provide green infrastructure provision and enhancement. A balancing exercise must be undertaken in the decision making process and in relation to this development, which is located on a bus route and in close proximity to Metrolink, catering to a cohort that evidence provided shows has a lower car ownership than the average family household, with a travel plan in place, it is considered that the appropriate balance has been achieved.

Operation of the Highway and Construction Management

Objections were submitted with regards to the operation of the Highway in relation to the development proposals. The supporting documentation with regards to Transport have been assessed and it is not envisaged that any significant highway impact would arise from the development. Some works would be required to improve the state of the existing access to the site, this falls outside of the applicants' ownership and will be dealt with via a Section 278 agreement, this should be controlled by

condition. A construction management plan was submitted with the application, however, further details are required and therefore a condition requiring a detailed construction management plan is recommended to control the impacts of the development during construction. It is therefore considered that the impacts of the development proposals during construction and upon the operation of the Highway post development are acceptable, subject to conditions.

Landscaping and Amenity

The site as existing has no trees or green infrastructure. The proposals would see the introduction of low level planting either side of the access road into the development, within the site there would be two communal garden areas for the enjoyment of residents and visitors. These areas would have 9 heavy standard trees and 2 fruit trees. All flats would be provided with a Juliet balcony.

The plans have been revised to include security gates which will only allow authorised access to the development as required by Greater Manchester Police.

We await the submission of an updated landscape plan to show an increase in the height of the boundary treatment to 2.1m in height as requested by Greater Manchester Police. We shall report this as a late representation to committee.

It is considered that the increase in the amount of green infrastructure to be located on this existing hard landscaped and intensively developed site would provide an improvement to the visual amenity of the character of this particular part of Chorlton Park Ward and an appropriate level of amenity space for the occupants of the proposed development.

A condition to implement the landscaping condition is considered appropriate, within the recommended condition the species of fruit tree is to be agreed to address concerns raised by Greater Manchester Ecological Unit about whether or not the identified species would thrive.

Ecology

A number of comments received referenced the impact of the scheme upon ecology. Greater Manchester Ecological Unit have considered the application they have requested that an informative is attached to any planning consent with regards to bats. Required a condition with regards to the protection of nesting birds and require an informative be applied relating to Japanese knotweed. They have also required details of bird nesting features to be accommodated in the new build for species such as swift, house sparrow, starling and house martin. Informatives and conditions as requested have been attached as part of the recommendation.

Drainage

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

approval. The application proposals are therefore considered to accord with policy EN14 of the Core Strategy.

Waste Management

There would be space within each unit for the storage of waste. Residents would then be responsible for transferring the waste from their apartments to the bin store. There would be an allocated bin store within the retained building to the site frontage which would contain 4 x 1100 litre general refuse bins, 2 x 1100 litre pulpable recycling bins, 2 x 1100 litre mixed recycling bins and 1 x 240 litre food waste bin. Bins would be moved for collection by the management company. It is proposed that an arrangement would be made with Manchester City Councils waste management company in terms of waste collection arrangements. There would be space within the site for a bin lorry to manoeuvre to enable collection. This has been assessed as being an appropriate level of bin storage provision and waste collection arrangement.

Climate Change

To maximise the energy efficiency of the dwellings and reduce the energy demand the development will be built using high specification building fabric. The units will utilise efficient energy systems and be provided with mechanical ventilation with heat recovery. Photovoltaic panels will be included within the scheme. Three vehicle charging points are to be provided for the parking area.

Air Quality

An air quality assessment has been submitted in support of the application. With the implementation of mitigation measures dust impacts from construction of the development are considered to be not significant when assessed in accordance with IAQM guidance.

Accessibility

Level access would be proposed for both blocks of accommodation. A DDA (Disability Discrimination Act) compliant lift would provide access to all apartments within the scheme. The stair would be accessible to ambulant disabled residents/visitors and the building would comply with Part M of the Building Regulations to provide doors and access points that are accessible to wheelchairs. 2 disabled accessible car parking spaces are proposed.

Infrastructure

Comments received raised concerns in relation to the impact of the proposed development upon infrastructure in the locality. The proposed development is in walking distance of the district centre, as such it is considered that the scheme would be well catered for and that the small increase in population associated with the development proposals would not have a detrimental impact.

TV Reception

A Television and Radio Reception Impact Assessment has been carried out. The report concludes as follows:

- Interference to analogue television service reception would not be possible
- Due to existing good coverage and lack of viewers in any theoretical signal shadow area, the proposed development is not expected to have any adverse effect upon Freeview.
- Due to the lack of satellite dishes in any theoretical signal shadow area, no interference to the reception of digital satellite television is expected.
- Due to existing good coverage no interference is expected to radio services.

Given the above, it is considered that the proposal would not have any adverse impact on TV reception and no mitigation is required.

Residents Comments

Matters raised by residents have been addressed in the report.

It is considered that the scale, character and appearance of the development proposals are of high quality and would be appropriate contextually having regards to the location on Barlow Moor Road.

The site is appropriate for housing and is in a sustainable location. The existing buildings on site are not suitable for reuse for housing.

