

Application Number	Date of Appln	Committee Date	Ward
135235/FO/2022	19 Oct 2022	19 January 2022	Didsbury West Ward

Proposal Erection of a Part 8 and Part 6 storey building to form 76 no. residential apartments (Class C3) with ground floor medical centre use (Class E(e)) with associated car parking provided on a two tiered decked car park, landscaping and infrastructure

Location Vacant Site Bound By The Boulevard, The Avenue, Didsbury High School And Existing Properties On Clearwater Drive, Manchester

Applicant Mr Derek Greatorex, Southway Housing Trust, 729 Princess Road, Manchester, M20 2LT,

Agent Miss Ellie Philcox, Euan Kellie Property Solutions, Geo, Charlotte Street, Manchester, M1 4ET

Executive Summary

This proposal relates to the erection of a Part 8 and Part 6 storey building to form 76 no. residential apartments (Class C3) with ground floor medical centre use (Class E(e)) with associated car parking provided on a two-tiered decked car park, landscaping and infrastructure.

The application site currently comprises overgrown scrub and trees, there is a small single storey services building on the site which is redundant. Prior to the sites clearance in the early 2000s, it formed part of the wider Withington Hospital site, the redevelopment of which has taken place over a period of 20 years to form a mix of houses, apartments, commercial uses and more recently the construction of a new secondary school. The application site is the last parcel of cleared former hospital land that remains. It has previously been subject of planning applications for redevelopment for offices and car parking, none of these proposals were developed.

The proposals were subject to notification by way of 827 letters to nearby addresses, site notice posted at the site and advertisement in the Manchester Evening News. Following an amendment to the proposal to include a screen to the proposed tiered car park a further period of renotification was undertaken.

In response to the notification process 185 comments were received, 182 of these were objecting to the proposals. Amongst the concerns raised are the level of car parking proposed as part of the development, the scale of the proposed building in the context of the local area, that the proposal would result in the loss of daylight and overshadowing, loss of privacy and overlooking of existing residential properties, and that the proposals represent an overdevelopment of the site.

Amongst other matters that are set out within the main body of the report it is considered that the principle of high-density residential development in this part of South Manchester does accord with the adopted planning policies and planning policy framework.

It is acknowledged there are concerns as noted above, particularly around car parking and the potential impact in the local area; however, as set out in the report it is considered the proposal which would provide much needed affordable housing and an improved health care facility must be carefully balanced with the benefits holding significant weight.

It is also recognised that this is a sustainable location near tram stops and bus routes, schools and local facilities.

Other matters raised by objectors are also fully addressed.

Description of the site

The site is located to the southwest of Princess Road, accessed via The Boulevard in the West Didsbury ward and is bounded by The Avenue to the west, the rear of residential properties on Clearwater Drive to the east and The Boulevard to the north.

The site is comprised of overgrown scrub and a mixture of self-seeded and planted trees particularly along the eastern boundary as part of historic landscaping schemes associated with the wider redevelopment of adjacent land; the site is 0.3 hectares in size. This is the last remaining parcel of land following the clearance and redevelopment of the former Withington Hospital site that has taken place over the last 20 years. This redevelopment has provided a mix of residential dwellinghouses and apartments, offices, commercial space and more recently a secondary school to the south accessed via The Avenue. The site is generally flat, however, there are some level changes.

To the west of the site on the opposite side of The Avenue is a 5-storey office building with associated basement and surface level car parking. To the southwest is a secondary school building with a maximum height of 4 storeys and associated areas of outdoor play and sports facilities, to the northwest on the opposite side of The Boulevard is a residential apartment block which has a maximum height of 6 storeys and directly opposite the site to the north beyond a landscaped gated garden set within The Boulevard is a four-storey mixed commercial and apartment building. To its east are residential properties which vary in height from a four-storey apartment building on the junction between The Boulevard and Clearwater Drive to two and three storey contemporary designed semi-detached residential properties all with off street car parking in the form of drives, integral garages and a rear parking court for the apartment building. The Boulevard contains several time limited parking bays

Cavendish Road Park is located approximately 310 metres to the east of the site, the commercial centre of Burton Road is 700 metres to the east, Cavendish Road Primary School is approximately 620 metres from the site, whilst Didsbury High School is adjacent the site to its southern boundary.

The Metrolink stop at Burton Road is approximately 800 metres from the site whilst the Withington stop is approximately 440 metres to its north located off Princess Road. There are bus stops located on Princess Road and Burton Road, the closest

being southbound along Princess Road 250 metres from the site whilst a northbound stop on Princess Road is approximately 360 metres away.

The western boundary of Albert Park Conservation Area is approximately 320 metres to the east of the site and is separated by residential properties developed as part of the redevelopment of the former Withington Hospital site. The grade II Listed Buildings associated with the former Withington Hospital are approximately 180 metres to the south of the site, these buildings were retained and converted to residential use as part of the redevelopment of the former Hospital site. These buildings are separated from the site physically and visually by highways and intervening residential buildings.

Description of the proposals

The application proposals are for the development of the site to provide 76 no. apartments and a ground floor medical centre within a part 8 and part 6 building. The proposals also include for the provision of an internal bike store to provide 76 no. cycle parking spaces, external cycle parking for visitors to the building and additional cycle parking for staff of the medical centre. Car parking is to be provided within a two tiered deck structure accessed from The Avenue with the ground floor parking area providing 28 spaces including 2 no. disabled parking spaces with direct level access into the ground floor medical centre, the upper deck accessed via a ramp would serve 28 no. car parking spaces including 2no. disabled parking spaces with direct ramped access into a secondary first floor entrance into the residential apartments. A further four on street parking bays are to be provided in a layby on The Avenue together with an ambulance drop off bay.

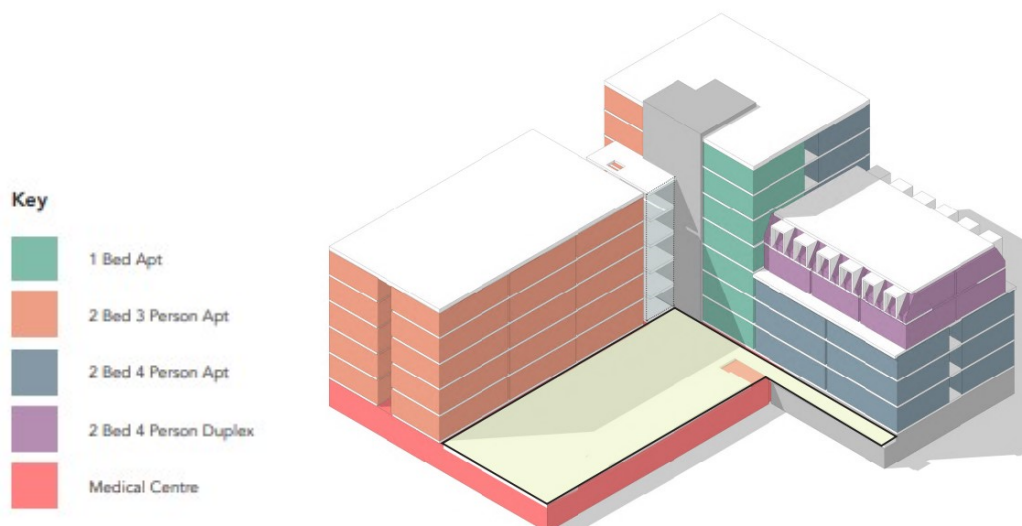
The applicant has set out the design process undertaken prior to the submission of the application proposals. This includes a review of the built form, scale and massing of the building in the context of the area in which the site is located together with a review of the proposed materials and finishes of the building which are to be of a limited palette of buff brick and anodized or powder coated aluminium to windows and panelling.



Illustrative CGI view of the proposals from The Boulevard looking west

Medical Centre - The ground floor medical centre would comprise approximately 1200sqm of ground floor space of the building and would be primarily accessed via an entrance from The Avenue. The medical centre is expected to comprise a dedicated pharmacy, reception, clinical consult rooms, waste store, treatment rooms and associated office and staff space. The medical centre would have access to sheltered bike storage for staff, 25 dedicated car parking spaces together with a dedicated ambulance drop off zone to the front of the building. Information has been provided from the medical practice outlining that the proposal would allow it to move from its current outdated and impractical facilities located on Wilmslow Road in Didsbury. The practice provides primary care services for circa 14,500 registered patients in the area together with the medical needs of those at the 14-bed facility at NHS Buccleuch Lodge located close to the application site on Elizabeth Slinger Road. The proposals would offer a purpose-built health facility where the practice could deliver extended primary care services including, pharmacy, diagnostics including near patient testing and phlebotomy, minor surgery, dermatology, and physiotherapy.

Residential Accommodation – The upper floors of the proposed building would contain the residential accommodation whilst the ground floor element would contain the main entrance, secure internal bike storage room with direct access to The Boulevard, residential bin store, plant and equipment rooms and sprinkler tank. The residential accommodation would provide a mix of 1 bedroom (7 no.), 2 bedroom apartments (63 no.) and 2 bedroom duplex apartments (6 no.). At first floor above the ground floor car parking would be an external terrace area for residents, the first floor apartments facing east and south would also benefit from external private terrace areas, whilst the duplex apartments on the eastern side of the fourth floor of the building would also be provided with private external areas. All apartments have been designed to meet or exceed Manchester's described space standards.



Proposed arrangement of uses across the building

The applicant has provided information confirming that all the proposed 76 no. apartments would be affordable units on completion with 30 units being provided for affordable rent and the remainder being offered under a shared ownership offer currently indicated as an initial 40% equity share; the applicant would continue to manage the property under the shared ownership lease. The applicant has indicated that they are seeking to replenish social housing stock within their core area.

The roof areas of the southern and northern elements of the building would house the plant and machinery including air source heat pumps and photovoltaic panels.

Cycle Parking – The proposals incorporate an internal secured cycle store providing 76 no. spaces for use by the residential apartments, this would be accessed directly off The Boulevard, 8 no. internal cycle spaces for staff of the medical centre, 10 external spaces for visitors.

Car Parking – The scheme provides for 60 no. car parking spaces, 25 would be for the medical centre use whilst 35 would be for the residential apartments. 56 spaces would be allocated within the tiered car park to the eastern side of the site with a further four bays provided on The Avenue together with an ambulance drop off bay.

Landscaping – The proposed development would sit across the full site but retain the existing landscape buffer on the eastern side of the site adjacent to the rear gardens and parking court of properties on Clearwater Drive. The applicant indicates that self-set trees within this buffer and across the site would be removed and tree works undertaken to existing trees to crown lift these with additional planting within this area. Additional climbing plants would be incorporated into the eastern boundary and the tiered car park structure. The proposals incorporate a 'podium space' above the ground floor medical centre which would incorporate landscaped areas as part of resident's external space. The Avenue frontage of the site would incorporate landscaped strips to the front of the building.



