

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
124234/FO/2019	8 <sup>th</sup> Aug 2019	21 <sup>st</sup> Oct 2021	Didsbury West

**Proposal**     Erection of a two storey office building and associated car parking following the demolition of the existing building

**Location**     The Lodge Rear Of Old Town Hall , Lapwing Lane, Manchester, M20 2NR

**Applicant**     Miss Kiran Pabla , Pabla+Pabla Solicitors, Old Town Hall, Lapwing Lane, Manchester, M20 2NR.

**Agent**          Mrs Sonia Pabla-Thomas, SPACE:ARCHITECTURE+PLANNING, Old Town Hall, Lapwing Lane, Manchester, M20 2NR.

### **Executive Summary**

The applicant is proposing to demolish the single storey Lodge and replace it with a 2 storey building that would provide meeting and storage facilities for the existing solicitors' office that operates out of the Old Town Hall.

Twenty-three letters of objection have been received from local residents, as well as from Cllrs Hilal and Leech and West Didsbury Residents Association. Objections have been raised in respect of design and the impact on residential amenity but the main concern is that the proposal would lead to an increase in cars parking on-street and a reduction in the existing parking spaces within the curtilage of the site. The number of parking spaces that exist within the site would remain at 15 and the applicants have stated that the proposed building is to be used for meeting and storage purposes and would not be used to house additional staff.

A Listed Building Consent application (124453/LO/2019), for the demolition of the Lodge, is also on this agenda.

### **Description**

This application was placed before the Committee on 23<sup>rd</sup> September 2021, but determination was deferred in order to allow the Committee to undertake a site visit. Prior to that , the application was placed before the Committee on 2<sup>nd</sup> September 2021 but determination was deferred at the request of the applicant in order to allow for ownership issues to be resolved. The applicants have amended the site edged red location plan so that it only includes land in their ownership. They have also provided Land Registry documents to show that they have a right of access along Raleigh Close. Amendments to the boundary of the application site does not impact on the number of parking spaces proposed within the curtilage of the site.

This application relates to The Lodge, a single storey detached building located at the rear of the former Withington Town Hall (now referred to as the Old Town Hall) on Lapwing Lane. The Old Town Hall is a Grade II listed building. The Lodge is located within the Albert Park Conservation Area. The Lodge is currently used as a store, in association with the office uses within the Old Town Hall, but it is believed to have originally been the gate lodge to the Corporation Yard that existed where there is now residential properties. The Lodge is accessed directly off Raleigh Close, a short cul-de sac off Lapwing Lane.

To the north of The Lodge there is a small car parking area and beyond that stands the Old Town Hall, a Grade II listed building dating from the 1880-90s. To the west there are a number of semi-detached properties, namely nos. 1 and 3 Old Lansdowne Road, while to the south stands nos. 2 to 10 Raleigh Close. To the east, on the opposite side of Raleigh Close, stands nos. 1 to 5 Raleigh Close. The location of The Lodge is shown below:



The applicant is proposing to demolish the single storey Lodge and replace it with a 2 storey building that would provide meeting and storage facilities for the existing solicitors' office that operates out of the Old Town Hall. At present there are approximately 7 to 8 substandard parking spaces located between the Lodge and the Old Town Hall. The proposal would introduce 9 demarcated parking spaces in the gap between the two buildings.

Originally the applicant proposed a 3 storey replacement building, that occupied a greater footprint, but following concerns about its impact the application was amended to that now before the Committee.

A Listed Building Consent application (ref. 124453/LO/2019) for the demolition of the Lodge is also on this agenda.

### **Consultations**

**Local Residents** – 23 letters have been received from local residents, nine of which were received as part of the reconsultation on the revised proposal. The comments are summarised below:

- One resident is in favour of the development but is concerned about its scale and the extent of glazing. The glass would give a further opportunity for dwellings to be overlooked. The front facade should be redesigned, reducing the glazing overall and increase the brick/stonework to a more considered and decorative design reflecting the existing property.
- The proposal would lead to an increase in car parking associated with the occupants of the Old Town Hall offices. Parking on the street is already oversubscribed with cars parked on both corners of the junction of Raleigh Close and Lapwing making access to and from Raleigh Close potentially hazardous. A reduction in parking spaces would exacerbate the existing problems and have a detrimental impact on pedestrian and highway safety.
- The proposal would lead to an increase in noise and activity that would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of Raleigh Close.
- There is no provision for delivery trucks. The management company will enforce parking restrictions on the entrance to Raleigh Close that will prevent this being used for unloading and loading so some form of provision is required in the plan to make it workable or if they want to receive deliveries at least. The easements only concerns access to the back gate not using the street for commercial purposes.
- This is not just a 'solicitors' but a data processing/ call centre for 'Deal with my Claim' to my understanding. This produces lots of deliveries and other servicing requirements. The use of the front of the former town hall as staff parking would result in servicing being pushed down Raleigh Close.
- Why would Pabla & Pabla go to all the expense of creating a new building for a bit of extra meeting space? They don't use all of the space they currently have in the Old Town Hall and already sublet to another business. This is an income generating project to either rent out as office space to another business or, more worryingly, offer it as an events/conference space which could mean evening and weekend disruption.
- It is fanciful to suggest that 16% of people would start to cycle to work if this application were to be approved, and even if they did, there would still be significantly less parking than that required for an office development of this size. The Council is disregarding parking in the hope of nudging people to use public transport but this area is already at saturation point with considerable added pressure from the Christie Hospital and a primary school.
- The owner of the business uses the site to park up three of his personal vehicles, this reduces the actual number of parking spaces available to staff.
- The traffic survey should be inadmissible as it has been undertaken by the applicant.