The Highways impacts of the scheme have been assessed. A balanced view has been taken on the level of car parking provision having regards to parking needs, the sustainability of the location, climate change requirements and levels of amenity for occupants and the Highways section have confirmed that the Highway network would not be adversely impacted upon subject to a condition requiring works to the access.

The composition of the development and its design has been assessed having regards to whether or not the development would have any undue impact upon the residential amenity of surrounding property. It is not considered that the scheme would cause any undue impacts through such as overlooking, loss of privacy, overbearing, loss of light or noise disturbance subject to appropriate controls over obscure glazing, landscaping, boundary treatment and acoustic treatment of the building and any ancillary equipment proposed.

The scheme has secured improvements to landscaping and will provide biodiversity and habitat for ecology. The scheme proposed includes solar panels.

It is not considered that the scheme would adversely impact upon the operation of a neighbouring commercial interest at Leon's Fabric Superstore and whilst the scheme proposals may affect the ability to bring forward certain developments at that site in the future it has been assessed that the benefits of the proposals outweigh this impact.

Conclusion

The development proposals would see the provision of 39 affordable residential units in a sustainable location and form. The principle of residential development in this location is acceptable. The scheme for development is of an appropriate scale, mass and design having regards to the site context. It is not considered that the proposals will adversely impact upon the residential amenities of surrounding residential or commercial property.

The development would see the removal of large scale inappropriate buildings that currently impact harmfully upon the visual amenity of this particular part of Chorlton Park Ward.

The development proposals will result in the introduction of 11 trees where there currently are none and maximise high quality site landscaping as a setting for the development proposals.

The proposals are considered to be consistent with Core Strategy Policies SP1, H1, H6, H8, T1, T2, EN1, EN4, EN6, EN9, EN14, EN15, EN16, EN18, EN19, DM1, PA1 and Saved Unitary Development Plan Policy DC26.

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

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

Recommendation **MINDED TO APPROVE subject to the completion of a Section 106 agreement relating to affordable housing provision**

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and has been determined in a timely manner.

Conditions to be attached to the decision

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

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

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

Addendum Planning Statement;
Revised Design and Access Statement (Revision 3);
Proposed Landscaping Plan (479.01A);
Waste Management Plan (1479 PL0011 Rev 04);
Revised Drainage Strategy (Rev 3);
Unit 1- Existing and Proposed (1479 PL0012-Rev 01);
Proposed Sections (1479 PL0210 Rev 01);
Proposed First Floor (1479 PL 0101 Rev 01);
Proposed Second Floor (1479 PL 0102 Rev 01);
Proposed Third Floor (1479 PL 0103 Rev 01);
Proposed Fourth Floor (1479 PL 0104 Rev 01);
Proposed Elevations (1479 PL 0200 Rev 01);
Proposed Materials (1479 PL 1000 Rev 01);
View 1- Down Barlow Moor Road (1479 PL 1500 Rev 01);
View 2- Up Barlow Moor Road (1479 PL 1501 Rev 01);
Before and After Visual from the North (1479 PL 1503 Rev 01);
Before and After Visual from the South (1479 PL 1504 Rev 01);
Proposed Massing Model (1479 PL 1505 Rev 01);
Revised Air Quality Management Report (Version 3); and
Revised Transport Statement (Version 5).

Received 11 November 2019

Proposed Ground Floor (1479 PL 0100-Rev 03);
Proposed Elevations (1479 PL 0200 Rev 02);
Proposed Site Layout (1479 PL 0002-Rev 04);

Received 09 December 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. No development shall take place until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

6. 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.

7. Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Management Plan and shall include:
 - The routing of construction traffic;

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

Reason - In the interest of pedestrian and highway safety, and to ensure that the proposed development is not prejudicial or a nuisance to adjacent dwellings pursuant to policy DM1 of the Core Strategy. Details are required prior to works commencing on site as the impacts of construction works to deliver the development require mitigation.

8. The storage and disposal of waste shall be undertaken in accordance with the Waste Management Plan 1479 PL0011 Rev 04 and drawings submitted with the application and shall remain in situ whilst the development is in operation.

Reason – In the interests of visual and residential amenity, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

9. Before the development is occupied a scheme for acoustically insulating the proposed residential accommodation against noise from Barlow Moor Road and the local traffic network shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial / industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time – 23.00 - 07.00) 30 dB Laeq (individual noise events shall not exceed 45 dB L_{max} by more than 15 times)

Living Rooms (daytime – 07.00 – 23.00) 35 Db Laeq

Gardens and terraces (daytime) 55 dB Laeq

Reason – To secure a reduction in noise from traffic and other sources in order to protect future residents from noise disturbance pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.

10. Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating noise level of 5dB (LAeq) below the existing background (LA90) at the nearest noise sensitive location.

The scheme should be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

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

11. 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.

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

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through

provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

13. Prior to the first occupation of the development hereby approved the cycle parking provision as detailed within the approved drawings and documents shall be installed.

Reason – To assist promoting the use of sustainable forms of travel to the development pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD.

14. The car parking for the units hereby approved indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the first occupation of the development hereby approved. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Core strategy.

15. No demolition of the building on site or removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st 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.