Landscaping proposals – Existing tree buffer to the right, existing street trees to the north

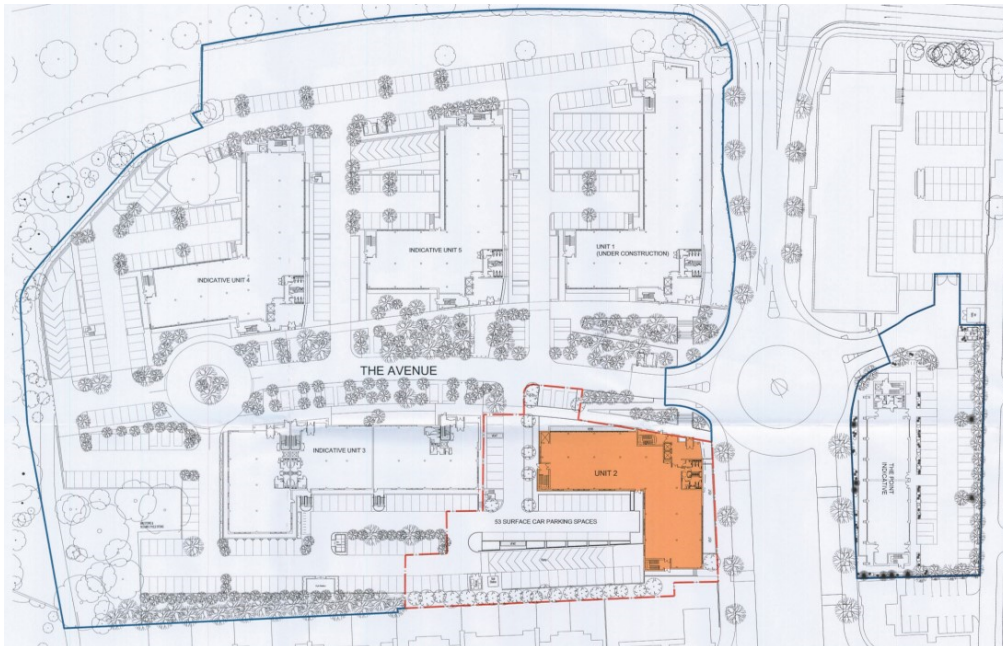
Relevant Planning History

102399/FO/2013/S1 - The Avenue - Creation of 98 space car park with landscape scheme to serve adjacent existing office building. Approved 10.07.2013



Approved car park layout for the site

082649/MO/2007/S1 - Unit 2, The Avenue - RESERVED MATTERS APPLICATION - Erection of a part 4, part 5 storey office block (Class B1) and associated car parking, including undercroft parking and landscaping arising out of outline planning permission reference 073290/JO/2004/S1 – Approved 13.07.2007



Approved office site layout



Approved office elevation (Elevation B is to The Boulevard) to the right is the office building that was constructed and is in situ

118539/FO/2017 - Land At The Avenue, Bounded By Princess Road, Paupers Wood, Clearwater Drive And The Boulevard - Erection of a part two, part three and part four

storey school building with associated sports facilities, landscaping, boundary treatments, car parking and associated external works – Approved 19.03.2018



Approved school site layout

Environmental Impact Assessment Screening

The application proposals were subject to the issuing of a formal screening opinion by the Council as local planning authority. This concluded that this development would have some impact on the surrounding area. However, it was judged that these would not be significant to warrant a formal Environmental Impact Assessment and that the formal opinion of the City Council, is that an Environmental Impact Assessment is not required to accompany this application in this instance.

Publicity

The proposal due to the scale of development has been classified as a major development. As, such it has been advertised in the local press (Manchester Evening News) as a major development. Site notices were displayed at the application site. In addition, statutory consultees have been consulted and notification letters were sent to 827 local addresses.

Pre-application consultation

The applicant has set out that they undertook pre-planning consultation with local councillors and residents. As part of the planning submission, a statement has been provided by the applicant which outlines the consultation undertaken and responses to matters raised by those who participated.

Consultation responses

Following the neighbour notification and advertisement of the proposals, 185 responses were received from residents and businesses 182 of these were objecting to the proposals, 3 responses made supportive comments in part. 20 of the 181 objections were to the re-notified amended proposals prepared by the applicant.

A summary of the key points being raised through the notification process is set out in the section below.

Ward Member Comments

Councillor John Leech - objects to the proposed Southway housing development on the following grounds:

1. This is a massive overdevelopment of the site, and the proposed apartment block and tiered carpark will overlook homes on Clearwater Drive. There appears to be no formal way of protecting the current screening between the school and development site and homes on Clearwater Drive (had been informed that the trees would not be TPOd), so there is effectively no way of ensuring screening of existing homes.
2. Parking – there will only be 35 parking spaces for 76 flats, plus 25 spaces for the medical centre. The local roads are already heavily congested, and there will be huge displacement of parking away from Didsbury Point onto nearby streets such as Highmarsh/Houseman Crescents and as well as Cavendish Road and the cul-de-sacs. There are no available on street parking spaces in these surrounding streets - the new school, and additional workers in the offices opposite the site, caused all sorts of chaos, and resulted in additional waiting restrictions having to be introduced.
3. It is simply false to claim that this is sufficient parking for the flats, and 25 parking spaces for the medical centre is clearly not enough, and patients will be expected to park on the local streets, where there are no available spaces. The developers' transport statement makes false claims regarding the level of unrestricted parking on all the roads off and including Cavendish Rd, Highmarsh Crescent, and even claims that there is unrestricted parking on Montmano Drive, inside the gated community! It makes no reference to the numerous H-bars that have been introduced to protect residents' drives - perhaps Southway think it is okay for people to park over their drives, because there is no TRO for the white H-bars?
4. It is also not acceptable to lose short stay carparking spaces on The Boulevard to be replaced by service access spaces – had argued very hard to ensure that there was the maximum number of spaces available. This loss is not acceptable for residents, and the existing businesses. (This has sneakily been put into the application, hoping that people will not notice, and no mention of this was made previously.)
5. Traffic and road safety are already a problem throughout the area, particularly during school drop off and pick up. People visiting the medical centre and residents leaving and returning from work, will make this much worse, and will cause chaos. How will Southway stop the parking spaces and ambulance space from being turned into a (dangerous) unofficial school drop off?
6. Biffa regularly struggle to empty the bins, because the roads are too narrow (caused by the Planning department approving previous planning applications with insufficient parking, and inappropriate road lay outs). How is this development not going to make this worse?

7. Since the development of Didsbury Point, The Boulevard has been deliberately constructed as the main through road to Princess Road. There are constant problems with vehicles struggling to turn onto Princess Road (particularly turning right), and there is no free additional capacity for more cars to be making that movement without having a negative impact on traffic flow along Princess Road.
8. It is completely unacceptable to rely on traffic data during Covid restrictions, and before the changes were implemented on local streets. This gives a completely false impression of the parking and traffic situation in the area

Local Residents' and businesses comments

- The applicants review of the local parking and traffic conditions does not accurately reflect the local highway conditions as the review was held during a Covid-19 lockdown artificially reducing the traffic demand as the local businesses were closed in addition Didsbury High School was also on it's half term break. The review therefore did not record the demand the school places on the local road network.
- Since the highways report was performed new parking regulations have come into force on the Boulevard reducing the available parking spaces limiting the time vehicles can be parked, forcing them to park on other surrounding roads including Clearwater Drive, Georgia Avenue and Cavendish Road.
- The multi deck cark is overlooking the rear garden and windows of properties on Clearwater Drive. The rear windows of properties are 6m from the rear garden boundary and the Car Park is 4 m from the boundary this places the carpark 10 meters from the window not the 13m the applicant claims. The applicant also state that the car park will be screened but this is again false as during the winter the leaves are not on the trees.
- The height of the development also causes privacy issues as the upper apartments will look down into existing residential properties
- No consideration around parking has been made for guests of prospective residents as no guest parking is available
- There is also an issue with light spill over from car head lights as the barrier to "screen" the headlights is 1.1m tall this will not stop light from beaming into the 1st and 2nd floor bedroom windows as vehicles approach the parking.
- The applicant has performed a noise survey that does not take into consideration the design of the proposed development. The design of the car park is dual level. There is an upper and lower deck making the reports sound assumption redundant
- The development only has 1 bike space per apartment and as the apartments are multiple occupancy this is not enough bike storage capacity.
- Appreciate that there are bus stops and tram stops relatively close by, believes this is a naïve and very narrow view. The residents that already live in this area already have the choice to use the same public transport if they choose and yet the current residents still choose to have and use cars.
- No re-assurance at the consultation event that there would be suitable protective measures in place to prevent a vehicle from crashing through the barrier of the car park, and landing in the rear garden of an adjacent property.
- The proposals would further congest an already over congested area.
- The increase in traffic will make it dangerous for the children attending the school.
- The adjacent school is not yet at full capacity with traffic and congestion a real issue at pick up and drop off times in the day.

- The fact that this proposal has less than 50% parking for the proposed flats is nonsensical and we cannot continue to add further problems onto the current issues.
- It's a gross overdevelopment on a plot of land the size of a large detached house.
- The development will displace vehicles onto already heavily congested roads
- The proposals will lead to additional pollution and other environmental factors, therefore impact on health and well-being of existing residents
- Have already witnessed the emergency services not being able to access the roads leading off the Boulevard, because of school traffic which blocks the Boulevard to cars trying to get into or out of the side roads.
- It is clear that allowing a development whereby the number of properties and profit to be made has been prioritised over appropriate amenities / allocated parking
- Didsbury is a very desirable location for many people to move to. Whilst it may be convenient due to transport links into Manchester, it is absurd to assume that most people living in flats have one car or less.
- Roads off Cavendish Road will also become more congested, adding to safety concerns for pedestrians and road users trying to navigate. This will also have an impact on younger road users and families arriving to and from school at Cavendish Primary School too.
- Southway Housing are being greedy - maximising as little space as possible for as many flats as they can sell, will little regard for their responsibility to work with the local community and make a positive contribution to the area.
- Didsbury Point is not the City Centre and therefore whilst public transport is good in certain directions (City Centre), it is poor in all other directions and commuters would most likely need a car.
- There is already a shortage of parking in this area. A lot of the residents on the adjacent roads have two cars.
- The present parking situation on Cavendish Road is not helped by residents from the Boulevard and the flats on Cavendish Road (Didsbury Point side) can't be bothered using the allocated parking spaces at the back of their flats (accessed from the Boulevard).
- The area of the new proposed development is a green area with trees and grass, a small source of oxygen for us and our children which you want to remove from us
- The plans for this development are showing a significantly bigger block than what is currently in the area by a large number of floors. It would become an eyesore in the neighbourhood as well as well block essential daylight for neighbouring properties.
- During the consultation period Southways have made no effort to address neighbours concerns or work with us to find solutions
- Remove the provision for a commercial unit. This would free up valuable space for additional housing accommodation and additional bicycle storage.
- At present car owners park fully on pavements and on mini roundabouts and other places in the area which are not parking spaces. Such cases lead to conflict with local residents and arguments.
- It will overlook the school and would be inappropriate to allow views from the development into a school environment.
- There needs to be traffic and construction process mitigation to help alleviate activity and in terms of construction safety next to a school offices and houses .
The movement of construction heavy vehicles and material is highly problematical and cannot take place along the Boulevard or Cavendish Avenue where they're is also a primary school and no width to take Construction vehicles particularly heavy ones or a range of subcontractors

- The reduction of per house hold car numbers is a social change that should and no doubt will happen however this change could take a unknown period of time but unlikely to change dramatically in the next 10 years and maybe not even within a generation, as such any argument regarding car / house numbers reducing should, in my opinion, be disregarded as although desirable, for all sorts of reasons, in practical reality how significant any future change will be or when is unknown.
- The offices in Didsbury Point have insufficient parking which means employees park all over Didsbury Point.
- The water pressure around the neighbouring property and roads has dropped significantly since more flats/properties and the school were built.
- There is a huge drainage issue at the junction of the boulevard and the Princess Parkway. With any small amount of rain this area floods and can at times be almost impassable. Adding a medical centre and 76 additional homes to this area is going to make this problem worse.
- There is the additional impact on the air quality in this location caused by the increased traffic (and the building work) and the removal of trees.
- Whilst the public transport in this area is currently adequate there are no plans for any additional improvements to support the extra 240 people (these are Southway's numbers) that could occupy these apartments.
- The proposal to put the waiting bay for refuse collection on the boulevard is something else that will contribute to increased traffic volumes (people waiting behind them as they roll out bins, this happens currently at various points about the estate where there are apartment blocks. I also think the proposal to remove the 4 short stay parking spaces to allow for this is ridiculous and will have an impact on the businesses on the boulevard
- This is one of the most densely populated locations in Greater Manchester. That fact alone leads to some of the excessive issues that we have in this area. Deliberately choosing to knowingly add to these challenges which are having a huge negative impact on the local residents is wrong.
- There have been numerous instances of Refuse trucks being unable to access locations across the estate due to inconsiderate parking on both sides of the road or simply access being blocked. It is at least a monthly occurrence that Biffa are unable to access particular areas of the estate. This is predominantly staff from the office block, People parking to get the tram into Manchester and Parking for the airport.
- There is potential loss of trees that currently screen the development.
- The parking provision for the proposed medical centre at 25 spaces also seems very low as it would seem most of those spaces would be taken by multi professional and administrative staff for a medical centre of that size. The need for parking for staff, visitors, and deliveries for the proposed pharmacy does not appear to have been factored in to the current plans
- The proposed plans utilise almost all of the site for either building or hard standing, with a much reduced areas for wildlife, biodiversity, amenity and ground drainage.
- The proposed eight storey part of the building is completely out of character with the local street scene, and unprecedented in the local area, would dominate the estate and change its character. It would cause significant overlooking, and would block light to the garden space in the centre of the Boulevard.
- The building line to The Boulevard is proposed to be level with the existing pavement line. There is no precedent for this on the estate. The adjacent apartment block on the corner of Clearwater Drive and The Boulevard has been built several feet back from the pavement line allowing for shrubbery to soften the street scene.