- The development plans to modify the pavements on Raleigh Close which is private land.
- Controls over the new building might be limited, resulting in its use by third parties, bringing disamenity to the area.
- As the proposal is higher than the existing store it will lead to a reduction in light levels and potential privacy enjoyed by the residents of Raleigh Close.
- Windows in the side elevation of the proposed building would overlook a number of dwellings on Raleigh Close.
- The south west elevation is more befitting of a factory and is not suitable for a residential street, particularly in such close proximity to residential properties.
- The front façade should be redesigned, reducing the glazing overall and increase the brick/stonework to a more considered and decorative design reflecting the existing property.
- The applicant has included land not in their ownership within the application site.

**Ward Councillors** – An objection has been received from Cllr Hilal:

- The residents refer to the inaccuracies in the traffic and access plans and the likely impact of the proposals on the residents and surrounding areas. Raleigh Close is managed by a private management company, it is a private road which is not publicly managed or maintained it is the sole responsibility of the management company and maintained by service charge contributions from the residents.
- The applicant makes no contribution to the upkeep of the road or the surrounding footpaths. It appears they have been notified Raleigh Close is a private road but persist in using the road as a car park.
- It is understood that the proposed development is 3 storeys high with large windows facing directly into houses, therefore, resulting in a lack of privacy for the residents.
- Raleigh Close is a very pleasant development of houses and flats, the road is well maintained by the residents, accordingly the concerns of local residents are shared.

An objection has been received from Cllr Leech:

- How can a planning application be approved that cuts the number of available parking spaces, when by the applicant's own admission, there are already not enough parking spaces for the number of cars, and this application will reduce the number of space from 15 to 13.
- It is fanciful to suggest that 16% of people would start to cycle to work if this application were to be approved, and even if they did, there would still be significantly less parking that required for an office development of this size.

**West Didsbury Residents Association (WDRA)** – WDRA have made the following comments:

- The new modernist office would be stylistically distinct from that of the late 19th century of the Old Town Hall, while its lines and roof treatment continue to reference and complement those of the Old Town Hall. The application goes to some length to assert the new office's subordination to the Town Hall, whilst acknowledging the lines and forms of that building. While the design and detailing features of the new building would hopefully be of appropriately high quality it remains inescapable that the amended proposal would be considerably higher and have a larger footprint than the present Lodge. While admittedly retaining some characteristics of subordination to the Old Town Hall, the very fact of the increase in size and footprint would continue to be a significant change to the setting of the listed Old Town Hall. Both available views of the Old Town Hall as well as views out from the building itself would be significantly changed.
- The architectural styling would on balance be visually appropriate for a building within a Conservation Area and for the relationship with the listed Old Town Hall.
- In considering parking availability it is necessary to treat the entire application site as a single unit. There appear to be 4 existing off-street parking spaces along the front of the Old Town Hall plus 2 spaces accessible via gate from Lapwing Lane at the right-hand wall of the Old Town Hall. Additionally, proposed are 8 fully sized rear yard spaces including a single disabled parking space. Thus, the total number of proposed parking spaces available to serve both Old Town Hall and the applicant building would be 14. The travel plan acknowledges that the restricted site cannot provide parking spaces for the 32 cars that arrive each day and attempts to make a convincing argument that the new building would give rise to no additional building users, as well as outlining proposals to reduce daily car usage. WDRA are sceptical as to whether assurances of no additional staff can be relied upon.
- WDRA take the view that the physical appearance of the proposed new building would have a neutral effect upon the wider Conservation Area setting, improving amenity for some but worsening it for others. However, for the reasons outlined above we fear that it may well be the case that the present Old Town Hall demand for on-street parking might be exacerbated were any additional occupancy of the two buildings to come about. Surrounding residents are already well aware of the negative impact on the quality of their day to day life of excess demand for street parking. Any further increase in demand would not be acceptable.
- It is the view of WDRA that while there are positive aspects to this proposal, the failure to effectively manage either present or potential car use by staff and visitors renders the whole project untenable.
- WDRA object to the proposal on the following grounds:
  - a) grounds of lack of any additional off-street car parking provision, leading to likely increase in trespass on private land together with further unacceptable increase in demand for public street parking.
  - b) potential loss of neighbour amenity arising from large areas of opening lights. possible loss of neighbour amenity due to increase in building height and footprint.

However, in the event that the Planning Committee wish to approve the development they request that they visit the site before doing so and seek the inclusion of conditions limiting the occupancy to 45 people, production of an acoustic survey and the inclusion of a minimum of 2 electric car charging points.

**Manchester Conservation Areas and Historic Buildings Panel** – The Panel accepted the principle of removing the existing structure given the modern interventions. They considered it to be of little significance and its loss would not damage the Old Town Hall. The Panel felt the proposed building was appropriate in terms of its size, scale and massing and fitted in with the buildings in the surrounding area. They expressed some minor concerns around the proposed glazed treatment and it was suggested that additional banding could strengthen the openings.