16. The details of the hard and soft landscaping treatment scheme as set out within the approved drawing reference: Proposed Landscaping Plan (479.01A) (with the exception of the species of fruit tree to be agreed) shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

17. Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

18. Prior to the commencement of above ground works on the development hereby approved, details of the provision of bird nesting features for species such as swift, house sparrow, starling and house martin 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.

19. Prior to occupation of the development hereby approved the windows to the north elevation of the Block A facing northwards above ground floor level shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

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

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

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

21. 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).

22. 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:

Improvement to the state of the existing access to the site

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

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

Informative 1 - Whilst the buildings to be demolished have been assessed as negligible risks for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work

should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Informative 2 – It is an offence under the Wildlife and Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as Japanese knotweed are included within this schedule. If any such species will be disturbed as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence.

Local Government (Access to Information) Act 1985

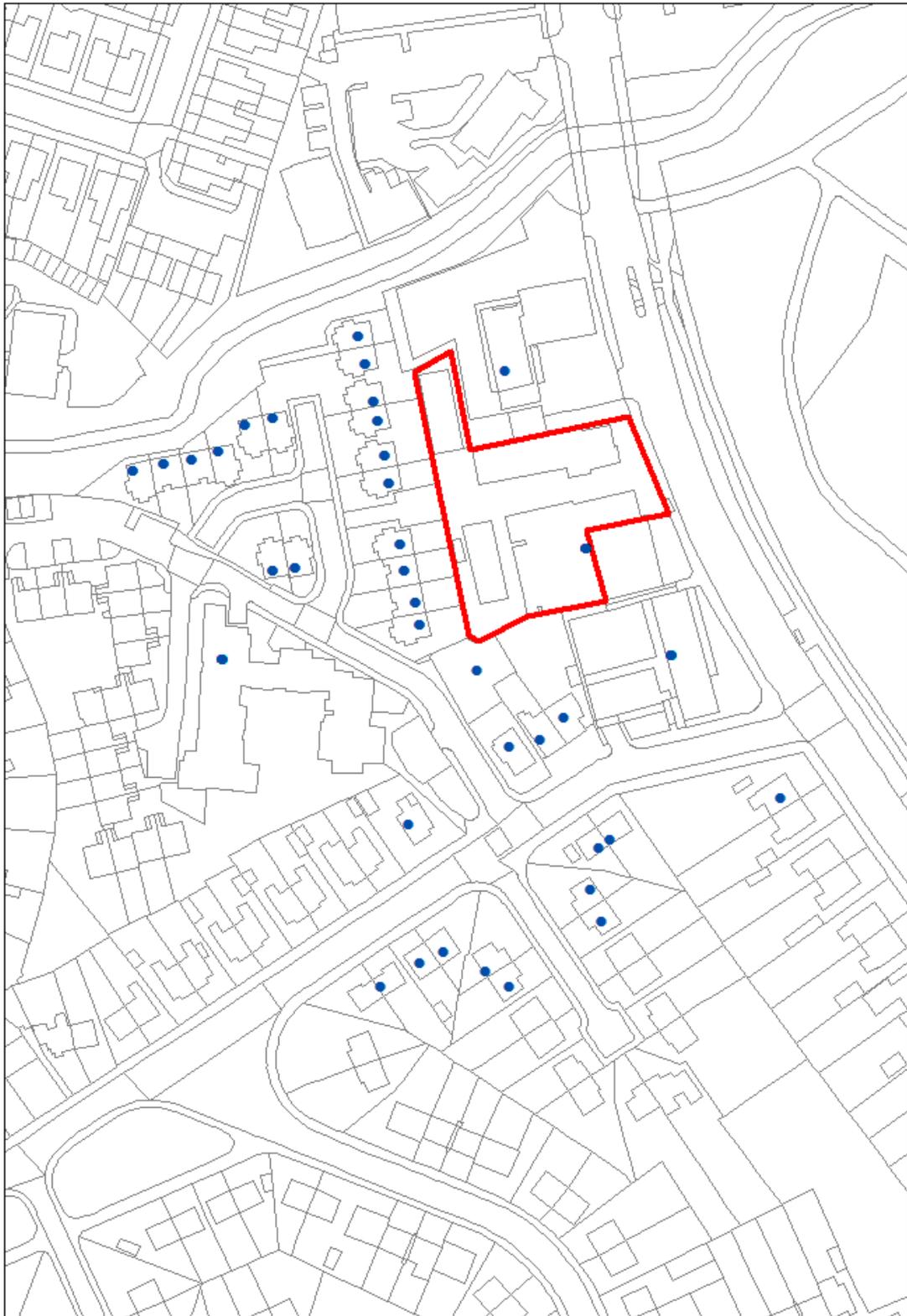
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 124237/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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:

**Corporate Property
Environmental Health
Highway Services
Strategic Development Team
South Neighbourhood Team
Greater Manchester Ecology Unit
Chorlton Voice
Greater Manchester Police
Transport for Greater Manchester**

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

Relevant Contact Officer : Jennifer Connor
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Email : j.connor3@manchester.gov.uk



□ Application site boundary ● Neighbour notification
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