- Concerned that the proposed Medical centre is just that - a proposal - what happens if it doesn't happen? what other commercial unit might we get?
- We experienced 3 accidents within the current year (all in the same stretch of the road The Boulevard to Georgia Avenue), all caused by over crowding and traffic
- Cavendish Park is the only greens space in the area which is small for such a dense area.
- Why don't you listen to the residents of Disley, Bradwell, Buxton, Matlock and Cavendish Avenues and make those streets parking permit zones 24 hours a day
- Daylight / Sunlight Report – It is noted that this report was carried out having regard to 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice (2011)' as opposed to June 2022 BRE guidance. The relevance of the results are therefore questioned.
- The measures to mitigate construction associated parking are very inadequate. In all likelihood parking will take place all around the surrounding area and adverse impacts will arise in terms of nuisance and safety.
- Landscaping is minimal at the site and essentially confined to three areas: a peripheral and isolated narrow strip along the eastern boundary, a new narrow strip along the western boundary, and a small central courtyard. No provision is made for rooftop planting.
- In terms of architectural design and appearance, the development is considered to be lacking in articulation and visual interest in comparison to other recent build developments nearby.
- Many of the proposed flats fall marginally below 'Technical housing standards - nationally described space standards' (Dept. for Communities and Local Government, 2015). There should be no allowance for below standard sizes in a new build development such as this.
- A high proportion of the proposed flats would be single aspect, and with many having no southern aspect whatsoever.
- Many flats would have no private amenity space (i.e. a terrace) whatsoever.
- The shared amenity space for the flats is limited in quality and quantity.
- There does not seem to be a drop-off / pick-point for the medical centre (other than an ambulance drop off). Rather users of the medical centre are expected to drive around to a rear parking area. In all likelihood vehicles will drop off / pick up from The Avenue and there is likely to be associated traffic congestion and safety conflicts in this regard.
- Believes the development should be put on hold and a comprehensive assessment of the current parking situation should be made prior to any further progression.
- Although the current site is an eye-sore, proposing a seven-storey block will have a massive impact on visibility in the area. Albert House faces South West and is only four storeys in height - erecting a building directly opposite which is nearly twice as tall would risk blocking the majority of available natural light for Albert House.
- The school introduced yellow lines to protect the children when crossing the road but the parents are parking on the yellow lines, blocking the road preventing free flowing traffic and putting children at risk.
- A fire truck could not access the commercial units, school and resident's houses in an emergency.
- The road infrastructure is currently failing and adding the demands of new apartment block and medical centre will overwhelm and bring further issues. More people living in the area will also result in more cars and I don't buy into the concept

that people are getting rid of cars for public transport. I believe more people will buy electric cars then we have even more of a problem.

- Would urge that the planning committee carry out a site visit to understand the inappropriate scale of the development, how small the plot is, and how close it is to local residents' homes and amenities.

- Such is the scale of the development, and its proximity to the edge of the plot immediately South of the park, that this will impact massively on the light levels for the park. The trees have been thriving there for in excess of 20 years now and I have concerns that as they will be in deep shade throughout the day that many will be lost.

West Didsbury Residents Association – While the principle of affordable housing developed by a not-for-profit housing trust was welcomed by WDRA, it was pointed out that the proposal was limited to would be purchasers and those seeking shared ownership. There is no intended provision of affordable rented properties – a form of tenure in great local demand.

It was strongly felt by WDRA members that the proposed development would constitute overdevelopment given the limited size of site. The potential impact of such a large development would be negative on local infrastructure, parking and especially on road congestion. Traffic/congestion

The road use in the areas surrounding the development has grown due the closeness to Princess Road and access being sought from Burton Road. With local schools (Cavendish Road and closer still Didsbury High School) the traffic influx from school drop offs and collections, commuters using the area as an unofficial “park'n'ride” with the access to public transport stops and every working day patients of the existing ophthalmology hospital at Didsbury Point; the proposed development would only exacerbate this and with the proposed medical centre cause more congestion in an already overcrowded road network.

Although the proposal states 60 car parking spaces (including four disabled spaces) will be provided on-site, it is apparent that the allocation of 35 parking spaces for the residents of the 76 flats to be grossly inadequate. The inadequate provision of parking is likely to prove a disincentive to sales of the proposed apartments.

Visitors/residents/staff/patients may leave the premises to search elsewhere for an alternative parking space with attendant additional pressure on road use, and contribution to incremental road congestion.

Applaud the inclusion of cycle spaces however feel this will not mitigate against the lack of parking provision for both residents and the proposed health centre. As homes with 2 bedrooms are likely to attract car owning families. There is no evidence of any provision for electric vehicle charging (EVC) points. Given that this development will be both residential and commercial/health units, it would seem appropriate to do so. Especially as the residential properties are part of a larger development that will not allow residents to provide their own facilities for EVC points.

The proposed provision of outdoor amenity seems inadequate for the number of properties given that 69 of the 76 units are 2 bedrooms.

It is their opinion that the site and its proposal is creating high-density housing units rather than providing homes for affordable housing and shared ownership. The proposed development will overlook the neighbours and appear imposing in some areas due to the part 8 and part 6 storey height. The height of the building has only been lowered by a token metre or so following public consultation. This leaves it as by far the highest building on Didsbury Point- the scale fails to respect its setting and relationship to adjacent residential buildings or consider its impact on the street scene and sky line.

Tree removal seems excessive, fails to acknowledge the collective ecological, environmental, screening and amenity value of the tree line to the east of the site, including scrub under storey and self seeded plants. The replanting proposed does not anywhere near compensate proposed tree loss.

Retention of dense scrub is essential in the vicinity of the tree line to continue to provide protective cover for hedgehogs. More substantial details of precautionary working methods to avoid harm to hedgehog need to be provided as part of this application. Hedgehogs are protected under section 40 and 42-'the Biodiversity Duty' of the Natural Environment and rural Communities Act 2006 and are a material consideration. A proper strategy for hedgehog welfare and preservation on this site needs to be provided.

Given that 2 protected mammal species are on this site WDRA request hand clearance only, no mechanical clearance of vegetation and covering of all excavations/ pits at night.

Concerned that the rate of sewerage discharge and impossibility of implementing SUDs drainage on this site due to the high water table and existing surface water

Didsbury Civic Society - Car parking and usage in this area is already difficult and problematical. This additional development will further compound the vehicle problems in this area. This is a compact area and needs better solutions.

Statutory and non-statutory consultees

MCC Environmental Health – Have assessed the submitted information together with revised documents relating to Ground Contamination and Noise Impact Assessments. They raise no objections to the proposals but recommend a number of conditions be attached to any approval including: Opening hours of the Medical Centre as submitted (8am until 6.30pm Monday to Friday); The Construction Management Plan submitted is accepted it includes for noise and dust control measures and site operating hours; delivery hours to the medical centre; lighting scheme; acoustic insulation of residential accommodation; acoustic insulation of external plant and equipment; implementation of the submitted waste management strategy; final details of electric vehicle charging points; and contaminated land measures.

MCC Work and Skills Team – Recommend conditions are attached for local labour agreements for both the construction for the development and operational phase of the medical centre.

MCC Flood Risk Management Team – Have reviewed the submitted drainage information and have recommended that a condition be attached to any planning approval for the final details to be submitted for approval.

United Utilities – Have reviewed the submitted drainage strategy which is considered acceptable. UU request that planning conditions should be attached to any approval relating to the development being undertaken with the proposed drainage strategy.

Greater Manchester Ecology Unit – Bats - One of the buildings on the site has been identified as having some (limited) potential to support bats, but no bat activity or bat emergence surveys appear to have been undertaken. The building could be demolished under the close supervision of a suitably qualified ecologist. It is recommended that a condition is placed on any planning approval to require the preparation and implementation of a method statement giving details of how any harm to bats is to be avoided during the course of demolition works. New provision for bats (bat boxes) should be installed on the site as compensation for lost bat roosting potential.

Nesting Birds - No vegetation clearance required by the scheme should be undertaken during the optimum time of year for bird nesting (March to August inclusive), unless nesting birds have been shown to be absent by a suitably qualified person.

Greater Manchester Archaeology Advisory Service - The submitted Archaeology assessment concludes that the application site has low to negligible potential to contain archaeological remains or finds deriving from the prehistoric, Romano-British or medieval periods, a view with which GMAAS agrees. In respect of other potential remains GMAAS believes, given previous developments at the site, it seems highly unlikely that any archaeological remains will survive intact and, GMAAS' considered view is that delivery of the proposed scheme would not have an archaeological impact and below-ground remains of the late 20th century hospital are not of sufficient interest to warrant any further archaeological investigation.

Greater Manchester Police – Prepared the submitted Crime Impact Statement (CIS) that accompanies the planning application. It is recommended that a condition be attached to any approval to reflect the physical security recommendations contained within the CIS and that the development should achieve Secured By Design accreditation.

Aerodrome Safeguarding Officer at Manchester Airport – Raise no objections to the proposals in terms of aerodrome safeguarding criteria, recommendations are made relating to conditions to ensure measures to minimise dust and smoke from construction activities and to prevent a cumulative increase in habitats for gulls birds are in place together with ensuring lighting does not cause upward light spill.

Health and Safety Executive – Have provided advice to the Council as local planning authority in respect of fire safety advice. The comments submitted by the HSE are: A second firefighting shaft should be provided which should contain a firefighting stair, a firefighting lobby with a fire main, and a firefighting lift.

The comments have been shared with the applicant.

MCC Highway Services – Raise no objections from a highway capacity or highway or pedestrian safety grounds.

The site is considered to be accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and tram.

The impact of the development on The Boulevard/Princess Road junction would not result in any capacity concerns, but it is required that a review of the Scoot operation at the above junction is undertaken, and any required changes (which would be limited to Scoot loop/signal timing modifications) would need to be carried out at the expense of the developer. This should be secured through a suitably worded condition.

Secure and sheltered internal cycle parking is provided for residents at a ratio of one space per unit. A public cycle storage facility with ten spaces is provided near the medical centre entrance and eight sheltered cycle spaces for healthcare staff are provided on the ground floor of the car park. It is recommended that the developer considers the provision of Beryl bikes at the locality. The cycle storage proposals are acceptable from a highway perspective.

56 spaces are provided within the car park of which 21 are allocated for healthcare staff and visitors whilst 35 spaces are for residential use (46%). In addition, four time-limited visitor spaces are proposed to the east side of The Avenue which will be managed and enforced through the promotion of a traffic regulation order such as those already established on The Boulevard. An ambulance bay is also proposed to the east side of The Avenue. Four of the on-site car park spaces are accessible bays (which aligns with core strategy standards) and seven of the resident bays will require electric vehicle (EV) charging provision (minimum 7kW) with the remaining car parking spaces provided with the infrastructure to allow further future EV conversion.

In relation to existing on-street parking demands, Highways consider that the survey carried out on 24 February 2021 understates the on-street parking demands given that it was carried out during covid conditions and around half-term.

Regarding the amount of car parking proposed for the medical centre, an industry standard car parking accumulation analysis has been undertaken (TRICS) which indicates that for a medical centre there would be a maximum parking demand for 21 spaces during peak hour operations which aligns with proposed on-site provision.

The level of provision of on-site residential car parking has been determined by:

- Car ownership for those in social rented homes based on census data
- The accessibility of the area
- Proposed travel planning measures

Taken as a whole, it is considered that the overall amount of residential car parking provision is proportionate. It is understood that there is a car club bay facility at the Siemens offices close by which is available for use by the general public. In relation

to car park and on-street parking space sizes, confirmation has been provided that these comply with minimum bay standards.