**Highway Services** – Given the following, Highway Services have confirmed they can support the application:

- The revised parking layout shows that the bays to the front and side of the development are unaffected by the proposals.
- To the rear, two accessible bays are provided and the existing, non-compliant bays reconfigured so that they are to the required specification.
- An electric vehicle charge point is being provided and it is recommended that this is a minimum of 7kW.
- It has been confirmed by the applicant that staff numbers will not be increasing as a result of the development. It is therefore considered that the number of associated vehicle trips will be similar to existing.
- Confirmation has been provided that the developer has a right of way to access the rear courtyard.
- The applicant has provided a commitment that tactile paving will be installed across the Lapwing Lane access (at Raleigh Close) on the public highway. A S278 agreement will be required for alterations to the highway for which the developer will be required to fund in full.
- It has been confirmed that ten secure cycle storage spaces are being provided.
- It has been confirmed that refuse collection will take place from Lapwing Lane and that site management will be responsible for transporting the bins to/from the storage area to a point adjacent to Lapwing Lane on collection days.

**Environmental Health** – Suggests the imposition of a number of conditions designed to protect amenity and prevent pollution, namely acoustic insulation, refuse storage and contaminated land remediation.

**Greater Manchester Police (GMP)** – GMP have no objection to the proposed layout and requests that a number of security features are incorporated into the proposal.

**Greater Manchester Ecology Unit (GMEU)** – GMEU have confirmed that there are no significant ecological issues associated with this development:



- The building was assessed for bat roosting potential by a suitably experienced bat consultant. No evidence of bats was found and the building assessed as having negligible bat roosting potential. As individual bats can turn up in unexpected locations GMEU recommend an informative reminding the applicant of their legal obligations. In addition, as the bat assessment is becoming dated an additional condition is requested which requires another to be undertaken if the demolition does not commence before 30<sup>th</sup> April 2022.
- There appears to be some dense ornamental planting immediately adjacent to the building, which it is assumed will need to be removed to facilitate the demolition and new build. These shrubs provide potential bird nesting habitat, accordingly a condition limiting when the vegetation can be removed is requested.
- The NPPF states that the planning system should contribute to and enhance the natural and local environment. The site currently has negligible ecological value, interest restricted to the potential bird nesting habitat associated with ornamental planting on the site. The proposed landscape scheme includes more soft landscaping than the current site. I am happy for the soft landscape proposals to be conditioned.

**United Utilities Water PLC** – Suggests the imposition of drainage conditions.

## **Policies**

**The National Planning Policy Framework July 2021 (NPPF)** – The National Planning Policy Framework 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 National Planning Policy Framework 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 means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
  - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

In addition to the above, Section 16 (*Conserving and enhancing the historic environment*) is of relevance:

Paragraph 197 in Section 16 states that in determining planning applications, local planning authorities should take account of:

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

Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 201 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 206 states that local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.



Paragraph 207 states that not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm under paragraph 200 or less than substantial harm under paragraph 201, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

Paragraph 208 states that local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

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

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

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

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

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

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

Policy EN 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 a number of issues, in this instance the most relevant are considered as follows:-

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

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

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

- a) The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:

- i. the relationship of new structures to neighbouring buildings and spaces;
  - ii. the effect of major changes to the appearance of existing buildings;
  - iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including
  - iv. street trees);
  - v. the effect of signs and advertisements;
  - vi. any further guidance on specific areas which has been approved by the Council.
- b) The Council will not normally grant outline planning permission for development within Conservation Areas.
- c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
- d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

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

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

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

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

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

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

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

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

## **Issues**

**Principle of the Proposal** – There is no objection in principle to provision of ancillary accommodation for an existing business, especially if needed to ensure the future viability of that business. At present there is insufficient meeting space within the Old Town Hall to accommodate the current staff numbers.

Notwithstanding the above, as the site is located within the Albert Park Conservation Area and adjoining a Grade II listed building, the proposal needs to be assessed to determine if it would have a substantial impact upon both these heritage assets. Furthermore, consideration must also be given to the proposal's impact upon the current levels of residential and visual amenity enjoyed within the vicinity of the site and the level of pedestrian and highway safety experienced on the surrounding highway network.

**Impact on Heritage Assets (Albert Park Conservation Area and the Old Town Hall)** – The requirement to preserve or enhance the Conservation Area, and the setting of the Listed Building, in this case the Old Town Hall, is a key requirement within policy EN3 of the Core Strategy, saved policies DC18 and DC19 of the UDP, along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials.

The Albert Park Conservation Area is situated approximately four miles south of Manchester city centre, in West Didsbury. It is principally an area of housing but also includes a district shopping centre on Burton Road, a smaller group of shops on Barlow Moor Road, schools, public houses and a number of churches. The conservation area was designated in March 1988. There are five listed buildings within the boundaries of the conservation area, one of which is the Old Town Hall.

The Old Town Hall, known as the Former Withington Town Hall in the 1990 listing document, is a Grade II listed building dating from the 1880/90s. It is constructed from buff brick with dressings of red brick and terracotta and is topped by a slate roof. The listing document notes that it is a *“good example of modest late C19 civic building, representing an important phase in the development of local government.”*

The Lodge building, which is not included in the listing document, was built as a gate lodge for the Town's Yard (council depot) which was located to the rear of the former Withington Town Hall. The footprint of the Lodge was rebuilt in the early 1900s, probably due to the expansion of the facilities within the Town's Yard and was then further extended in the 1970s. The Lodge was not intended to be understood or appreciated in conjunction with the former town hall, instead it was a functional, utilitarian subsidiary building screened by a brick boundary wall and sited opposite a weigh bridge. The building was a gate lodge to the Town's Yard, not Withington Town Hall. The Lodge, as it exists today, has been substantially altered. It has had a new roof, new windows, new porch and a new interior (circa late 20th Century). Further to this, its historical context has been largely removed as the boundary wall, weigh bridge and yard it was erected for have all been removed.

