

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
128446/FO/2020	2 <sup>nd</sup> Nov 2020	23 <sup>rd</sup> Sept 2021	Chorlton Park

**Proposal** Erection of a part 3/part four storey building to form a commercial use on the ground floor (Class E - 214m<sup>2</sup> floorspace) and 13 self-contained flats above (7 x 1 bed, 6 x 2 bed), with associated car parking (5 spaces) and cycle storage, following demolition of existing property.

**Location** 479 Barlow Moor Road, Manchester, M21 8AG

**Applicant** Mr Josh Senior, SENCAP Ltd, Suite 17b, 111 Piccadilly, Manchester, M1 2HY

**Agent** Sherry Payami, SP Architects Ltd, 4 Carlton Court, WA15 8RP

### **Executive Summary**

The applicant is proposing to erect a part 3/part four storey building to form a commercial use on the ground floor with 13 self-contained flats above.

Twenty-three letters have been received from local residents, 18 in objection to the proposal, two in support and three making representations. Objections have also been received from Chorlton Voice. Objections have been raised in respect of design and the impact on residential amenity but the main concern is that insufficient parking spaces have been provided and as a result the proposal would lead to an increase in cars parking on-street, particularly on Malton Avenue.

Correspondence has been received from Cllrs Midgley, Rawson and Shilton-Godwin. They have no objection in principle to the redevelopment of the site but have raised concerns about the lack of parking and the access to it, the resultant increase in on-street parking and the impact on residential amenity.

### **Description**

479 Barlow Moor Road is a vacant three storey building located within the Chorlton District Centre. Originally built as a cinema in 1914, the property has been in use as a supermarket since 1968 until recently vacated.

The site is bounded to the north by a two storey terrace of properties which generally comprise commercial use on the ground floor and commercial uses or residential above. To the south is a detached building which is vacant at ground floor level, having been last used as a furniture shop, with residential accommodation above. Beyond that lies Malton Avenue, a cul-de-sac consisting of 13 dwellings. To the west is a service/access road running to the rear of properties fronting Barlow Moor Road and beyond that is no. 2 Malton Avenue. To the east, on the opposite side of Barlow Moor Road, there is a three storey commercial parade.



The applicant is proposing to demolish the existing building and erect a part three/part four storey building on the site to form:

- 214m<sup>2</sup> commercial floorspace on the ground floor
- 13 self-contained flats (7 x 1 bed, 6 x 2 bed) above
- Parking for 5 vehicles located in an undercroft at the rear of the building and accessed via the rear service road.
- Cycle parking located within the building and accessed via the rear service road.

### **Consultations**

**Local Residents** – 23 letters have been received from local residents, 18 in objection to the proposal, two in support and three making representations. The comments are summarised below:

- This would be a great addition to Barlow Moor Road. There is currently an overload in restaurants and bars and run down houses. Building 13 new apartments will bring some overdue residential modernity to the community.
- This will be a great addition to Barlow Moor Road, Chorlton. Well and improved aesthetics rather than the old rundown cooperative building. In conjunction, housing many people that require accommodation is a great way of supporting people in our community.
- No objection in principle to the proposal but the proposed parking is inadequate for the number of units proposed. The result will be that residents of the proposed flats will end up parking on Malton Avenue, a road that already suffers from a large amount of on-street parking. The design needs to be revised to provide enough car parking spaces for all the apartments.

- The transport analysis itself states that the parking requirement is below that of the recommended standard, using the excuse of cycle provision to enable the developer to provide only four spaces. This is not a city centre site, people live here with cars. That leaves nine apartments without any parking provision, which could result in an additional nine cars on residential Malton Avenue. For reference Malton Avenue consists of 13 houses and all have at least one vehicle.
- The parking survey appears to have been done after midnight and before 6am. The major times for traffic and parking issues are when the restaurants on Barlow Moor Road are open at weekends and in the evenings when people travel to the area and park in the surrounding streets as the existing numerous bars and restaurants have little or no parking provision. Naturally, this has not been a visible issue while the restaurants have been closed over lockdown, but in normal circumstances is very problematic, particularly at weekends.
- Whilst the tram stops at St Werburgh's and Chorlton are within walking distance, this also results in people driving to the area, parking on the residential streets and then taking the tram into Manchester or to Old Trafford and, it appears, occasionally even to the airport. This may well increase when the City Centre charges are introduced.
- There is no consideration taken of the proposed cycleway initiative or the proposed blocking off of roads and traffic calming measures associated with this which will certainly impact on St Ann's Road. The impact of this is likely to be considerable.
- The proposal would lead to the overlooking of no. 2 Malton Avenue and the associated rear garden.
- The proposed building is too deep at upper floors and creates problems relating to daylight and sunlight, amenity, and overlooking, that are impossible to overcome without reducing the amount of development.
- Access to the proposed parking spaces, via the rear service road is inadequate.
- Will the external access to 477a Barlow Moor Road be retained?
- The provision of roof terraces would lead to the overlooking of several dwellings that adjoining the site.
- Due to the poor and narrow access to the site, inevitably construction and demolition equipment will be parked on Malton Avenue as they will not be able to be accommodated on the site itself due to its size and layout. This will impact on the surrounding road network as well as the amenity of the residents.
- There is concern about refuse collection which will affect the amenity of residents on Malton Avenue. The siting for the bin store is at the rear corner of the development. The ginnels are too narrow for bin lorries to get close to the store so the bins will have to be manually moved, most likely to Malton Avenue. It is requested that a condition be imposed which requires refuse to be collected from Barlow Moor Road during business hours.
- There are bats which circle the properties at dusk on Malton Avenue every day. A lighting study should be undertaken to avoid impacting, (such as shrouded lighting fittings) and measures put in place to enhance biodiversity.
- The height of the building will overshadow the road and block the skyline.