With regard to accident analysis, the most recent accident data has been analysed and no patterns emerge to suggest that there is a specific existing issue.

With regard to pedestrian access, the primary residential entrance will be from The Boulevard with a secondary access to the rear. The primary medical centre pedestrian entrance will be from The Avenue where the footway on the south side will be realigned to accommodate the on-street bays. This arrangement is acceptable

Vehicle access/egress to the tiered car park is provided from The Avenue with an inwardly opening set back gated arrangement, and acceptable junction visibility provided. With regard to the car park layout, tracking has been provided to demonstrate that the necessary vehicle manoeuvres can be undertaken, and direct pedestrian access to the building is provided from both car park levels.

In relation to waste management, the waste storage proposals are acceptable. With regard to collection, this is proposed from The Boulevard where the existing limited waiting parking bays on the south side would need to be reconfigured to accommodate a daytime loading bay for waste collection/delivery purposes. Whilst this will require the loss of some existing parking bays, we consider that on balance this is preferable to collection from The Avenue given that the latter provides pedestrian access to the school. A daytime only loading bay should be provided on The Boulevard so that this space can be utilised by others outside of these times. As referenced above, alterations are required to the highway. Therefore, should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval.

The submitted framework travel planning proposals are acceptable and we require that a full travel plan be conditioned as part of any planning approval which should make provision for a minimum monitoring period of five years.

Whilst the submitted Construction and Environmental Management Plan is acceptable in principle, we require that a full construction management plan be conditioned as part of any planning approval.

Policy

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

Core Strategy Development Plan Document

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

Relevant policies in the Core Strategy are detailed below:

Policy SP 1 Spatial Principles – The proposals seek to provide additional diversity in terms of type of housing within the area and towards the creation of neighbourhoods of choice.

Policy H1 Overall Housing Provision – Identifies the requirements for provision of new residential development across the City and indicates that new housing will be predominantly in the North, East, City Centre and Central Manchester. High density development (over 75 units per hectare) is identified as being appropriate in the City Centre and parts of the Regional Centre.

Within the Inner Areas in North, East and Central Manchester densities are identified as being lower but generally around 40 units per hectare. Outside the Inner Areas (where the application site is located) the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate.

The policy clarifies that the proportionate distribution of new housing, and the mix within each area, will depend on amongst other things:

- The number of available sites identified as potential housing sites in the SHLAA;
- Land values and financial viability;
- The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester

The proposals seek the redevelopment of the site for 76 affordable residential units (affordable rent and shared ownership), given the sites size (0.3 ha) the proposals would be considered as high density. The site is identified as a housing capacity site within the most recent Strategic Housing Land Availability Assessment (2022) to meet the requirements of housing delivery in the city with a figure of the potential of 70 residential units.

Policy H6 South Manchester – South Manchester is identified as providing 5% of new residential development over the plan period. It identifies that high density development will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. "Outside of district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly

people, with schemes adding to the stock of affordable housing". The proposals are outside of the district centre, it is considered that as the scheme would deliver affordable housing it is considered to comply with the requirements of H6 and that the proposals would assist in meeting identified shortfalls of housing types within South Manchester. This matter is considered in more detail within the issues section of this report.

Policy H8 – Affordable Housing - New development will contribute to the City-wide target for 20% of new housing provision to be affordable. The applicant has indicated that all of the proposed residential units (76 no.) would be for affordable housing with a mix of affordable rent (30 units) and shared ownership (46 units). This provision and delivery of affordable housing in this scheme would be subject to an appropriately worded planning condition.

Policy T1 Sustainable Transport – The development would provide less than one car parking space per residential unit, would provide covered and secure cycle parking facilities and is located in close proximity to a range of public transport modes.

Policy T2 Accessible Areas of Opportunity and Need – The application site is highly accessible by foot, cycle and public transport networks.

Policy EN1 Design Principles and Strategic Character Areas – The southern character area in which the site is located is indicated as appropriate for development along the radial routes that are commensurate in scale with the prominence of its location.

EN2 Tall Buildings – Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. The proposed building at part 8 and part 6 storeys in height is taller than residential properties to its east which are 2 and 3 storeys in height and those residential flats and commercial developments to the west which range between 4 and 6 storeys in height. Matters around the scale, design and visual amenity are considered in more detail in the issues section of this report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies.

The Proposed Development takes an enhanced building fabric led approach to minimising energy demand by minimising heat loss from the building envelope and building systems. The submitted information indicates that 20% of the roof area would be covered with photovoltaic panels; the hot water would be instantaneous via heat interface units; and the non-domestic part of the building would achieve the BREEAM excellent standard.

Policy EN 8 Adaptation to Climate Change – The proposals include a rooftop array of PV panels for on-site micro-generation.

Policy EN9 Green Infrastructure – The development incorporates limited landscaping due to the developed footprint of the existing site and the proposed site. Some limited landscaping is proposed to the front of the site, within a podium level garden area and retention of a tree belt on the eastern boundary.

Policy EN14 Flood Risk – The site falls within Flood Zone 1 and is at low risk of flooding. A drainage strategy has been prepared and submitted with the proposals.

EN15 Biodiversity and Geological Conservation – A Preliminary Ecological Appraisal Report and Badger Survey report were prepared to accompany the application. This concluded that the existing servicing building on site was assessed as having Low bat roosting potential with potential for bat foraging along the tree belt on the eastern boundary of the site.

Policy EN 16 Air Quality – The proposals are accompanied by an Air Quality Assessment that reviewed both the construction and operational phase of the development. The proposals would incorporate electric vehicle charging; cycle parking for residents, medical centre staff and visitors; and travel plan to promote active travel measures whilst the construction phase would incorporate dust control measures.

Policy EN 17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability – Given the previous use of the site there are contaminated land risks associated with the sites redevelopment. The site has been subject to desk study and site investigations. If the proposals are granted approval further site investigations would be required, and this would be secured via an appropriately worded condition.

Policy EN19 Waste – The proposals incorporate an internal bin store which provides direct access to The Boulevard for collection by refuse vehicles.

Policy DM 1 Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

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

Infrastructure and flood risk and drainage.

The application is considered in detail in relation to policy DM1 within the issues section below.

Saved Unitary Development Plan Policies

DC26.1, DC26.2 and DC26.5 Development and Noise – A noise assessment has been prepared to accompany the application which makes recommendations in terms of mitigating noise from nearby noise generating activities such as road traffic and assesses the impacts of the development in particular the tiered car parking area on adjacent residential properties. The submitted Noise Impact Assessment includes recommendations for glazing and ventilation specifications for the proposals which are considered to be acceptable. A condition to ensure internal noise criteria are met on completion of the development is required.

Relevant National Policy

The National Planning Policy Framework (July 2021) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role. The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) – The proposals would provide 76 affordable residential units on a previously developed site.

Section 6 – (Building a strong and competitive economy) - The proposal would create jobs during construction that would support commercial premises within the local area.

Section 8 (Promoting healthy and safe communities) – The proposals are accompanied by a Crime Impact Statement which indicates measures to be included into the development to reduce the opportunities for crime and the fear of crime .

Section 9 (Promoting Sustainable Transport) – The proposal is in a location accessible to a variety of public transport modes.

Section 11 (Making Effective Use of Land) – The proposal would re-use previously developed land for the provision of residential properties.

Section 12 (Achieving Well-Designed Places) – The proposals are supported by a Design and Access statement that sets out the context of the site and the design process undertaken.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposal has been designed to reduce energy demands and incorporate renewable energy solutions. The site is within Zone 1 of the Environment Agency

flood maps and has a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would not have a significant adverse impact in respect of the natural environment.

Other Material Considerations

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The design, scale and siting of the proposed development is considered in more detail within the issues section of this report.

Manchester Green and Blue Infrastructure Strategy 2015

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

Manchester Residential Quality Guidance (July 2016) (MRQG) – This document provides specific guidance on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place as confirmed within other policies of the Core Strategy.

Manchester Housing Strategy 2022 to 2032

A report prepared for the Executive Committee meeting on the 22nd July 2022 indicates that the Manchester Housing Strategy (2022-2032) sets out a long-term vision which considers how best to deliver the city's housing priorities and objectives, building on progress already made, whilst tackling head on the scale and complexity of the challenges ahead. The priorities for the new Housing Strategy are:

1. Increase affordable housing supply & build more new homes for all residents
2. Work to end homelessness and ensure housing is affordable & accessible to all
3. Address inequalities and create neighbourhoods & homes where people want to live
4. Address the sustainability & zero carbon challenges in new and existing housing stock

The South Manchester Strategic Regeneration Framework (2007)

The South Manchester SRF was adopted prior to the preparation of the Core Strategy policies, however, it formed an important document in the formulation of the priorities for South Manchester that were subsequently contained in a number of the subsequently adopted policies particularly in relation to housing priorities.

The SRF set out that the key characteristics of South Manchester that shaped the vision and objectives for the SRF are based on a number of key facts one of which relates to the pressure for development and densification which threatens the inherent urban character of the area that makes it attractive in the first place.

The SRF also commented that there had been a trend for large villa/family housing conversions for flats and offices placing a further restriction on the supply of larger accommodation.

One of the key issues identified in the SRF was to provide a wider choice of housing for attracting and retaining residents and that future housing developments need to focus on providing high-quality family accommodation.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester. Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon

currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Other Legislative requirements

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions, the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle – The principle of the redevelopment of previously developed brownfield land for new homes in the City is long established and prioritised within the adopted development plan policies of the Core Strategy and in the NPPF. The inclusion of a ground floor commercial floorspace within the proposals would also add to the facilities available to the nearby residential areas and wider Didsbury area in improved purpose-built health care facility.

Re-using this brownfield land for residential use in a predominantly residential area is therefore acceptable in principle. The site has also been identified within the Council's Strategic Housing Land Availability Assessment (SHLAA - 2022) as a site capable of contributing towards the City's housing land supply with an indicative figure of 70 no. residential units on the site being brought forward in the next 5 years.

The site itself has been subject to two previous planning approvals for non-residential developments which were not implemented. Given this and the policy framework, it is considered that the principle of the development of this previously developed site for a mixed residential and commercial development, which amongst other things seeks to increase housing supply on brownfield land is acceptable. However, further consideration is required of impacts on residential and visual amenity; the character of the area; and highway and car parking implications.

Residential development type (including Affordable Housing provision) – The application seeks approval for a relatively high-density development to provide 76 no. Apartments.

Adopted Core Strategy policy H6 sets out the framework for determining residential developments in this part of the City; comments raised indicate that the proposals fail to accord with the principles set out in this policy. H6 indicates that *“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”*. It suggests that outside of these areas the priorities for housing will be to meet identified shortfalls *“including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing”*.

Whilst the general planning policy approach is to direct high density residential proposals to district centres in South Manchester, this does not preclude development of this nature elsewhere. Inevitably, there will be sites which can accommodate higher density due to location and character.

In this instance the site sits amongst developments of varying heights and past approvals have demonstrated height can be accommodated without harm to residential amenity. Crucially, the proposal would provide 100% affordable housing, exceeding the affordable housing requirement of 20% set out in Core Strategy policy H8 and allow a broader range of affordable housing types to be provided in the local area.

This would clearly assist in providing a mix of housing types within this area of redevelopment which prior to this scheme have been for market housing and apartments. The proposals would meet a priority in delivering an identified shortfall for affordable housing in South Manchester contained in policy H6.

As such it is considered that the proposal complies with the strategy set out in the adopted housing policies of the Core Strategy. To secure this provision of affordable housing an appropriately worded planning condition is recommended.