The applicant commissioned a Heritage Statement to understand what significance, if any, the Lodge has to the setting of the listed Old Town Hall and the character of the Albert Park Conservation Area. The findings are detailed below:

The Lodge is considered to be a curtilage listed structure as it was built in association with the town hall before 1 July 1948. However, as has been demonstrated, the Lodge was built for a separate use to that of the town hall and this distinction was marked by being located behind the former boundary wall of the Town's Yard. The Lodge, as it exists today, has no evidential value as it has largely been rebuilt; has no aesthetic value as it appears to be largely modern in construction due to the modern windows, roof and porch; and has no-to-low historic and or communal values as, although it is not possible to understand or appreciate its former use, there is clearly a relationship between it and the Town Hall. Consequently, the Lodge was considered to be of negligible significance.

As an element of the Albert Park Conservation Area, the contribution of the Lodge is considered to be neutral. It is surrounded by a modern housing estate and the focus of the Albert Park Conservation Area, in this area, is clearly the relationship and prominence the Old Town Hall has with its location on Lapwing Lane. The setting of the Old Town Hall is fairly limited and the understanding and appreciation of the heritage values of the Old Town Hall are not affected by the presence of the Lodge, nor does the Lodge contribute to its setting.

The Heritage Statement also assessed what impact the proposed building would have upon the setting of the Old Town Hall. The Heritage Statement acknowledges that the form and materiality of the proposed building takes its cue from the Old Town Hall whilst remaining subservient to it (the design of the proposed building is expanded upon further below). It states further that the proposed building is clearly understood and appreciated as a contemporary addition and one that has an associated use to the Old Town Hall. As the proposed development is located to the rear, it will not result in the public's ability to understand and appreciate the listed Old Town Hall. Consequently, the Heritage Statement concluded that the impact of the proposed development is negligible.

To conclude, as the Lodge does not contribute to the character of the Albert Park Conservation Area or contribute to the setting of the adjoining Grade II listed building, its demolition is considered acceptable. Given this and the fact that the proposed building would not impact on the setting of the listed building or how it is understood and appreciated when viewed from Lapwing Lane, it is considered that the proposal would not harm the setting or significance of the Albert Park Conservation Area or the Grade II listed Old Town Hall.

Furthermore, it is considered that any harm at all would be at the very low end of less than substantial with the public benefits outweighing any harm. The primary public benefit would be the continued retention of the Old Town Hall in good condition. The erection of the replacement building would allow the current occupants to remain there rather than relocate to larger premises. This in turn would ensure that the Old Town Hall remains in use which is recognised as being the best way of safeguarding the fabric of the building. The secondary public benefit is the retention of employment within this part of south Manchester.

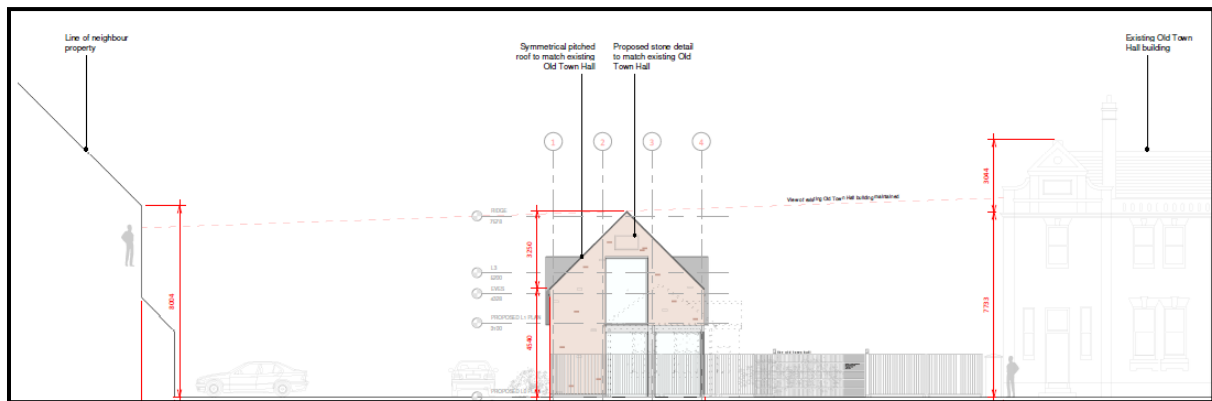
**Design** – Despite its traditional profile, the design of the proposed building is deliberately contemporary in order not to compete with the adjoining Grade II listed building. It would be constructed from red brick, topped by a pitched roof of slate and incorporates dormers to the front and rear, along with large areas of glazing. Its simple form is reminiscent of the large coach houses/outbuildings that would have been seen in the grounds of large buildings in this part of south Manchester. It is considered that the quality of the design is fitting for its location within the Albert Park Conservation Area. The front and rear elevations are shown below:



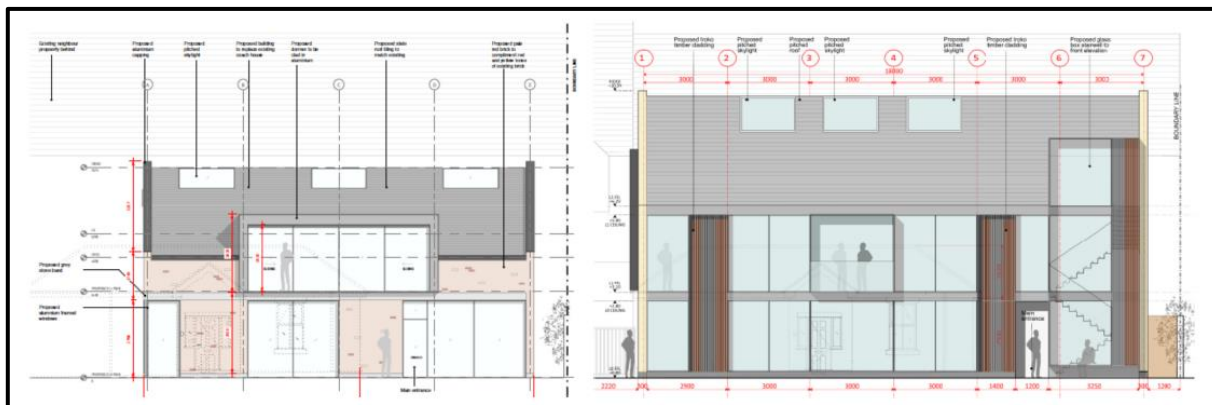


**Siting** – The proposed building would be orientated in the same manner as the existing Lodge and be closer to nos. 6 to 10 Raleigh Close. However, as this distance is 17 metres and the building has been designed to prevent overlooking, it is considered that the siting of the building would not have a detrimental impact on existing levels of residential amenity. As a result the siting of the proposed building is considered acceptable.

**Scale and Massing** – Albert Park in this location is characterised by predominantly large Victorian/Edwardian two storey dwellings, though the townhouses on Raleigh Close and the Old Town Hall are taller. The proposed development is two storeys high, though the first floor accommodation is mainly contained within the pitched roof. This allows for the eaves height to be much lower which in turn reduces the overall height of the building. Though obviously taller than the existing Lodge, the proposed building is considerably smaller than the nearby townhouses and the Old Town Hall and this can be seen below. The extract below from the submitted drawings shows that the overall height of the proposed building is comparable to the eaves height of the townhouses on the left, while the ridge height of the Old Town Hall on the right is clearly higher.



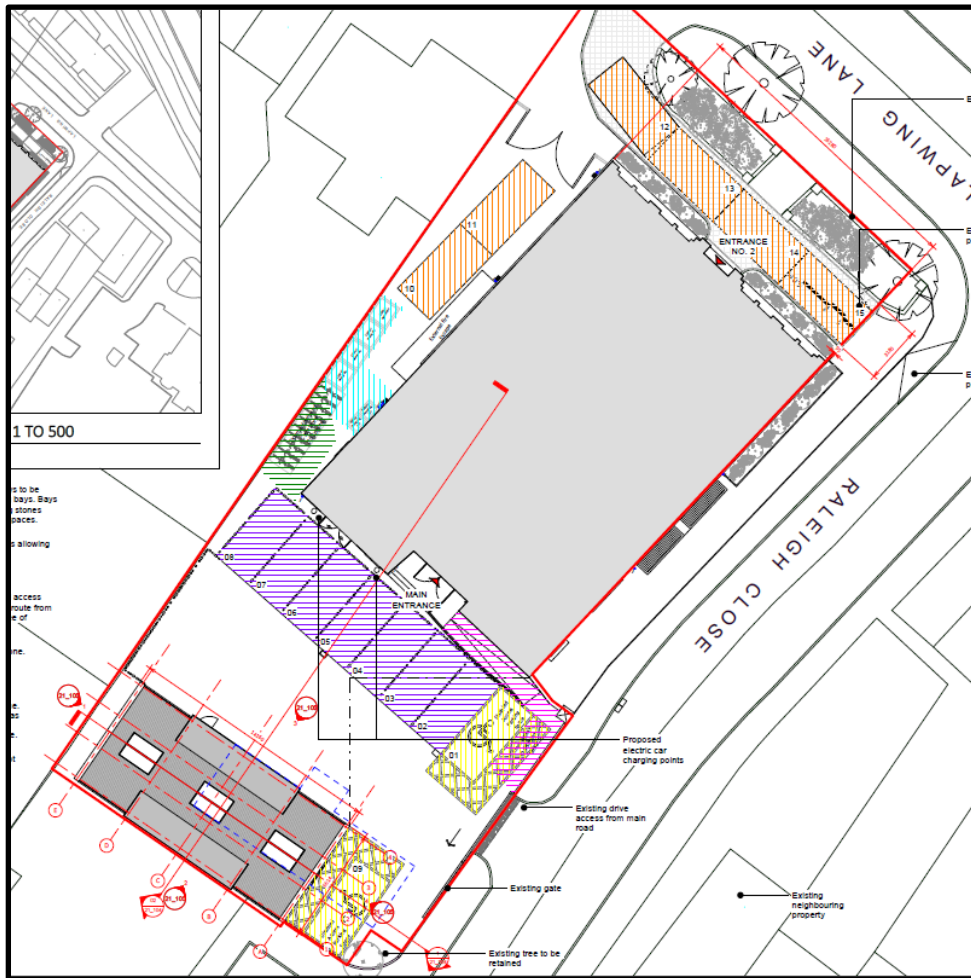
The original proposal and that now before the Committee can be seen side by side in the image below. The original proposal (on the right) was much taller and occupied a greater footprint. By reducing the scale of the proposal, it is considered that the scheme fits more comfortably on the site and does not compete with the listed building or impact upon the character of the conservation area.