- The design of front of building is out of keeping with surrounding buildings and will significantly impact on area in negative manner.

**Chorlton Voice** – The residents association objects to the proposal for the following reasons:

- There has recently been a surplus of retail floorspace in Chorlton District Centre, evidenced by the number of vacant properties and changes of use to food and drink uses. Changes in the retail market are continuing and so provision of new retail floorspace in this development is likely to result in additional vacant space, either here or elsewhere in the centre.
- The scale of the proposed development would be acceptable if the redevelopment of no. 477 Barlow Moor Road were to proceed as approved in 2006. However, this permission has been expired for several years and, given current market conditions, it seems highly unlikely that this scheme will be resurrected. In the absence of that redevelopment of no. 477 Barlow Moor Road, the proposed development of this site would appear out of scale and an obtrusive feature in the street scene. The proposed North elevation would be a prominent feature, seen above the roofline of no. 477 Barlow Moor Road, with few windows to break its bulk. While the overall height of the existing and proposed buildings are similar, the pitched roof of the existing building is far less bulky in appearance.
- The alleyway to the rear of the site is extremely narrow and introduction of the four parking spaces would be hazardous to the safety of other users. Manoeuvring into the spaces would be very tricky and lines of sight for vehicles leaving the site extremely limited. Chorlton Voice question the need for any car parking spaces given the provision of good public transport and cycling facilities in the area.
- Windows at the rear of the proposed building are too close to those of neighbouring properties and we are not convinced that the proposed louvres will adequately compensate.

**Ward Members** – Correspondence has been received from Cllrs Midgley, Rawson and Shilton-Godwin. The comments are summarised below:

- The site was previously used as a Co-op food store and was a very popular local store. We did not support its closure and made this clear to the Co-op. However now that the Co-op have moved away, we do see the need to redevelop the building. So in principle we do not object to redevelopment, but we do have concerns about the specific proposal in this application and would like the following points to be considered.
- The site is described as a 'sustainable location' being well served by public transport links. Unfortunately, despite this being a sustainable location we are not convinced that this is a sustainable scheme. The application is for 13 apartments above two retail units. We have serious concerns about whether in the current economic climate two retail units can be supported. We do not want to see a frontage of empty shop units.
- Access to the undercroft will be via the narrow service road from Malton Ave. We do not see how cars will be able to turn in and out of the undercroft from such a narrow access road.

- There is a fear that these narrow access roads will become blocked with the increase in traffic due to the office development at 483B Barlow Moor Rd and competition for space from the garage at 483 Barlow Moor Rd.
- Overlooking has been addressed on the west side of the building but we still fear that the proximity of the new build to the gardens of 2 and 4 Malton Ave will impact on their privacy. The developer will install louvre windows on the west side but this still does not guarantee privacy. The gardens are within 10 metres of these windows so can privacy be guaranteed?
- The waste disposal plan shows just one 240 litre food waste bin for 13 homes. As green bins are emptied once a fortnight, is this sufficient? We are far from convinced that this is a workable solution. The management company will take out and return bins on to Malton Avenue, this is already extremely congested with parked cars and existing residents' bins on collection day. Whilst the Co-op did bring their bins to Malton Ave, they used the service road as their 'waiting spot'. This arrangement will not be possible as the service road will need to be always clear for access should this proposal be approved as proposed.
- We feel that it is most unfortunate that a comprehensive redevelopment plan has not been created for all the properties in this section of Barlow Moor Rd, from 479 to 483B and so this piecemeal approach is in danger of creating congestion and a sense of overcrowding.
- We were pleased to see the report and the detailed consideration given to the right kind of energy for this building.
- The site is described as a sustainable location. This is used to justify the provision of only four car parking spaces within an undercroft. These spaces will be sold as part of the purchase of four apartments.
- Whilst the transport report regarding the availability of sustainable kinds of transport and the proposal to include 15 secure bike parking spaces is noted and welcome, our knowledge and experience of the local area tells us that the idea that car ownership is likely to be restricted to the occupants of four out of thirteen apartments is wishful thinking. This would mean that in perpetuity the residents of nine apartments would be seeking on street parking. The space and capacity for this within the vicinity is simply not available and this shortage of parking space will soon be exacerbated by the cycle lane, scheduled to be constructed along Barlow Moor Road in front on this site. Surrounding streets are already congested and it is extremely difficult to find parking, already leading to cars parked on road corners, on the pavements and people double parking. So without more consideration of parking provision this scheme will without doubt add to the already intolerable parking pressure.
- It is our understanding that the building contains a great deal of asbestos and this is one reason why the Co-op moved out, as the cost of removal and making it safe were prohibitive. Before any work starts to demolish the building, we would like to see how the asbestos issue is going to be dealt with safely. We would also like to be reassured that construction will not impact on the safety of those using the pavements and cycle lane, which likely will be in place.