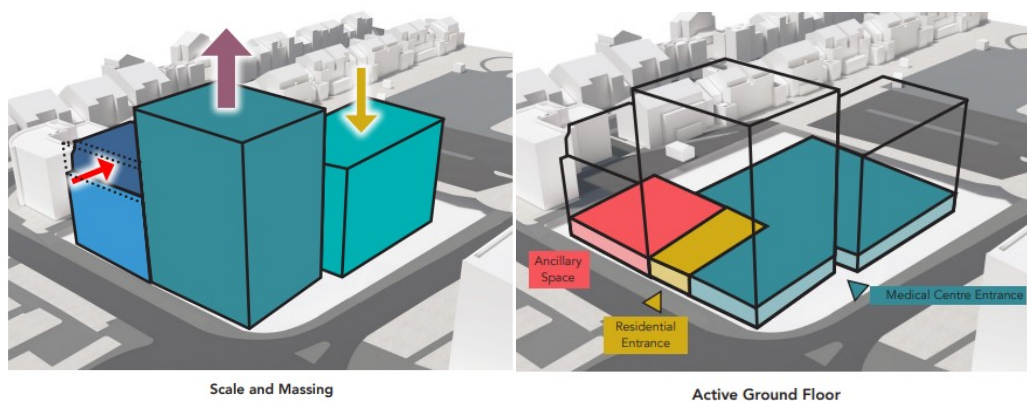
Provision of the medical centre – The proposals incorporate a ground floor medical centre and associated car parking. This use would add to other non-residential uses in the immediate area on The Boulevard which include a gym, healthcare facilities, local delicatessen, offices and secondary school. The provision of a medical centre would add to this cluster of non-residential uses on The Boulevard providing valuable, modern and up to date facilities for Didsbury. In this instance further information has been provided that identifies that the current medical practice is restricted in improving its services because of the dated building in which it is currently located. The application proposals would enable a broader range of health services to be provided by the practice to its patients and the community including a pharmacy.

Design – The applicant has submitted a design and access statement to accompany the application. This sets out the design rational and approach to the site and its surroundings to deliver a viable scheme considering opportunities and constraints of the site.

The building has been broken down into two distinct ‘blocks’ with a linked Atrium. The north block has two levels. The north-west corner element is 8 stories. This element is opposite One Didsbury Point which has a raised ground floor, four office storeys

and an additional storey height of plant and roof above. The north-east element is six stories in height with ancillary and commercial at ground, apartments over three floors and duplex apartments on the upper two levels. The duplex apartments are set back in a mansard roof type of design. The south block is also six stories in height, which reflect the height of the lower section of One Didsbury Point, as well as the overall height of Didsbury High School.

The resultant design is to provide the tallest 8 storey element of the building on the key corner junction of The Boulevard and The Avenue with the north-east block reducing in height incorporating stepped back duplex apartments where they are adjacent to existing residential properties, the element on the western boundary would have less impact on the office building opposite. Active ground floor frontages are provided on both The Boulevard (entrance to the apartments) and The Avenue (Medical Centre entrance).



The immediate area is characterised by buildings of differing heights, style and materials which reflect the nature of the redevelopment of the former Withington Hospital site and the differing nature and uses of the buildings developed. As such there is no overall cohesive external materials, design or treatments. In response to this the applicants design statement sets out the appraisals undertaken that have arrived at the final design and choice of materials of a light buff brickwork to the building and use of bronze anodised or PPC aluminium for other elements of the building. The building design and choice of materials are acceptable in relation to the context and character of the surrounding area.



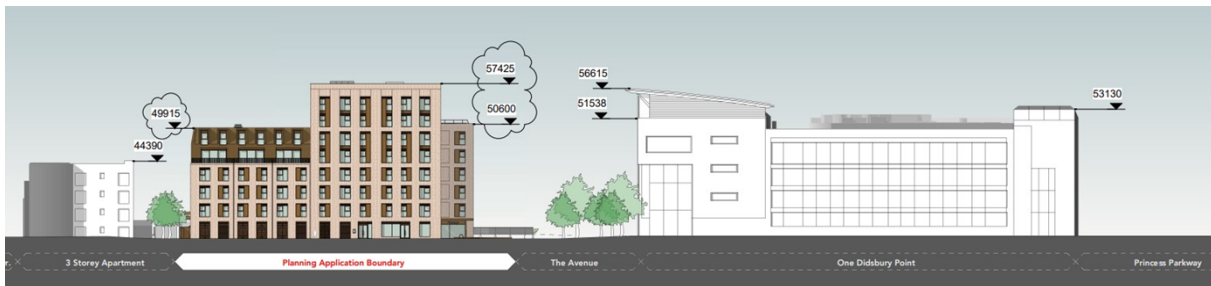
Illustrative CGI of The Avenue/The Boulevard corner of the site and proposed development

Concerns have been raised regarding the height and scale of the proposed building in terms of the local context of the site and impacts on existing residential properties. As already noted, the immediate area is characterised by a variety of heights and scale of buildings, those on The Boulevard are generally larger in terms of footprint and height varying between 6 and 4 storeys. The apartment block on the Princess Road/The Boulevard corner is 6 storeys at its maximum dropping to 4 storeys (marked C on the image below). The One Didsbury Point office is of a maximum of 5 storeys in height with it's tallest element being on the junction of The Boulevard and The Avenue (marked B on the image below). The Didsbury High School (marked A) is four storeys in height as is the mixed commercial/ residential building on the opposite side of The Boulevard from the application site (D) and the apartment building on the corner of The Boulevard and Clearwater Drive (E). As can be seen in the image below residential properties on Clearwater Drive to the left are between 2 and 3 storeys in height.



The application site edged red and surrounding buildings

The proposed building would be taller than the residential dwellinghouses on Clearwater Drive and in terms of the number of storeys would be taller than other buildings on The Boulevard. The applicant has provided street elevation drawings and analysis within the submitted Design and Access Statement that indicates the proposed building would, because of being residential in nature, have lower internal floor heights than that within the commercial building at One Didsbury Point and would have comparable overall heights to other completed buildings in the area.



Street elevation of The Boulevard showing relationship between existing four storey apartment block to the left and One Didsbury Point Office block to the right

It is noted that the original masterplan for the redevelopment of the former Withington Hospital site always envisaged development around The Boulevard and The Avenue being of a scale and built footprint greater than the residential areas to the east of the application site. This was also reflected in the approval of a second office block in 2007 on the application site to reflect, the design and height of that constructed at One Didsbury Point as set out within the Planning History section of this report. Whilst the developments that have taken place have not all followed the original indicative masterplan in terms of layout or uses, the area around The Boulevard has followed the general principal of being at a larger footprint and scale than those areas to the east. As such, given the context of the site it is considered that the height and scale of the development is acceptable in this location.

Other impacts of the height of the proposed building in terms of residential amenity are considered below.



Original indicative masterplan for the redevelopment of the former Withington Hospital Site (application site is edged red)

Residential Amenity – Concerns have been raised by objectors to the impacts of the proposed building in terms of loss of privacy, overlooking, loss of daylight and sunlight, and noise impacts associated with the proposed tiered car parking area to serve the development.

Privacy/Overlooking – The proposed building would contain windows to habitable rooms on its front and rear elevations, windows to the eastern gable wall would be to a corridor and also secondary windows to living space at 1st, 2nd and 3rd floor levels. These windows are set approximately 1.9m from the boundary of the site and approximately 9 metres from habitable windows to the existing residential apartments. As such the applicant has indicated that the corridor windows would be obscurely glazed, it is considered that the living space windows on floors 1 to 3 should also be obscurely glazed to protect the amenity and privacy of neighbouring occupiers.



Side windows in the gable of the apartments on Clearwater Drive facing towards the application site

The proposed windows facing east towards the rear of properties on Clearwater Drive would be set approximately 37 metres from the boundary with the rear gardens to these properties. It is not considered that the windows on this element of the proposed development would give rise to overlooking or loss of privacy to residential properties.



Parking Court to Clearwater Drive apartments and residential dwellinghouses beyond, eastern boundary to the application site is on the right handside of the photograph

The proposed windows facing south towards the Didsbury High School grounds would be approximately 44m from the boundary with the school boundary, the closest element to the boundary is the car park serving the school. As such these

windows are not considered to give rise to loss of privacy to the school or those in attendance. Given the relationship between the proposed south facing windows to the rear of properties on Clearwater Drive as these proposed windows would be at an angle to the existing properties it is not considered that they would give rise to direct overlooking to existing residential properties. The first floor external terrace closest to the eastern boundary may cause some overlooking but this would be into the rear car parking court serving the apartments on the corner of Clearwater Drive and The Boulevard, this arrangement is considered to be acceptable.



View south from the application site towards the boundary with the school and its car parking area beyond

The north facing windows of the building would be approximately 43 metres from the apartment building known as Albert House, the proposed and existing buildings would be separated by The Boulevard and landscaped garden that sits in the middle of the highway. There is a similar separation distance from the other apartment buildings to the north and west which would also be set at angle from the proposed building.



View north-west from application site towards Albert House on the right, One Didsbury Point to the left and apartment building centre

Whilst One Didsbury Point is in use as an office building the proposed and existing buildings would be approximately 32 metres from each other across The Avenue. This distance and relationship are considered acceptable.

Concerns have been raised with regards to the potential overlooking and loss of privacy from the first floor car parking area to properties on Clearwater venue. The application has been amended since it was first submitted to introduce a solid screen to the open deck of the car park along its eastern boundary. This screen would be set at 1.8 metres in height and would assist in preventing direct views from users of the car park. It is acknowledged that numbers 24 and 26 Clearwater Drive have been subject to planning approvals for extensions to those properties. In respect of number 26 Clearwater Drive a single storey rear extension which has resulted in that property being closer to the boundary with the application site. This relationship has been fully considered and the inclusion of the screen to the car park would reduce overlooking and loss of privacy to these properties.

Loss of daylight and sunlight – The application is accompanied by a daylight and sunlight assessment for the development. This has been prepared in accordance with the 2011 Building Research Establishment Guidance ‘Site layout planning for Daylight and Sunlight – A guide to good practice’. A criticism has been raised that this assessment does not follow the most recent guidance prepared by the BRE which was released in May 2022. Confirmation has been received that there were no significant changes to the methodologies or scope for the assessment of the impact to existing surrounding receptors between the 2011 and 2022 guidance. It has also been confirmed that the submitted assessment adopted the 2022 methodology in

calculating the Vertical Sky Component (VSC) for rooms and so no changes are needed to the conclusions in the report. The assessment has taken into account planning application drawings in relation to residential extensions to number 24 and 26 Clearwater Drive.

Where a detailed analysis is required in respect of impacts on daylight the BRE recommend that the Vertical Sky Component ("VSC") test is used when considering the impact that a new development or obstruction will have on the daylight amenity of an existing neighbouring building. The VSC is a unit of measurement that represents the amount of visible sky that is capable of being received at the external face of a window. Daylight is derived directly from the sky. On that basis, the more unobstructed sky or sky visibility available to a window, the potential daylighting capability of the room served by it will increase. The unit is expressed as a percentage, as it is the ratio between the amount of visible sky available to the window being tested, compared to that available from a totally unobstructed sky.

The other methodology for daylight assessment for surrounding properties is the No Sky Line (NSL) where a room may be adversely affected if the daylight distribution is reduced beyond 0.8 times its existing area.

The submitted assessment confirms that based upon the BRE guidance the following conclusions arise from the proposed development:

Apartments at 2-22 Clearwater – 21 windows within this building do not meet the VSC targets. 9 of these windows serve bedrooms which the guidance recognises as having a lesser requirement for daylight. The remaining 12 windows serve 6 living/kitchen/dining rooms. 4 of these 6 rooms have more than one window and when the VSC to the whole room is considered, 3 of the rooms would meet the VSC target. Of the 3 remaining rooms the assessment concludes that there would be a minor adverse impact to 2 and a moderate impact to 1.

8 of the rooms in these properties fall short of the guidelines for NSL daylight targets, 6 are bedrooms. The other two rooms falling short on the guidelines are living rooms, with one having a minor adverse impact and one moderate impact.

The conclusion within the assessment is that the overall impact on these properties is minor.

24 Clearwater Drive – One window within this property does not meet the target criteria for VSC daylight which is reduced by 20.3%. This is marginally outside the 20% that the BRE guidance state as being imperceptible.

The conclusion within the assessment is that the overall impact on these properties is minor.

26 Clearwater Drive - With the proposed development in place, this property will fully accord with the BRE target criteria.

28 Clearwater Drive - With the proposed development in place, this property will fully accord with the BRE target criteria for VSC daylight. One room does not meet the

NSL daylight target, this room has been identified as a playroom on the ground floor. The assessment indicates that there are no specific targets for playrooms, but does indicate that, the property is provided with an alternative main living room which is not impacted.