The overall massing of the proposed building has been broken down by the use of the glazing and the dormers in the front and rear elevations. The massing of the side elevation that faces no. 1 Raleigh Close has been reduced by the incorporation of large glazing panels at ground and first floor levels. The remaining side elevation would be constructed of solid brick in order to prevent overlooking of the adjacent amenity space on Old Lansdowne Road.

The Guide to Development in Manchester states that “The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings” and that “New developments should respect the existing scale...” of an area. Given the height and design of the development, the scale and massing is considered acceptable in the context of this part of the Albert Park Conservation Area.

**Car Parking** – At present there are 15 parking spaces within the boundary of the Old Town Hall site that are utilised by the office staff. In amending the footprint of the proposed building the applicant has managed to retain 15 spaces within the curtilage of the site. This can be seen below:



At present there are a number of parking spaces located between the Old Town Hall and the existing Lodge. However, they are substandard in terms of size and would be replaced by those hatched in purple and yellow, the latter being disabled parking spaces. The spaces hatched in orange are existing spaces which would be retained. Concerns have been raised that the creation of the additional floorspace would result in additional staff being employed. However, as the proposed building is to be used for meetings and storage purposes, the applicant has confirmed that this would not be the case.

The parking standards in Appendix B of the Manchester Core Strategy state that one parking space should be provided per 30m<sup>2</sup> of floorspace if the site is not within a District Centre.

The net internal area (NIA) for the existing offices is 464.1m<sup>2</sup>, whilst the existing Lodge is 41.7m<sup>2</sup>, that would equate to 17 parking spaces for both buildings. Following the demolition of the Lodge and its replacements with the proposed building (119.4m<sup>2</sup>), the total NIA on the site would be 583.5m<sup>2</sup>, that would equate to a parking provision of 19 spaces.

Though the proposed parking provision falls short of that required by the Core Strategy, given the close proximity of public transport facilities (Metrolink stop is 213 metres away to the southeast; the bus terminus on Palatine Road is 225 metres away to the north east) and the fact no new staff are to be employed and a Travel Plan is to be implemented, it is considered that the level of parking on offer, namely 15 spaces, is acceptable in this instance.

Concerns have been raised about the legitimacy of the applicants using Raleigh Close to access the rear parking area. Submitted deeds have confirmed that they do have access rights over Raleigh Close to.

Concerns have also been raised about the number of staff members parking on Raleigh Close itself. Though ultimately the policing of this on-street parking rests with the Raleigh Close Management Company Ltd the applicants have confirmed that staff members have been asked to car share/use public transport where possible and not cause the neighbouring residents stress by parking along Raleigh Close.

A local resident has alleged that the owner of the business parks three of his personal vehicles at the site. The agent has stated that of the cars mentioned, one is a pool car for the staff to use (that use public transport) and the other two are only parked temporarily when in use or being valeted and that generally both are parked at his residence on Old Lansdowne Road.

**Electric Vehicle Charging** – The applicants have included one vehicle charging point at the rear of the Old Town Hall. Given the number of parking spaces that exist within the curtilage of the site they have been requested to increase this and a condition is recommended in order to explore this matter further.

**Travel Plan** – The applicant acknowledges that the site is not capable of accommodating the 32 cars that arrive on a daily basis. While the site can accommodate 15 cars at present, it is recognised that the remaining vehicles park on the west side of Raleigh Close, as the east side is subject to parking restrictions.

In order to overcome the issues associated with this off-site parking, the applicant has submitted a framework Travel Plan. This has shown that of the 45 users of the Old Town Hall:

- 73% arrive by car,
- 11% by bus,
- 11% by tram,
- 5% walking.

To encourage users to cycle the applicant is proposing to implement a cycle2work scheme. A shower facility is proposed, along with lockers and a 10 cycle storage facility would be provided.

The applicant undertook an additional survey asking if staff members would take part in a cycle2work scheme and utilise the cycling facilities. The results confirmed that a number of staff would be willing to switch from car to cycle and with the results as follows:

- 53% arrive by car
- 11% by bus,
- 11% by tram,
- 4% walking,
- 16% cycling.

The applicant estimates that approximately seven vehicles would be removed from the surrounding street.

The anticipated reduction in vehicles coming to the site and the surrounding roads is welcomed. To ensure the implementation of the Travel Plan it is felt prudent to attach a condition to the approval requiring the applicant to submit and adhere to a detailed Travel Plan. This will encourage employees to utilise alternative modes of transport other than car.

Concerns have been raised about the authorship of the submitted traffic survey. It is not unusual for an applicant or their appointed consultant to undertake a traffic survey in order to understand how their workforce commutes to work. The fact it has been undertaken by them does not render the survey “inadmissible”.

Notwithstanding this, the applicant is required by condition to submit a detailed Travel Plan and once submitted it would be assessed by the Travel Change Team and only if a deemed acceptable would the condition be discharged.

**Cycle Storage** – The applicant has indicated that a 10 space cycle store is to be located at the site of the Old Town Hall, adjacent to the boundary with the dwellings on Old Lansdowne Road. Though details of the cycle store would be required to be submitted via the imposition of a condition, the indicative drawings show that it would be a lightweight steel and glass structure that would not detract from the setting of the listed building.