**Highway Services** – Highway Services have made the following comments:

- The proposed number of on-site car parking spaces may lead to an increase in local on-street parking levels. However, it is also noted that the development, is located in a highly sustainable location with good access to public transport.
- Should car parking increase on Malton Avenue there would be limited space for MCC refuse vehicles to turn around in Malton Avenue resulting in more instances of the refuse vehicle having to reverse upon access/egress to or from Barlow Moor Road which is not preferred.

**Environmental Health** – Suggests the imposition of conditions designed to protect residential amenity, e.g. acoustic insulation, fume extraction, waste storage and contaminated land.

**Greater Manchester Police** – Recommend that a condition, to reflect the physical security specifications set out in section four of the Crime Impact Statement, should be added if the application is to be approved.

**Greater Ecology Unit** – The developer's ecological consultant identified no significant ecological issues. Issues relating to bats, nesting birds and biodiversity enhancement measures can be resolved via condition and or informative.

**United Utilities** – In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

## **Policies**

**The National Planning Policy Framework (NPPF)** – The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

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

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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

Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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

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

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

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

Policy C1, *Centre Hierarchy* – District centres have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. Development in these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres.

Policy C2, *District Centres* – Development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.

The policy states further that development in District Centres should:

- Prioritise delivery of key 'visitor' services, including retail, public and commercial services and food and drink. The Council will ensure that retail remains the principal use in Primary Shopping Areas, but also ensure that provision is made in District Centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres. Subject to impact on overall character and local amenity, the Council will support development which extends the time during which District Centres are active;
- Promote the development of employment which provides opportunities for local people;
- Promote the efficient use of land, particularly through considering options for multi-storey development. New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment strategies;
- Contribute positively to the diversity and mix of uses within centres without undermining their primary retail function. Development should also promote a range of retailers and shop formats;
- Promote choice and competition particularly where development will support the independent sector;
- Remedy deficiencies in areas with poor access to facilities.
- New development should respect and enhance the character of existing centres.
- New development should deliver improvements to the quality and accessibility of the centre environment. Opportunities should be taken to adopt sustainable building design and practises to assist in adapting to climate change



Policy C6, *South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington* – This policy states that across the area there is capacity for both further convenience and comparison retailing floorspace. In total, approximately 8,000 square metres of convenience and 4,500 square metres of comparison retail floorspace will be promoted up to 2027. Identified capacity will be directed to Chorlton centre to support more sustainable shopping patterns, with enhanced provision also promoted in Levenshulme.

It states further that redevelopment in Chorlton will provide a substantial increase in retail, alongside improvements to other commercial and community services. New development should also make a contribution to the character of the centre, including a range of unit sizes and environmental improvements. It continues stating that The role of the independent retail sector in Chorlton, Didsbury and Levenshulme will be supported.

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

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

Policy H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN 1, *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

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

Policy EN 8, *Adaption to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, *Air Quality* – 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.

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

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

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

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

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

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

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

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

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

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

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

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester.

To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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

### **Guide to Development in Manchester Supplementary Planning Guidance –**

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

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

### **Issues**

**Principle of the Proposal –** Having regard to the locational requirements of Policy H6, the erection of a high density mixed use scheme within Chorlton District Centre is considered acceptable in principle. Notwithstanding this, the impact of the proposal upon existing levels of visual and residential amenity must be assessed, as well as any impact upon existing levels of pedestrian and highway safety along this section of Barlow Moor Road and Malton Avenue.

Planning permission for the erection of a part 3/part 4 storey mixed use development on the site of 477 Barlow Moor Road was allowed at appeal (073587/OO/2004/S1) in 2006. However, that permission predates the introduction of the Core Strategy and was never implemented.

**Impact on Non-Designated Heritage Asset –** The existing building was built in 1914 as 'The Palais De Luxe Picture House' until it closed in 1957 when it was known as The Palace. Following a period as a Radio Rentals Service Centre it became a supermarket around 1969 for Tesco, then Hanbury's and finally United Northwest Co-op until vacated in 2019.

Originally constructed with a decorative frontage and canopy (as seen below), the canopy was removed prior to 1960 and the decorative frontage removed to facilitate the internal alterations and new shop front which were approved in May 1967.



All that remains of the decorative frontage is an area to white render which denotes where it was attached to the main part of the building. This, along with the shop front approved in 1967, which was further altered in 2011/12, can be seen below.