The conclusion within the assessment is that the overall impact on these properties is minor.

30 Clearwater Drive - With the proposed development in place, this property will fully accord with the BRE target criteria.

The submitted assessment has also reviewed the potential for overshadowing of gardens serving the residential properties. The BRE Guidelines recommend that at least half (50%) of a garden or amenity area should receive at least 2 hours of sunlight on 21 March or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction). The conclusions of this assessment on the residential properties does indicate a reduction in sunlight to numbers 24 and 28 Clearwater Drive, however these properties would continue to receive at least 2 hours of sunlight on 21 March with the proposed development in place, and or the reductions identified are less than 20%.

The submitted assessment indicates that there would be some impacts to daylight and sunlight to rooms served by windows to the apartments at numbers 2-22 Clearwater Drive, these impacts have been assessed, however, as being 'minor' and are considered acceptable against BRE guideline. On balance the proposals are acceptable within this urban context and would not give rise to significant impacts in terms of loss of daylight or sunlight to warrant refusal in this instance.

Noise – The application is accompanied by a noise assessment that has assessed the proposals and the noise climate within the area. The assessment was updated to ensure it was reflective of the nature and type of decked car parking solution the applicant has proposed and has been fully assessed as part of consideration of the application.

Concerns have been raised with regards to the noise impacts of the car parking which is located to the rear of existing residential properties on Clearwater Drive. In order to provide a robust assessment, the noise impact assessment sets out that as the apartments on Clearwater Drive are higher than the carpark, not all of the cars would be fully screened by the 1.7m high screen proposed to the car park edge at first floor level, no acoustic loss because of this screening has been applied in the assessment although in practice some would be provided. The assessment undertaken indicates that the proposed car park either at the ground or first floor level is unlikely to give rise to unacceptable levels of noise during the daytime or night time period to either existing residents on Clearwater or new residents within the development.

In terms of the noise impacts on new residents of the development the assessment makes a series of recommendation in terms of the type and nature of glazing, façade treatment and ventilation strategy for the residential units. It concludes that

acceptable internal noise levels would be achieved and a condition of any approval ensuring that recommendations are incorporated into the development would be required.

The external amenity space proposed has been assessed against external space noise level requirements set by the City Council. The submitted noise assessment concludes that the noise levels that would be experienced within the external spaces are within the Council's requirements.

In terms of the impacts on new residents of the development from the external pitches at Didsbury High School the noise assessment indicates that there would be a perceptible change in noise levels associated with the use of the pitches. This is classed as a potential minor impact during periods of MUGA (multi use games area) activity. Given that these impacts would be limited to the times of use of the MUGA and given the distance from the development of these pitches this minor identified impact is considered acceptable.

Appropriately worded conditions are proposed to deal with the acoustic insulation measures to be incorporated into the building and external plant and equipment.

Lighting - The recommendations of the submitted Crime Impact Statement are that the car parking area is adequately and uniformly well lit. The use of lighting could give rise to impacts on residential amenity if not sufficiently controlled to avoid glare onto residential properties nearby. The submitted information within the Design and Access statement indicates that it is intended to light the car park with directional lighting with no backwards light spillage towards existing residential properties. In addition, it is noted that the tree belt on the eastern side of the site could be used as a foraging corridor for bats which could be impacted by lighting if not correctly designed. As such it is considered necessary to append an appropriately worded condition to any approval for the submission and approval of the final scheme for lighting of external building and external areas.

The development would result in additional internal and external lighting associated with the use; this would inevitably result in a change to the existing situation on the site. Given the urban context and presence of residential, commercial, and educational buildings in the vicinity of the site together with street lighting it is not considered that the lighting on the site would give rise to significant impacts that would warrant refusal of the application.

Car park – In addition to the impacts in terms of privacy, noise and lighting arising from the proposed car park noted above, the access to the upper floor of the car park via the ramped access could give rise to nuisance from vehicle headlights. The applicant has amended the proposals to incorporate a 1.8 metre high solid screen on the boundary with tree belt to the eastern side of the site. It is considered that this screen would further assist to reduce impacts from the use of the car park.

Transport - The application is accompanied by a transport statement and framework travel plan which have been fully assessed by the Council's Highway Services.

Most of the correspondence received in response to the notification of this application raised concerns around transport and in particular the level of car parking proposed for the development and the current highway issues in the area including on-street parking demands. There are also criticisms around the timings of surveys undertaken by the applicant which were conducted during a period where some covid-19 lockdown restrictions were still in place and it is also indicated corresponded with February half term holidays at Didsbury High School. A series of photographs forwarded by Councillor John Leech from a resident are also set out in Appendix 1 at the foot of this report. It is understood that the purpose of the photographs are to demonstrate the traffic situation in the vicinity of the site, including the build up of traffic at the junction of The Boulevard and Princess Road; highlight cars parking on double yellow lines in the vicinity of the site; and double parking on Clearwater Drive. The application site is in a highly accessible location with access to a network of footpaths connecting with local services and public transport stops including bus stops and Metrolink with services connecting to the City Centre, Chorlton and Wythenshawe. In addition, there are shared cycleways on Princess Road connecting north to the City Centre and south to Wythenshawe. Whilst there are no cycle lanes in the streets immediately adjacent the site, they are all subject to 20mph speed limits. In addition to active travel modes of access to the site, it is also well located in relation to the local and strategic highway network with access to Princess Road gained directly from a signalised junction via The Boulevard. A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. This is used in assessing the accessibility by non-car modes of a development site and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility. The application site has a GMAL of 5 immediately adjacent an area that scores 6, indicating a good level of accessibility by public transport.

The proposals incorporate on site cycle parking for residents of the apartments together with visitor cycle parking on street and further secure covered cycle parking for staff of the medical centre. The provision would provide a total of 94 cycle parking spaces with 76 provided in a secured internal store for the apartments. This level of provision of cycle parking for the development is acceptable.

The proposals incorporate a new vehicular access from The Avenue together with car parking across a tiered (ground and first floor) parking area located to the eastern side of the site. The upper section of car park would be accessed via a ramp.

Concerns have particularly been raised regarding the level of car parking to be provided to serve the residential units and medical centre that this is insufficient and will lead to addition pressures for on-street parking. The proposals incorporate 56 no. off street car parking spaces (including 4 disabled spaces) together with 4 on street parking bays and one ambulance drop off space on The Avenue. Of the off street car parking spaces 35 parking bays would be proposed for the use by residents with a ratio of 46% i.e just under one space for every 2 apartments. 21 off- street parking spaces would be provided for the Medical Centre with the 4 on street parking bays being subject to traffic regulation orders to make them limited waiting bays. 7 spaces are expected to be provided with electric vehicle charging points with the remaining car parking spaces provided with the infrastructure to allow further future EV conversion.

The supporting Transport Statement and associated assessment indicates that the medical centre would be served by up to 8 doctors with associated facilities including pharmacy and support staff. It is understood that the current GP surgery is supported by 6 off street car parking spaces. The submitted information has been fully considered by MCC Highway Services and the level of car parking provided for this element of the proposal is considered acceptable together with the associated cycle parking, changing facilities, and proposed travel plan which would also encompass access to the centre by sustainable modes of transport.

The transport statement sets out the rationale for the low provision of off-street parking for the residential apartments which is based upon existing car use and car ownership in the area, other approved developments and the aspiration to reduce car use and ownership to improve local air quality, reduced impact on climate change, increase activity levels among residents and a reduction in conflict between vehicles and pedestrians.

An Interim Travel Plan outlines a strategy to promote sustainable travel choices and support low car ownership and use. The travel plan would also set out the measures to be implemented to support sustainable travel choice such as:

Communication – sustainable travel information to be incorporated into the Home User Guide. A travel pack containing sustainable travel information to be produced for the staff at the healthcare centre.

Walking – detailed information about what amenities are available within walking distance. Incentives could be provided to shop locally

Cycling – Cycle storage is to be provided, including private and communal. Information provided about local bike mechanics and cycle confidence training. The provision of pool bikes for residents to hire will be explored by the Southway Housing Trust. Provision of pool bike(s) for staff at the healthcare centre

Public transport – information about nearby services included in the sustainable travel information will be provided to residents. Funding for free or discounted public transport tickets for staff at the healthcare centre.

Car Club - An Enterprise Car Club vehicle is currently located at the Siemens offices off Princess Road, about 500m walk from the site. Southway Housing Trust will also investigate with reputable car club providers options for car club at the development

Car Share - Encouraging residents and staff who do bring a car to site to offer to drive their neighbours or colleagues that are heading to the same place. Residents should also be encouraged to join peer-to-peer car lending schemes such as Hiyacar.

Considerations for how the school run can be managed to be less car dependent than in other residential areas.

Lockers are available for parcel deliveries, for use by residents only.

New electric vehicle chargers.

Showers, lockers, and changing facilities for staff included in the design of the healthcare centre.

The medical centre management will promote non-car travel to their staff.

In addition, the applicant has committed to liaise with the Council the findings of travel surveys and best practice as part of the ongoing travel planning for the site. The production of a full Travel Plan would be secured by way of an appropriately worded planning condition attached to any approval.

There has been an intention to look at the providing a 'Beryl bikes' cycle hire provision and an on-street car club space at or in the vicinity of the site. Although the 'Beryl bike' network has rolled out across parts of the city, there is no provision currently within the vicinity of the application site. As such and given the timescales for the construction of the development, if granted planning permission is granted, an appropriately worded condition is proposed for the provision of a cycle hire stand and bikes together with an on-street car club bay.

It is fully acknowledged that there are concerns about the level of car parking provided, congestion that would be generated by the development, impacts on air quality, and existing road and pedestrian safety issues in the area.

The proposals seek to balance the needs for on-site car parking for residents and the medical centre and broadening access by active travel modes. As set out above the application is supported by an interim framework travel plan which would provide an ongoing commitment to ensuring that the development plays an active part in reducing dependency on car travel which is prevalent in this area of the city despite it being in a highly sustainable location. Subject to appropriately worded conditions it is considered that the level of car parking provided on site is on balance acceptable.

Highway Services raise no objections to the proposals on highway capacity grounds, and the applicant has provided relevant road accident data which does not indicate a particular pattern within the data available or issues in terms of road safety in the area. It is also acknowledged in the response of MCC Highway Services that the submitted survey of on-street parking demands underestimates the situation given the time period in which it was undertaken. It is acknowledged that there are high levels of on-street parking on surrounding roads including children being dropped off at the local school, commuters and people employed locally as shown in photographs in Appendix 1 forwarded by Cllr Leech. The concerns of inconsiderate parking by car owners and parking on roads subject to restrictions is noted and it is understood that the area is subject of visits by traffic enforcement officers.

Although there are no overall highway capacity issues with the junction of The Boulevard/Princess Road it has been recommended that a review be undertaken to the infrastructure that operates that junction with any corresponding alterations to the infrastructure and timings of signals at this junction being carried out as part of the

development. In addition, alterations will be required to the highway in the vicinity of the site to facilitate the development including provision of on street parking bays, pavements and associated amendments to Traffic Regulation Orders to facilitate the operation of existing bays on The Boulevard to allow waste collections. Appropriately worded conditions are proposed to secure the review of the junction and associated highway works required to facilitate the development.

Matters relating to air quality are set out below but the submitted air quality assessment does not indicate that the operational phase of the development would give rise to significant impacts on air quality in the area.

Air Quality - The application is accompanied by an air quality assessment this sets out that the proposals are not expected to significantly influence local air quality. The proposals would provide 7 no. electric vehicle charging points for residents and infrastructure to allow further future EV provision. Mitigation has been proposed to minimise emissions during construction activities to inform a Dust Management plan during construction activities

Accessibility - The proposals have been designed to be accessible, with level access into the building from both the street and car parking at both levels. Lift access is provided within the building. The proposals incorporate 4 no. accessible parking bays provided within the car parking area 2 on each level with direct level access into the building.

Landscaping and Biodiversity – The application is accompanied by a landscaping and planting scheme together with a management and maintenance plan for the site. None of the trees on the site are subject to protection through Tree Preservation Orders.