**Pedestrian and Highway Safety** – As the development would not lead to an increase in staff numbers operating out of the site, it is not considered that it would generate such significant levels of traffic so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed within the vicinity of the site.

The applicant has indicated their willingness to provide tactile paving at the junction of Lapwing Lane and Raleigh Close, i.e. on the public footpath. This would be implemented via condition no. 20. They had also proposed tactile paving on the pavement adjacent to the rear car parking but given the concerns raised by the Raleigh Close Management Company Ltd this has been removed.

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

**Sunlight and Overshadowing** – Given the siting of the proposed building in relation to the dwellings on Raleigh Close and Old Lansdowne Road and the fact its overall height has been reduced from 10.34 metres to 7.6 metres, it is not considered that the proposal would lead to the overshadowing of those dwellings closest to the application site.

Impact upon Privacy – The proposal would be sited 17 and 17.5 metres from the dwellings on Raleigh Drive and 18 metres from those on Old Lansdowne Road.

There are three rooflights and a dormer window in the rear elevation that face nos. 2 to 10 Raleigh Close. Due to their siting close to the apex of the roof, the rooflights would not lead to overlooking and a reduction in privacy. The dormer window would be fitted with brise soleil to prevent direct overlooking of nos. 2 to 10 Raleigh Close. The side elevation that faces no. 1 Raleigh Close would be fitted with windows at ground and first floor level. However, as the facing elevation of no. 1 Raleigh Close does not contain habitable room windows it is not considered that the proposal would have a detrimental impact on the levels of privacy enjoyed by the occupants of that property.

There are no windows in the side elevation that directly faces the dwellings on Old Lansdowne Road and those in the front elevation would not directly overlook them or the associated private amenity space, given the mature landscaping that exists along the common boundary. Accordingly, it is not considered that the proposal would have a detrimental impact upon the levels of privacy currently enjoyed by the residents of Old Lansdowne Road.

Noise – It is not considered that the proposal would be an inherently noise generating use, notwithstanding this it is considered prudent to attach a condition requiring the proposed building to be acoustically insulated.

In conclusion, it is not considered that the proposal will have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those properties closest to the application site.

**Visual Amenity** – Given the design, scale and massing of the proposal it is not considered that the proposed building would have a detrimental impact upon the levels of visual amenity currently enjoyed along Raleigh Close.

**Disabled Access** – While the ground floor accommodation would be accessible for wheelchair employees, the first floor accommodation would only be accessible to the ambulant disabled due to the lack of a lift.

**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 will ensure that appropriate dust management measures are implemented during the construction phase.



The applicants have stated that the proposed accommodation would be used in connection with the existing solicitor's office, primarily as meeting space and a storage area. As such, the applicants have confirmed that no new staff would occupy the building. Given this, it is considered that the proposal would not lead to an increase in vehicle movements to and from the site and that the development would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Notwithstanding the above, the applicants have been requested to include an electric vehicle charging point within the rear parking area number of electric vehicle charging stations

**Sustainability** – The building would achieve a minimum BREEAM rating of 'Very Good' using the latest methodology at the design and post construction stages. The proposal would reduce operational CO<sub>2</sub> emissions beyond the requirements of current Building Regulations, thereby exceeding the Manchester Core Strategy target.

This will be achieved through application of the "energy hierarchy" including excellent levels of building fabric performance, energy efficient building services and the provision of on-site low/zero carbon energy technologies such as SIPS, MVHR, PIR motion sensors, air tightness, energy efficient appliances and high efficiency glazing.

It has been designed to reduce surface water run-off as the proposed parking area would be permeable, and operational water demand would be reduced and metered. The proposal has also been designed to meet waste recycling targets and would minimise the amount of waste sent to landfill during the construction and operational phases.

The proposal would include the following key points:

- Thermal performance of construction elements which exceeds Building Regulations in combination with renewable technologies to further reduce energy demand (i.e. photo voltaic roof panels) aspiring to achieve not less than 15% reduction in CO<sub>2</sub> emissions compared with Building Regulations 2010;
- Internal water use to be reduced through the provision of water saving fittings;
- Waste minimisation principles adopted both during construction and in the lifespan of the development through provision of recycling/composting facilities.
- Use of materials in the construction process which have a low environmental impact as determined by the BRE's Green Guide;
- Maximising the use of recycled and sustainably sources building materials.
- The provision of two vehicle charging points in the proposed car park.

**Ecology** – Given the finding of the ecology survey and the comments of the GMEU, it is not considered that the proposal would have a detrimental impact on the levels of ecology found within the site. Conditions and informatives regarding the requirement for a further bat survey, the provision of bio-enhancements and the timing of vegetation clearance would be attached to any approval granted.

**Drainage** – The conditions designed to protect against flooding, as requested by United Utilities, would be attached to any approval granted.

**Waste Management** – The applicant has indicated that four 1,100 litre Euro bins and two 330 litre bins would be sited to the side of the Old Town Hall in order to provide storage for general refuse, as well as storage for paper and mixed recycling. Environmental Health have confirmed that this provision is acceptable.

At present waste is stored within the large Euro Bins and these are located within the car parking area in an ad hoc fashion. The proposed arrangement would ensure that they are stored in a secure location at the side of the main building.

**Servicing** – The existing service arrangements, either from Raleigh Close or via the car parks at the front and rear, are considered acceptable for the type and extent of use that exists on the site.