As the building has been extensively modified since it was last used as a cinema, resulting on the loss of the decorative frontage and any internal features usually associated with an early 20<sup>th</sup> Century cinema, it is considered that it does not represent a good example of this type of building. As a result, there is no objection to its demolition on heritage grounds.

**Design** – The proposed building is contemporary in design with a flat roof form. The elevations would be in brick, which reflects the local vernacular, while the top floor would comprise of metal standing seam. Vertically proportioned windows are proposed which will help to maximise light within the proposed apartments, as well as to replicate the window proportions on the commercial parade opposite. Deep window reveals are proposed which will provide articulation to the elevations, whilst further design interest would be created with brick detailing and recessed balconies. The ground floor shopfront comprises floor to ceiling glazing with signage zones above. Also cladded canopies above openings will add further detail and create opportunity for further external lighting.

The contemporary mix of brick, metal cladding, railings and glazing is complimented with timber effect louvers, while prominent features and architectural details to all elevations provide shadow and depth.

Overall, the design of the proposal is considered acceptable. A CGI of the front elevation is shown below:



**Scale and Massing** – The building is arranged over four storeys with the top floor set back from the front elevation. Whilst the proposed building is marginally taller than the commercial parade to the north, it is comparable to the three storey commercial parade on the opposite side of Barlow Moor Road and the lapsed development to the south. Given this, it is considered that the scale of the development is appropriate for the Chorlton District Centre.

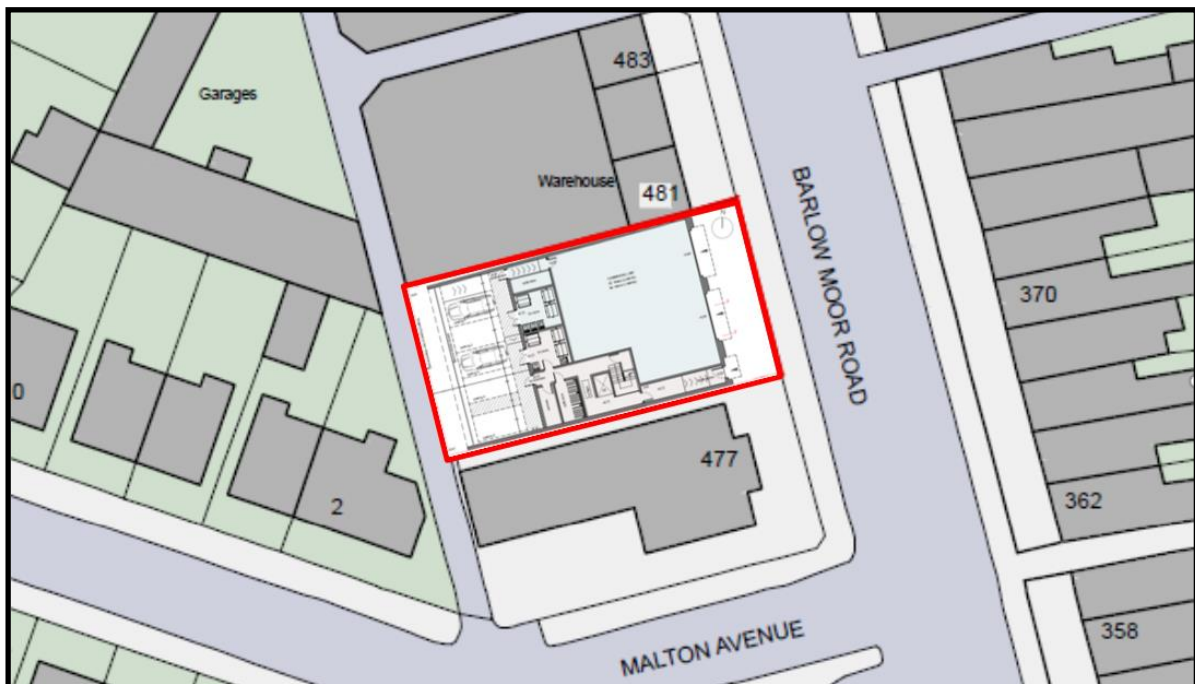
By introducing a varied palette of materials and articulation around the vertical windows, as well as setting back the top floor, the impact of the proposed building has been reduced and the massing is considered to be acceptable.

The proposed development is shown below, along with the existing parade and the previously approved development on 477 Barlow Moor Road which has now lapsed.



**Site Layout** – The front elevation of the proposed building would be set on the same building line as the existing property and it would present a strong frontage to Barlow Moor Road, within which the principal access points are located to both the commercial element and the apartments above. In order to comply with the City Council’s adopted design guidance, the car parking and waste storage facilities are located at the rear of the building. Accordingly, the site layout is considered to be acceptable.