The proposals would result in the loss of vegetation, shrub and trees that are currently on the site save for 9 category B trees on it's eastern boundary adjacent existing residential properties. The majority of shrub and trees to be removed from the site are self-seeded and are of poor quality. The trees on the eastern boundary were planted as part of formal landscaping works associated with earlier phases of development around the site, as such these trees are generally of higher quality with the majority being category B trees (moderate quality). The loss of trees within this area is regretted and whilst many of the trees are of low quality, it is recognised the proposal would result in the loss of trees of moderate quality that currently provide screening between the site and residential properties on Clearwater Drive.



View toward the trees on the eastern boundary of the site



View south across the site and scrub and self seeded trees proposed to be removed



Self seeded trees and scrub on The Boulevard frontage of the site to be removed

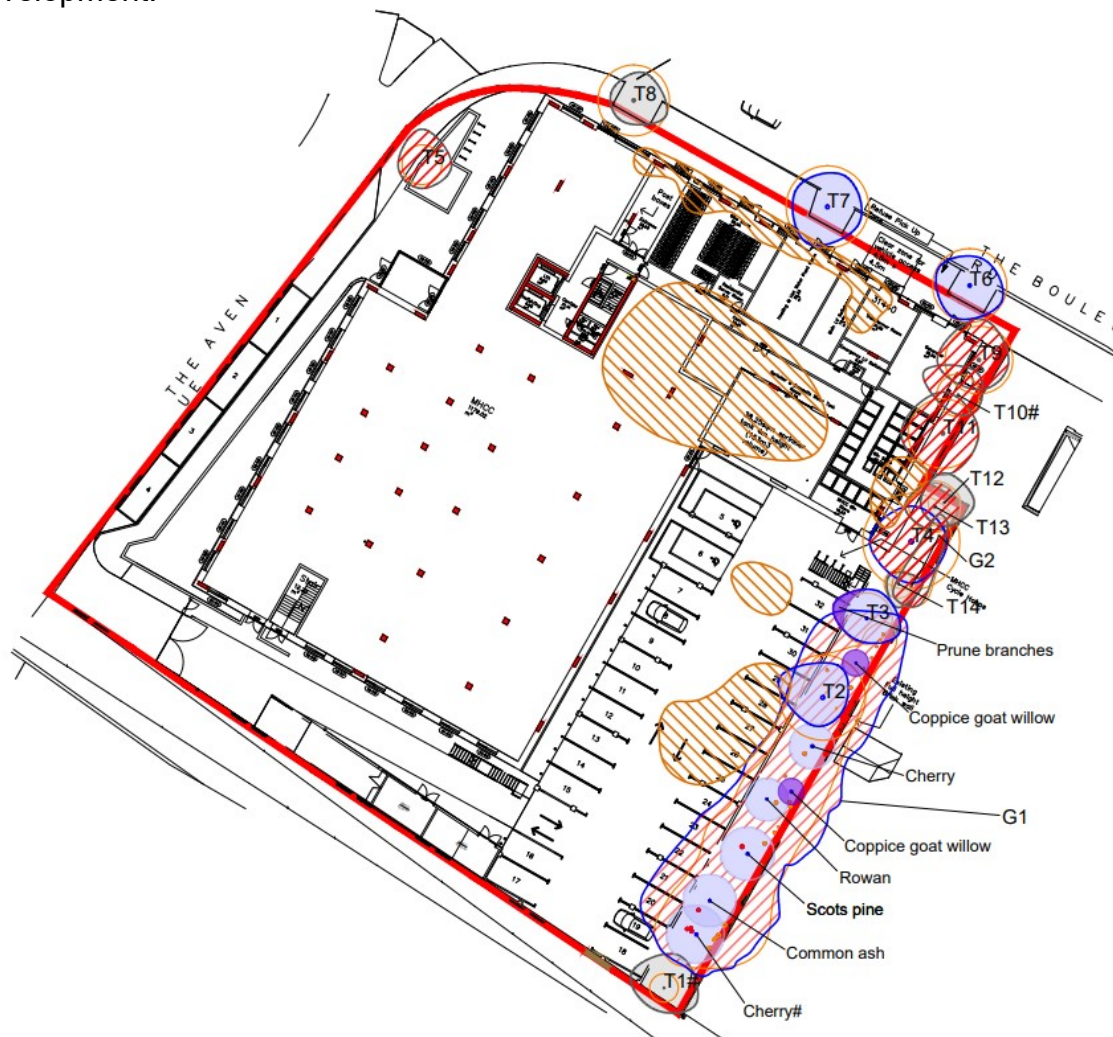


Trees on the eastern boundary with the apartments at 2-22 Clearwater Drive to be removed

As a result 5 individual trees would be removed one of which is a category B 'Scots Pine' with the others falling within Category C (low quality). In addition, 2 groups of trees along the eastern boundary would be removed, albeit 9 individual category B

trees would be retained within one of the groups which is located along the eastern boundary.

8 of the trees are required to be removed to facilitate the development whilst the supporting information indicates the other trees would be removed for one or more reasons including: trees are too close to the boundary fence; trees that are too close together and removal will allow better development of retained trees; and trees that can be replaced with better quality soft landscaping. As set out previously other small self-seeded trees and scrub are also proposed to be removed to facilitate the development.



Tree removal plan (those marked purple/lilac together with street tree T8 are to be retained)

In mitigation, the applicant has prepared a supporting hard and soft landscaping scheme that incorporates the planting of replacement trees (13 no.) 2 of which would be extra heavy standard trees, one to be planted on the corner of The Avenue/ The Boulevard the other within the tree belt on the eastern boundary. The remaining replacement trees would be a mixture of standard and multi-stem trees. The planting would also incorporate woodland understorey planting on the eastern boundary, incorporation of climbing plants on a line wire system to the rear of tiered car park and a mixture of hedge and shrub planting within the external amenity area and landscaped strips on The Avenue frontage. The overall scope and design of the

landscaped areas is acceptable; however, it is considered that further on-site tree planting together with a greater number of larger specimens would improve the mitigation for the loss of the existing trees.

The applicant has also provided details of measures to enhance biodiversity alongside their landscaping plans. This sets out measures including the provision of the type of planting within amenity areas and the provision of Bee/Insect hotel, installation of hedgehog gaps in all fences installed, the installation of 2 no bat boxes and 3 bird boxes within the eastern tree belt; and 2 no. sparrow nest boxes within the eastern gable wall of the proposed building. These measures are considered acceptable.

In relation to any protected species, a preliminary ecological appraisal has been submitted for the site. This indicates that: the single storey building on site has low bat roosting potential; there are potential bat foraging opportunities along the tree belt on the eastern boundary of the site; there are opportunities for nesting birds within the site; potential presence of hedgehogs, reptiles; and opportunities for common amphibians and invertebrates. The information has been fully assessed by the Council's specialist ecologists at the Greater Manchester Ecology Unit who raise no objections to the proposals in terms of impacts on ecology or protected species, but request that a number of conditions be attached to any approval relating to: the preparation and implementation of a method statement of how harm to bats is to be avoided during the course of demolition works; and, that no tree or vegetation clearance of the site should take place during bird nesting season unless nesting birds have been shown to be absent.

Drainage - The application is supported by a drainage strategy this has been fully assessed. The site is in a low-risk zone in terms of flooding, the installation of a modern surface water drainage system that considers an appropriate allowance for climate change is acceptable. It is noted that comments have been received by residents regarding water pressure and drainage in the area, however, the responses of both United Utilities and the Council's Flood Risk Management Team indicate that in this instance the proposals are acceptable subject to suitably worded conditions imposed on any approval for a final drainage scheme to deal with surface water from the site to be submitted for approval.

Ground conditions – The site has been previously developed and as such the application is accompanied by a desk study to assess the potential contamination of the site. This study has been assessed and is acceptable in order to inform a decision for the final use of the site for residential development. It is noted that further information with regards to site investigations and the preparation of a remediation strategy for the site are required and would be subject to a planning condition.

Sustainability – The applicant has provided an Environmental and Energy Strategy to accompany the submission. This confirms that the intention is to adopt an enhanced building fabric approach to minimise the energy demand of the building. It is proposed to incorporate mechanical ventilation with heat recovery, all heating would be electric with hot water delivered via a central air source heat pump system, the proposals also incorporate a photovoltaic array on the roof space to deliver renewable energy. The approach set out is to deliver a scheme which meets the

Council's adopted policies and aspirations which is welcomed and a suitably worded condition is proposed.

Waste Management – The proposals incorporate an internal bin store for waste for both the medical centre and residential uses which is positioned to allow bins to be presented to The Boulevard for collection. These arrangements are acceptable.

Crime and Safety - The application is accompanied by a Crime Impact Statement prepared by Greater Manchester Police Design for Security team. The report sets out to consider the sites location and the proposed layout and design of the building in relation to designing out crime principles.

The report identifies measures that are recommended to be included within the development such as: adequate access control to the car and cycle parking; zoning within the building to restrict access within the site; restricted access to deliveries into the residential block beyond the foyer; control of the residential entrance and car park; and clearly defined boundaries to the rear of the site. It is recommended that the development be designed to be Secured by Design principles and that this is secured by an appropriately worded condition.

Fire Safety - It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. The Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that are to be considered through building control. The HSE have provided advice to the Council as local planning authority in respect of the provision of a second firefighting shaft within the building.

This outstanding matter is one that should be addressed through building control and is not a land use planning issue to be dealt with through the planning process. The applicant has, notwithstanding this, responded to the comments made by the HSE and therefore the issues are being considered early in the design process because of the consultation at Gateway one. Fire Safety measures in relation to site layout, water supplies for firefighting and access of fire appliances are addressed in the submitted Fire Statement.

On this basis it is considered that there are no outstanding concerns which relate to the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021.

Telecommunications (TV and Radio reception and Broadband provision) –A desk based Baseline TV Reception Report has been submitted alongside the application. This concludes that there would be negligible impacts on TV signal degradation because of the development. It is noted that digital signal strength in this area is generally strong enough to overcome any attenuation caused by the proposed development.

A desktop study has been undertaken to assess the potential for broadband connectivity to the proposed development. This concludes that the location of the site is such that existing infrastructure and good connectivity is already available, with

existing fibre installed along streets adjacent to the site and proposed development providing very good download speeds (locally up to 100 megabits per second).

Construction phase- The applicant has provided a Construction Management Plan which is in general acceptable and provides details on methods to minimise dust and noise impacts. The construction activity on this site would inevitably give rise to some disruption in the local area through general noise and construction activity together with requirements for parking for site operatives. This disruption, whilst unavoidable would be for a temporary period until construction works are completed.

The construction management plan indicates that the site would be registered with the Considerate Constructors Scheme. To ensure this process is managed in the most appropriate way at the time when construction is due to begin and given the sites location and context close to residential properties, an appropriately worded condition to manage the construction phase is proposed to be appended to any decision.

Conclusion - The application relates to a previously developed brownfield site and one which has been identified to provide new homes in this part of the city. The proposal itself would provide 76 no. affordable apartments, a tenure of housing that has been identified as being required due to a shortfall in the city generally and South Manchester specifically. The provision of affordable housing in this location would assist in broadening the mix of house tenures within this sustainable urban location. The provision of a medical facility in purpose-built accommodation would assist in improving the types of medical services available. There is no doubt therefore that as a principle, a development of this type and nature is acceptable and accords with the planning framework and wider strategies for the city.

Concerns about details relating to the scheme are acknowledged. In particular, the key objection is around the level of carparking and potential impact on the local area. This has been considered in the context of the proposals which offer an appropriate balance of off-street car parking and measures to encourage the use of more active travel modes, in addition to the sites links to public transport and the applicants intention to be actively involved in the ongoing co-ordination of the travel planning measures for the development.

It is also important to balance this with the nature of the application and the recognised need to meet a housing offer lacking in this part of the city. This proposal provides for a significant number of affordable new homes which would also support the applicant in replenishing housing stock in the area.

As set out in this report the form and design of the development is considered acceptable for the site given its specific context and character. Careful consideration has been given to the siting, scale and appearance of the development to ensure it is high quality, sustainable and minimises any impacts on existing residents.