**Crime and Security** – The security measures requested by GMP would be the subject of a planning condition.

## **Conclusion**

The Lodge was constructed around the same time as the Old Town Hall but it has been demonstrated that it was not built as an ancillary building for it but as a gate lodge for the adjoining council depot. It has been extensively modified and enlarged and does not contribute to the character or the Albert Park Conservation Area or the setting of the Grade II listed Old Town Hall.

The proposed replacement building has been greatly reduced in height and footprint from that first submitted and it is considered that these revisions, along with its design, have resulted in building that complements the conservation area and importantly does not compete with the listed building.

The concerns of residents are acknowledged in respect of the existing parking problems. However, as the proposal is for ancillary meeting space and not additional office space, it is not considered that the proposal would exacerbate existing parking issues.

**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.

### **Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse**

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

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

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

- a) Drawing no. 0174\_20\_200, stamped as received on 23 April 2021
- b) Drawing no. 0174\_20\_201, stamped as received on 8 October 2021
- c) Drawing no. 0174\_20\_202, stamped as received on 23 April 2021
- d) Drawing no. 0174\_21\_102, stamped as received on 23 April 2021
- e) Drawing no. 0174\_21\_103, stamped as received on 23 April 2021
- f) Drawing no. 0174\_21\_104, stamped as received on 23 April 2021
- g) Drawing no. 0174\_21\_105, stamped as received on 23 April 2021
- h) Drawing no. 0174\_00\_200, stamped as received on 9 September 2021
- i) Drawing no. 0174\_00\_201B, stamped as received on 8 October 2021
- j) Drawing no. 0174\_00\_203, stamped as received on 15 July 2019
- k) Drawing no. 0174\_00\_204, stamped as received on 15 July 2019
- l) Drawing no. 0174\_00\_205, stamped as received on 15 July 2019
- m) Drawing no. 0174\_00\_206, stamped as received on 15 July 2019

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

3) The development hereby approved shall only be used as ancillary meeting and storage space for the business operating at the Old Town Hall and shall not be used as additional office floorspace and for no other purpose (including any other purpose in Class E 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 and pedestrian and highway safety, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) No above ground works shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

5) a) Externally mounted ancillary plant, equipment and servicing shall be selected and acoustically treated in order to comply with the limits set out in The Lighthouse Acoustics Plant Sound Assessment Report (ref. 0592/PSA1) in order to secure a reduction in the level of noise emanating from the site.

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority 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 have 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.

6) 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.

7) 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.

8) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 15 July 2019 and shall remain in situ whilst the development is in operation.

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

9) 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.

10) Prior to the commencement of above ground works the manufacturer's specification for the electric vehicle charging point, shown on drawing no. 0174\_20\_201, stamped as received on 17 August 2021, shall be submitted to and approved by the City Council as local planning authority. The electric vehicle charging point shall then be installed prior to the use of the development hereby approved 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.

11) Before the development hereby approved is first occupied a Travel Plan, based on the framework Travel Plan stamped as received on 15 July 2019, 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).

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

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

13) If the development hereby approved does not commence before 30 April 2022, the Lodge building shall be reassessed for bat roosting potential and the findings supplied to and agreed in writing by the Council as local planning authority. Should the survey reveal the presence of any bats, a method statement for the demolition of the building shall be submitted to and agreed in writing by the City Council as local planning authority and implemented in full in accordance with the approved details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.



14) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

15) No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- (iii) The drainage of foul and surface water on separate systems: and
- (iv) A timetable for its implementation.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

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) The development hereby approved shall incorporate the security enhancements requested by Greater Manchester Police, as detailed in informative no. 1. The development hereby approved shall not be occupied or used until the Council as local planning authority has received written confirmation that the security enhancements have been incorporated into the development.

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

17) Prior to the commencement of above ground works, detailed drawings of the cycle store shall be submitted to and be approved by the City Council as local planning authority. The cycle store shall then be installed in accordance with the approved drawings before first use of the building hereby approved and shall remain in perpetuity.

Reason – In the interests of residential amenity and to promote sustainable forms of transport, pursuant to Policies DM1 and T2 in the Manchester Core Strategy.

18) The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy Conservation and Management Statement, stamped as received by the City Council as local planning authority on 24 August 2021, 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.

19) The brise soleil on the rear elevation shall be installed prior to the use of the building hereby approved and thereafter maintained in accordance with the details shown on drawing no. 0174\_21\_103, stamped as received on 23 April 2021

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

20) Prior to the commencement of above ground works, a detailed scheme of off-site highway works, in order to provide an adequate pedestrian crossing point 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:

a) On the public highway, tactile paving to be installed across the Lapwing Lane access (at Raleigh Close).

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

Reason - In the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy.

21) 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: 124234/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services  
Environmental Health

Greater Manchester Police  
Environmental Health  
Highway Services  
Greater Manchester Ecology Unit  
Didsbury Civic Society  
West Didsbury Residents Association  
Greater Manchester Police  
United Utilities Water PLC

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

**Representations were received from the following third parties:**

Highway Services  
Environmental Health  
Greater Manchester Police  
Greater Manchester Ecology Unit  
West Didsbury Residents Association  
Highway Services  
Ward Councillors  
Greater Manchester Police  
United Utilities Water PLC

<b>Relevant Contact Officer :</b>	David Lawless
<b>Telephone number :</b>	0161 234 4543
<b>Email :</b>	david.lawless@manchester.gov.uk