The ground floor layout is shown below in relation to the surrounding properties:



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

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

- Apartment 01 - 2 bed 62m<sup>2</sup> (Space Standard – 61m<sup>2</sup>)
- Apartment 02 - 1 bed 53m<sup>2</sup> (Space Standard – 50m<sup>2</sup>)
- Apartment 03 - 1 bed 50m<sup>2</sup> (Space Standard – 50m<sup>2</sup>)
- Apartment 04 - 1 bed 55m<sup>2</sup> (Space Standard – 50m<sup>2</sup>)
- Apartment 05 - 2 bed 68m<sup>2</sup> (Space Standard – 61m<sup>2</sup>)
- Apartment 06 - 2 bed 62m<sup>2</sup> (Space Standard – 61m<sup>2</sup>)
- Apartment 07 - 1 bed 53m<sup>2</sup> (Space Standard – 50m<sup>2</sup>)
- Apartment 08 - 1 bed 50m<sup>2</sup> (Space Standard – 50m<sup>2</sup>)
- Apartment 09 - 1 bed 55m<sup>2</sup> (Space Standard – 50m<sup>2</sup>)
- Apartment 10 - 2 bed 68m<sup>2</sup> (Space Standard – 61m<sup>2</sup>)
- Apartment 11 - 2 bed 62m<sup>2</sup> (Space Standard – 61m<sup>2</sup>)
- Apartment 12 - 1 bed 50m<sup>2</sup> (Space Standard – 50m<sup>2</sup>)
- Apartment 13 - 2 bed 75m<sup>2</sup> (Space Standard – 61m<sup>2</sup>)

It is considered that the proposal complies with Manchester’s space standards.

As concerns were raised about the standard of accommodation proposed, particularly in terms of daylight levels for future occupants, the quality of daylight amenity within the proposed accommodation has been assessed using Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH) assessments as recommended within the relevant BRE and British Guidance documents.

The ADF assessment has shown that the provision of daylight within the proposal is excellent with 100% of habitable rooms meeting or exceeding the BRE targets. Direct sunlight provision is also good with all relevant spaces achieving in excess of the target APSH targets. Accordingly, the report has concluded that the scheme fully accords with the BRE guidance.

Given the above and the size of the flats, along with the provision of external amenity space in the form of the terraces, the standard of the proposed accommodation is considered acceptable.

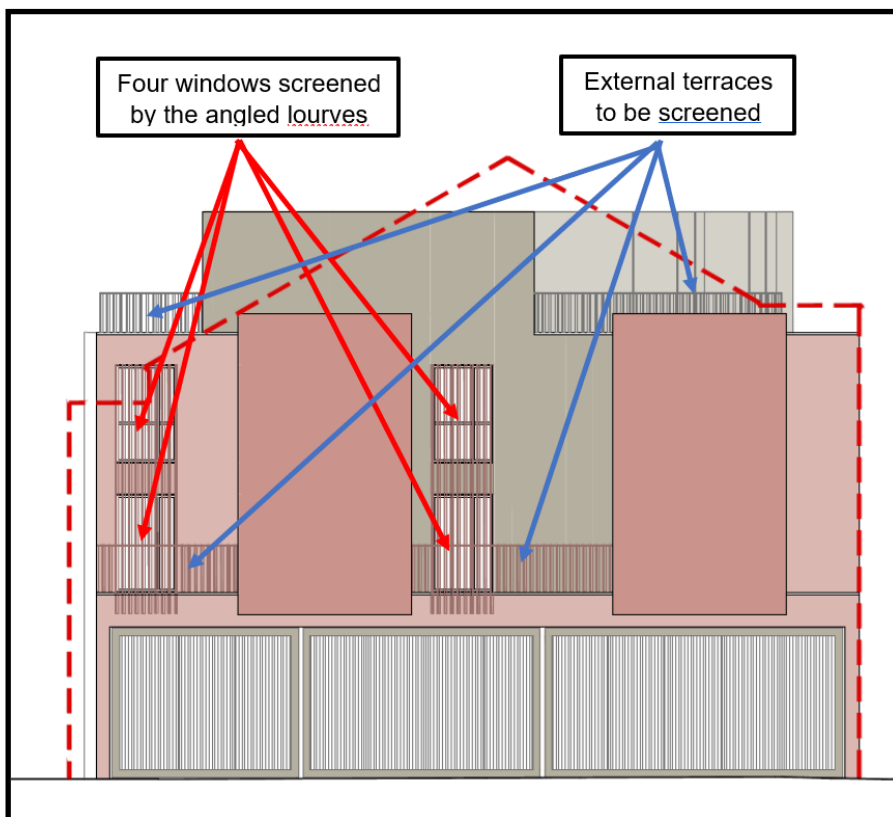


**Disabled Access** – Access to the ground floor commercial premises would be obtained via a level access off Barlow Moor Road. Level access to the proposed apartments is also provided from Barlow Moor Road, as well as from the residents' parking area at the rear. Both lead to a lift which allows access to all of the apartments. In addition, as the applicant has introduced a 1.2 metre wide shared space between parking spaces 4 and 5, two size compliant disabled parking spaces would be provided. Given this and the fact that the development would be constructed to Part M of the Building Regulations the overall access provision is considered acceptable.

**Residential Amenity** – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact upon Privacy – There are only four windows in the rear elevation that diagonally face the rear of the dwellings on Malton Avenue and these would be screened by angled louvres to prevent overlooking while still allowing light to enter the respective rooms. In addition, it should be noted that the four proposed windows are sited further back into the site than the existing windows in the rear elevation of the supermarket.

There are a number of external terraces that face the Malton Avenue dwellings and these have raised concerns about overlooking and the resultant loss of privacy. To allay these concerns a condition would be imposed which would require the installation of a suitable screen. The rear elevation is shown below, the existing building is shown as a red dotted line:



Due to the orientation of these windows and the proposed screening, it is not considered that the development would lead to overlooking and a resultant loss of privacy for the residents of the dwellings on the northern side of Malton Avenue.

Noise – It is not considered that the proposal would be an inherently noise generating use. Notwithstanding this, it is considered prudent to attach a number of acoustic insulation conditions in order to protect not only the residential amenity enjoyed by the occupants of the nearby dwellings but also the future residents of the proposed accommodation.

Overshadowing/Overbearing Impact – Given the comparable sizes of the existing and proposed buildings, and the location of the site in respect of the properties on Malton Avenue, it is not considered that the proposal would lead to the overshadowing of these dwellings and their associated rear gardens or have an overbearing impact upon local residents when using their respective private amenity space.

In light of the above, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of the dwellings on Malton Avenue. It is acknowledged that the use of external amenity areas such as the roof top garden could result in some noise but this would be domestic noise within the context of a District Centre and this is considered to be appropriate.

A resident of the adjoining property, raised concerns that the proposal would remove access to a first floor flat. This would not be the case and the access would remain.

**Visual Amenity** – Given the design, scale and massing of the proposed building it is not considered that the development would have an unduly detrimental impact upon the levels of visual amenity that are experienced in Chorlton District Centre.

**Car Parking** – The City Council does not have a prescribed policy standard for residential schemes. Notwithstanding this, it is anticipated that all new developments should provide appropriate car parking facilities and new developments should improve access to jobs and services by being located on sites that reduce the need to travel and provide good access to sustainable transport provision. This desire to link trips and minimise travel times by locating developments in sustainable locations would allow the ability to minimise car travel and take advantage and facilitate the use of sustainable forms of transport.

The Manchester Residential Quality Guidance acknowledges that “*Manchester is, by its very nature, a sustainable location with access to a range of facilities and served by a range of transport modes.*” Notwithstanding this it also notes that “*...there is a need to balance the provision of sufficient parking with the need to encourage different, more sustainable modes of transport and working towards reducing the dependence on the car.*” Furthermore, it states that a reduction in “*...on site provision may be justified on the... .. provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.*”

There is an acknowledged tension between the aspiration to provide sustainable development and the reality of modern living. However, the NPPF states that it is important to promote sustainable transport and that 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.

The parking facilities would consist of five spaces located at the rear of the property and which would be accessed via the alleyway, which is an adopted highway, that runs from Malton Avenue to High Lane. Originally the applicant proposed four parking spaces but understanding the concerns of local residents they increased it to five. Given the sustainable nature of the site within a district centre, the number of apartments proposed and availability of local amenities and public transport, it is believed that the proposed car parking to flat ratio of 38% is acceptable and is consistent with similar developments found in other district centre locations, namely planning permission 124237/FO/2019 (approved 2<sup>nd</sup> March 2020) at 419 to 421 Barlow Moor Road, which has a parking provision of 41%.

In conclusion, given the sustainable location of the site and the prevalence of public transport within its vicinity, a parking provision of 5 spaces for 13 apartments is considered acceptable in this instance. Notwithstanding this, to encourage sustainable travel it is recommended that the provision of a Travel Plan for the site be made the subject of a planning condition. This should include initiatives to reduce independent car travel and include targets and monitoring.

It should be noted that there is a fall-back position available to the applicant, namely the extension and conversion of the premises to living accommodation via the Prior Approval route. The applicant has demonstrated within the submitted Design and Access Statement that the existing building could be viably extended and converted into eleven apartments while also retaining the ground floor commercial element. While at first glance this might appear to be a more attractive solution than that currently proposed, as it consists of two less units, this scheme only comes with one parking space at the rear. It is considered that the fall-back position would generate more instances of on-street parking than the scheme currently up for determination.

**Vehicle Charging Points** – The applicant has confirmed that three electric vehicle charging points would be provided for the five parking spaces located at the rear. They would be 7kw chargers and sited in such a way that all five parking spaces would have access to them. This provision is considered acceptable and their installation and retention would be the subject of a condition.

**Cycle Parking** – Internal storage space for 15 cycles is to be provided towards the rear of the building. This provision is considered acceptable.

**Pedestrian and Highway Safety** – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Barlow Moor Road.

The local residents and Ward Members have raised concerns about residents of the apartments parking on Malton Avenue if they do not own one of the five parking spaces on offer. Given the proximity of this cul-de-sac to the proposed site it is highly probable that some level of additional on-street parking would take place. However, given the location of the site within the district centre, the prevalence of public transport and the introduction of a Travel Plan, it is anticipated that additional on-street parking would be limited.

Concerns have been raised about the impact of the proposal on existing refuse collection on Malton Avenue as a result of additional on-street parking pressures, particularly the ability of the refuse wagon to exit Malton Avenue in forward gear. Given the level of on-street parking that exists on Malton Avenue, it is considered unlikely that refuse vehicles currently exit onto Barlow Moor Road in forward gear and that the proposed development would have such a significant additional impact, to those car parking pressures already faced, so as to warrant a refusal of permission.

**Servicing** – Given the parking restrictions on Barlow Moor Road, the servicing of the ground floor commercial use would take place from Malton Avenue. As this is the same arrangements that existed when the Co-op Supermarket was in operation it is considered acceptable for the proposed use.

**Waste Storage** – The residential element of the proposal would be served by the following:

- General Waste 2x Euro Bins at 1,100 litres
- Paper Recycling 1x Euro Bin at 1,100 litres
- Mixed Recycling 1x Euro Bin at 1,100 litres
- FoodWaste 1x Wheeled Bin at 240 litres
- Individual food caddies in the kitchen

For the residential element, current guidance states that 0.43m<sup>2</sup> of space should be provided for each apartment, in this instance that would equate to a bin store with a floor area of 5.60m<sup>2</sup> of space. In this case the applicant has provided a bin store with a floor area of 14m<sup>2</sup> which provides the flexibility to house the Euro and wheeled bins referred to above to allow recycling of garden/food waste, glass, metal, plastics, paper/cardboard and general household waste. In addition, each apartment would have their own food waste caddy making it easier to transfer food waste to the communal bin store, which is within a short walk of the lift. Overall, this level of provision is considered acceptable.

The commercial element would be served by 3no. Euro bins (1,100 litres), plus two wheelie bins (240 litres) allocated for commercial unit. While this is acceptable in principle, as the end user of the commercial element is not known at this stage Environmental Health has requested that a condition be imposed requiring further details to be submitted and approved prior to the commercial element commencing operations. This would ensure that the correct type and number of containers is provided.

As with the service arrangements for the former supermarket, the bins for the residential and commercial elements would be taken to Malton Avenue for collection by the management company, then returned following emptying.

**Commercial Use** – Given the amount of floorspace proposed (214m<sup>2</sup>) and the location of the site within a district centre, the proposed commercial use (Class E – Commercial, Business and Service) would provide a facility that is appropriate in policy terms, whilst also providing a business opportunity that would complement the existing offer within the Chorlton District Centre.

Whilst Class E uses are wide ranging, as can be seen below, as the site is located within a District Centre it is not considered appropriate to impose restrictions on future changes within this use class.

- Retail
- Sale of food and drink for consumption on the premises
- Financial services
- Indoor sport, recreation or fitness
- Provision of medical or health services
- Creche, day nursery or day centre
- Offices to carry out any operational or administrative functions, research and development of products or processes or industrial processes

**Energy Efficiency** – Since March 2015, energy saving requirements have been dictated by Building Regulations approved documents which are set at a level equivalent to the now discontinued Code for Sustainable Homes. Building Regulations state that by 2020 buildings should have a 30% emission reduction and the way to achieve this is by using renewable energy technologies. The energy efficiency rating of the proposed development will comply with Building Regulations Part L which is the equivalent of Code level 4 in the Code for Sustainable Homes. This approach is considered acceptable. The proposal would include the following key points:

- Provide photovoltaic (PV) panels on the roof for renewable energy harvesting.
- Achieve compliance with building regulations Part L 2016
- Provide building fabric U-Values that exceed the requirement of building regulations.
- Provide air tightness that exceed the requirement of building regulations.
- Provide air source heat pump hot water cylinders that are up to 5 times more efficient compared to electric immersion heaters
- Provide highly rated insulation to all pipework and hot water cylinders.
- Provide energy efficient LED lighting.
- Electric heating with timer and thermostat controls to each individual room to minimise energy consumption.

It is acknowledged that the reuse and refurbishment of a property is usually the preferred option as it would not involve the loss of embodied energy, i.e. the energy used in the manufacturing of the materials used in the construction of the new building, its transportation to the site and the removal and disposal or recycling of demolition waste. Notwithstanding this, in this instance it is recognised that this modern building, by incorporating the technologies listed above, would be far more energy efficient than the existing building.

To ensure that the findings of the applicant's sustainability report are incorporated into the proposal an appropriately worded condition is suggested.

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

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

As a result of the above findings it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

**Ecology** – The submitted ecology report has confirmed that there is no evidence of bat or bird habitation within the existing building. Notwithstanding this, GMEU has suggested the imposition of informatives advising that demolition would have to be halted should bat or bird roosts be discovered in the future.

**Flooding and Drainage** – The conditions requested by United would be imposed in order to minimise flood risk and ensure adequate drainage.

**Crime and Anti-Social Behaviour** – A condition requiring that the proposed physical security specifications be incorporated into the development is suggested in this instance.

## **Conclusion**

Given the location of the site within the Chorlton District Centre the principle of a mixed use developments such as this is considered acceptable. As with the majority of district centre sites throughout the City the level of parking proposed is far less than that seen in predominantly residential areas. Understandably, one of the main concerns local residents have is the number of car parking spaces proposed and the fact that surrounding streets, particularly Malton Avenue, would be subject to increased levels of on-street parking as a result.

As the site is located within a district centre and given the sustainable location and prevalence of public transport options. it is acknowledged that the level of parking provision can be reduced. It is anticipated that this, coupled with the introduction of a Travel Plan, would reduce the instances of on-street parking associated with the development.

The other concern has been the impact upon residential amenity. As has been demonstrated above, any windows that face directly towards the dwellings and gardens of Malton Avenue would be screened, as would any external terraces, thereby preserving existing levels of privacy.

**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 to resolve any problems arising in relation to dealing with the planning application.

#### **Conditions to be attached to the decision**

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

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

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

- a) 383(PL)01, stamped as received on 29 October 2020
- b) 383(PL)02-rev B, stamped as received on 18 May 2021
- c) 383(PI)03-rev B, stamped as received on 18 May 2021
- d) 383(PI)04, stamped as received on 29 October 2020
- e) 383(PI)05, stamped as received on 18 May 2021
- f) 383(PI)10-rev C, stamped as received on 15 July 2021
- g) 383(PI)11-rev B, stamped as received on 18 May 2021
- h) 383(PI)12-rev B, stamped as received on 18 May 2021
- i) 383(PI)13-rev B, stamped as received on 18 May 2021
- j) 383(PI)14-rev B, stamped as received on 18 May 2021
- k) 383(PI)20, stamped as received on 29 October 2020
- l) 383(PI)21-rev B, stamped as received on 18 May 2021
- m) 383(PI)22-rev B, stamped as received on 18 May 2021
- n) 383(PI)23-rev B, stamped as received on 18 May 2021
- o) 383(PI)24, stamped as received on 29 October 2020
- p) 383(PI)25-rev B, stamped as received on 18 May 2021
- q) 383(PI)30-rev A, stamped as received on 18 May 2021
- r) 383(PI)31-rev B, stamped as received on 18 May 2021
- s) 383(PI)32-rev A, stamped as received on 18 May 2021
- t) 383(PI)40, stamped as received on 29 October 2020
- u) 383(PI)41, stamped as received on 29 October 2020
- v) 383(SU)400, stamped as received on 29 October 2020
- w) 383(SU)401, stamped as received on 29 October 2020
- x) 383(SU)402, stamped as received on 29 October 2020
- y) 383(SU)403, stamped as received on 29 October 2020

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

3) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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



4) The commercial premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

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

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

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

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

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

7) Before the commercial premises is brought into use, the premises opening hours shall 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 Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

8) Deliveries, servicing and collections, including waste collections to the commercial premises shall not take place outside the following hours:

0730hrs to 2000hrs - Monday to Saturday,  
no deliveries/waste collections - Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

9) Any fumes, vapours and odours from the commercial use shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy.

10) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the residential accommodation hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

11) The approved electric vehicle charging points, as shown on drawing no. 383(PI)10-rev C and the manufacturer's specifications, stamped as received on 15 July 2021, shall be installed prior to the occupation of the residential accommodation and remain in-situ in perpetuity.

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

12) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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

13) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

14) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - 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 private residential purposes and to ensure the achievement of the public benefit identified pursuant to policies SP1, DM1, EN3, H1, H6 and H11 of the Manchester Core Strategy and the guidance contained within National Planning Policy Framework including section 16.

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

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN08 and EN14 in the Manchester Core Strategy (2012) and national policies within the NPPF and NPPG.

16) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

17) The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy Statement (Complete Sustainability Solutions Ltd), stamped as received by the City Council as local planning authority on 29 October 2020, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

18) 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 residing at the development,
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time,
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car,
- iv) measures for the delivery of specified travel plan services,
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

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

19) The storage and disposal of waste for the residential properties shall be undertaken in accordance with the Waste Management Strategy stamped as received on 29 October 2020 and shall remain in situ whilst the development is in operation.

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

20) The commercial unit(s) shall not become operational until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

21) Above-ground construction works shall not commence until drawings and specifications of the terrace screens have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the screens shall be installed prior to first occupation of the residential element and remain in-situ in perpetuity.

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

22) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site:
- o Deliveries, waste, cranes, equipment, plant, works, visitors; o Size of construction vehicles;
- o The use of a consolidation operation or scheme for the delivery of materials and goods; o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 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: 128446/FO/2020 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:**

Chorlton Voice  
Greater Manchester Ecology Unit  
Greater Manchester Police  
United Utilities  
Highway Services  
Environmental Health

**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:**

Chorlton Voice  
Greater Manchester Ecology Unit  
Greater Manchester Police  
United Utilities  
Highway Services  
Environmental Health

**Relevant Contact Officer :** David Lawless  
**Telephone number :** 0161 234 4543  
**Email :** david.lawless@manchester.gov.uk