With above in mind, the proposal accords with all national and local planning policies and guidance.

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

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

Recommendation: APPROVE

Article 35 Declaration

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015 and any problems and/or issues arising in relation to dealing with the application have been communicated to the applicant, in this instance amended proposals were submitted that introduced a screen to the tiered car park.

Conditions

- 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:

8845-BA-XX-01-DR-A-(04)103 Rev P6 1ST FLOOR PLAN
8845-BA-XX-02-DR-A- (04)104 Rev P5 2ND FLOOR PLAN
8845-BA-XX-02-DR-A-(04)105 Rev P5 3RD FLOOR PLAN
8845-BA-XX-04-DR-A-(04)106 Rev P5 4TH FLOOR PLAN
8845-BA-XX-05-DR-A-(04)107 Rev P5 5TH FLOOR PLAN
8845-BA-Z1-XX-SH-A-(09)001 Rev P9 ACCOMMODATION SCHEDULE
As received on the 10th January 2023

NOISE IMPACT ASSESSMENT reference 28562-NIA1-REV6
As received on the 8th December 2022

GEO ENVIRONMENTAL APPRAISAL REF GRO-20064-2216 Dated 10 May 2021

PERMANENT GROUND GAS RISK ASSESSMENT REF GRO-20064-2788 Dated September 2021

REMEDIAL SPECIFICATION REF GRO-20064-4035 Dated 02 December 2022

As received on the 7th December 2022

8845-BA-XX-GF-DR-A-(04)102 Rev P5 GROUND FLOOR PLAN
8845-BA-XX-ZZ-DR-A(05)102 Rev P6 EAST & NORTH ELEVATIONS
8845-BA-XX-ZZ-DR-A-(05)101 RevP6 WEST & SOUTH ELEVATIONS
As received on the 2nd December 2022

DAYLIGHT AND SUNLIGHT - IMPACT ON NEIGHBOURING PROPERTIES Dated 28 November 2022 REF GIA No: 1819
As received on the 28th November 2022

GEO-ENVIRONMENTAL APPRAISAL REPORT Report Ref: 10/0867/001 Dated April 2016
As received on the 14th November 2022

0604-PLI-ZZ-GF-DR-L-0120 Rev P02 RENDERED SITE PLAN
0604-PLI-ZZ-GF-DR-L-0250 Rev P02 HARD & SOFT LANDSCAPE MATERIALS PLAN
0604-PLI-ZZ-ZZ-DR-L-0140 Rev P02 LANDSCAPE SECTIONS
0604-PLI-ZZ-ZZ-DR-L-0300 Rev P02 PLANTING PLAN
0604-PLI-ZZ-ZZ-RP-L-0990 REV 02 LANDSCAPE MANAGEMENT & MAINTENANCE PLAN

8845-BA-XX-06-DR-A-(04)108 Rev P4 6TH FLOOR PLAN
8845-BA-XX-07-DR-A-(04)109 Rev P4 7TH FLOOR PLAN
8845-BA-XX-RF-DR-A-(04)110 Rev P4 ROOF PLAN
8845-BA-XX-ZZ-DR-A-(05)103 Rev P4 STREET ELEVATIONS
8845-BA-XX-ZZ-DR-A-(05)104 Rev P4 ELEVATION BAY STUDY
8845-BA-XX-ZZ-DR-A-(05)105 Rev P4 BAY STUDY (1 OF 2)
8845-BA-XX-ZZ-DR-A-(05)106 Rev P4 BAY STUDY (2 OF 2)
8845-BA-XX-ZZ-DR-A-(06)101 Rev P4 GA SECTIONS (1 OF 2)
8845-BA-XX-ZZ-DR-A-(05)106 Rev P4 BAY STUDY (2 OF 2)
8845-BA-XX-ZZ-DR-A-(06)101 P4 GA SECTIONS (1 OF 2)
8845-BA-XX-ZZ-DR-A-(06)102 P4 GA SECTIONS (2 OF 2)
8845-BA-XX-ZZ-DR-A-(06)103 P4 SITE SECTIONS
8845-BA-XX-GF-DR-A-(04)101 P4 PROPOSED SITE PLAN

Design and Access Statement Dated September 2022

Energy and Environmental Standards Statement Rev P1 dated 02/09/2022

Pre-Construction Signal Reception Impact Survey dated 29th November 2021

AIR QUALITY ASSESSMENT reference 20220218_MCP2521 V2 February 2022

Crime Impact Statement Ref 2021/0599/CIS/01 Version B

Fire Statement Project No.: MA21015 Dated 17/12/2021

ARBORICULTURAL IMPACT ASSESSMENT Dated March 2022

PRELIMINARY ECOLOGICAL APPRAISAL Ref 80-665-R1-2 Dated January 2022

Flood Risk Assessment and Drainage Strategy Dated 17 January 2022

GEO-ENVIRONMENTAL APPRAISAL reference GRO-20064-2216 Dated May 2021

Transport Statement v1.1 Dated 13 October 2022

Travel Plan V1.1 Dated 13 October 2022

All as received on 19th October 2022

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

- 3) Prior to the commencement of development on site including any demolition works on site a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed plan which shall include:
- The routing of construction traffic;
 - Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
 - Details of the location and arrangements for contractor parking;
 - The identification of the vehicular access points into the site;
 - Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
 - The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
 - A bird hazard management plan identifying measures to prevent birds being attracted to the site;
 - A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

Reason - In the interests of residential amenity, highway and aviation safety pursuant to policy DM1 and DM2 of the Core Strategy.

- 4) Prior to the commencement of demolition works a method statement detailing how any harm to bats is to be avoided during the course of demolition works shall be submitted to and approved in writing by the City Council as local planning authority. The demolition works 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 and to comply with policy EN15 of the Core Strategy.

- 5) Prior to any site clearance or earthworks a reasonable avoidance measures method statement for hedgehog and other mammals shall be submitted to and approved in writing 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 and to comply with policy EN15 of the Core Strategy.

- 6) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the local planning authority.

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

- 7) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work" and the approved Arboricultural Impact Assessment and Method Statement prepared by E3P.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

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

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to

occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

- 9) Within 3 months of the commencement of development details of a surface water drainage works scheme shall be submitted to and approved in writing by the City Council as local planning authority. The submitted scheme shall accord with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and shall include the following details:
- A finalised drainage layout showing all components, outfalls, levels and connectivity;
 - Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
 - Assessment of overland flow routes for extreme events, and any predicted flooded volume, that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
 - Where surface water is connected to the public sewer, in-date agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account.
 - Hydraulic calculation of the proposed drainage system.
 - Construction details of flow control and SuDS elements.
 - Details of petrol and oil interceptors for car parking areas including for extreme events and any flooding instances.

The development shall be carried out in accordance with the agreed scheme.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed pursuant

to national policies within the NPPF and NPPG and Core Strategy policies EN08 and EN14.

- 10) Prior to the commencement of the development (excluding demolition works), a scheme for the provision of affordable housing on the site shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall comprise:
- i. the type and tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) which shall consist of 100% of the dwelling houses;
 - ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to such exclusions and exemptions as may be approved by the City Council); and
 - iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).
 - iv. The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

Reason - In order to provide affordable housing at the site and to deliver an identified housing need in accordance with policies H6 and H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

- 11) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

- 12) Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations together with the car park privacy screen and hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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

- 13) Notwithstanding the approved plans, within three months of the commencement of above ground works a hard and soft landscaping treatment scheme including details and positions of all boundary treatments to be installed at the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied and all boundary treatments shall be retained thereafter whilst the development is in use. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

- 14) Within three months of the commencement of development details of a review of the signalised highway junction at The Boulevard/Princess Road and the reporting mechanism of the conclusions and recommendations of the review shall be submitted to and approved in writing by the City Council as local planning authority. The review of the junction shall be carried out in accordance with the agreed details and any alterations to the operation of the junction that are identified within the review shall be undertaken within a timescale previously agreed in writing by the City Council as local planning authority.

Reason – To ensure the efficient operation of the highway junction in the vicinity of the site pursuant to policy DM1 of the Core Strategy.

- 15) Within three months of the commencement of development full details of all highway works required to facilitate the development including timescales

for their implementation shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include:

- Footway alterations to The Avenue including details of tactile paving and dropped kerbs
- Details of necessary Traffic Regulation Orders to The Avenue and The Boulevard
- Details of the provision of a car club bay location
- Details of the provision of on-street cycle hire stand and bikes

The approved details shall be subsequently incorporated prior to the first use of the development hereby approved.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

- 16) Prior to the first occupation of the development hereby approved 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, visiting and working in the development
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

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

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

- 17) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
- Verification report providing photographic evidence of construction as per design drawings;
 - As built construction drawings if different from design construction drawings;
 - Management and maintenance plan for the lifetime of the development which

shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies EN8 and EN14 of the Core Strategy.

- 18) Within three months of the commencement of development details of a Bird Hazard Management Plan for the development shall be submitted and approved in writing by the City Council as local planning authority. The submitted details shall set out measures to prevent breeding by large gulls on the roof spaces. The development shall incorporate the agreed details whilst the development is in use.

Reason – In the interest of aviation safety pursuant to policy DM2 of the Core Strategy.

- 19) a) Before the use hereby approved commences, external lighting shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties and adjacent trees.
- b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable 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 criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and to minimise impacts on protected species that may forage in the area pursuant to Core Strategy policies DM1 and EN15.

- 20) a) The development shall be acoustically insulated in accordance with the approved Noise Impact Assessment.
- b) Prior to first occupation of the residential units, a verification report shall 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 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 internal noise criteria.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential

for overheating pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

- 21) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved 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 scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.
- b) Prior to the operation of the approved scheme 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 Core Strategy DM1 and saved Unitary Development Plan DC26.

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

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

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

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

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

- 23) The approved details for cycle parking provision as set out on the approved drawings and documents shall be installed prior to the first occupation of the development and be retained thereafter for use by people residing, visiting and working at the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Core strategy.

- 24) Prior to the first use of the car parking hereby approved, a scheme for electric vehicle charging together with details of infrastructure to allow further future EVC conversion shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential element of the development.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy (2012).

- 25) The car parking as indicated on the approved plans shall be surfaced, laid out and demarcated prior to the first occupation of the development hereby approved. The car park shall then be available at all times for people residing at the development whilst the site is occupied.

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

- 26) The development hereby approved shall incorporate the Biodiversity Enhancement Measures as set out within the approved drawings and documents and shall be retained at the site thereafter. The approved measures include:
- 2 no. Bat and 3 Bird Boxes within the landscaping on the site;
 - 2 no. Sparrow boxes within the external wall of the building
 - Hedgehog gaps in all fences installed
 - Bee/Insect hotel
 - Appropriate planting within amenity areas

Reason – Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

- 27) Prior to occupation of the development hereby approved, the windows serving corridors and rooms first, second and third floors within the eastern elevation on the approved plans shall be obscurely glazed and of a limited opening nature to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

- 28) a) The development hereby approved shall be implemented in accordance with the measures as set out within the approved Energy and Environmental Standards Statement prepared by Clancy consulting.

b) Within 3 months of the completion of the construction of the authorised development a verification statement prepared by a suitably qualified expert 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 Statement. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the recommendations and requirements within the approved report.

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.

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

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

- 30) The approved Waste Management Strategy as set out in the Design and Access Statement shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to policy DM1.

- 31) The ground floor medical centre as indicated on the approved drawings shall not open outside of the following hours:

Monday to Friday - 0800 hrs until 1830 hours.

Reason – In the interests of residential amenity pursuant to policy DM1 of the Core Strategy.

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

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

- 33) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in 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 people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

- 34) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

- 35) The ground floor medical centre as identified on the approved plans and documents shall only be used as a medical centre (use class E (e)) and for no other purpose within Class E of the Town and Country Planning (Use Classes) Order 1987 as amended.

Reason - For the avoidance of doubt and to reflect the details divulged within the submitted application documents pursuant to policies SP1 and DM1 of the adopted Core Strategy.

Informatives

- 1) As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

- 2) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:
Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour.

- 3) Alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval. The following link can be used:
https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team. The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer.

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: 135235/FO/2022 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:

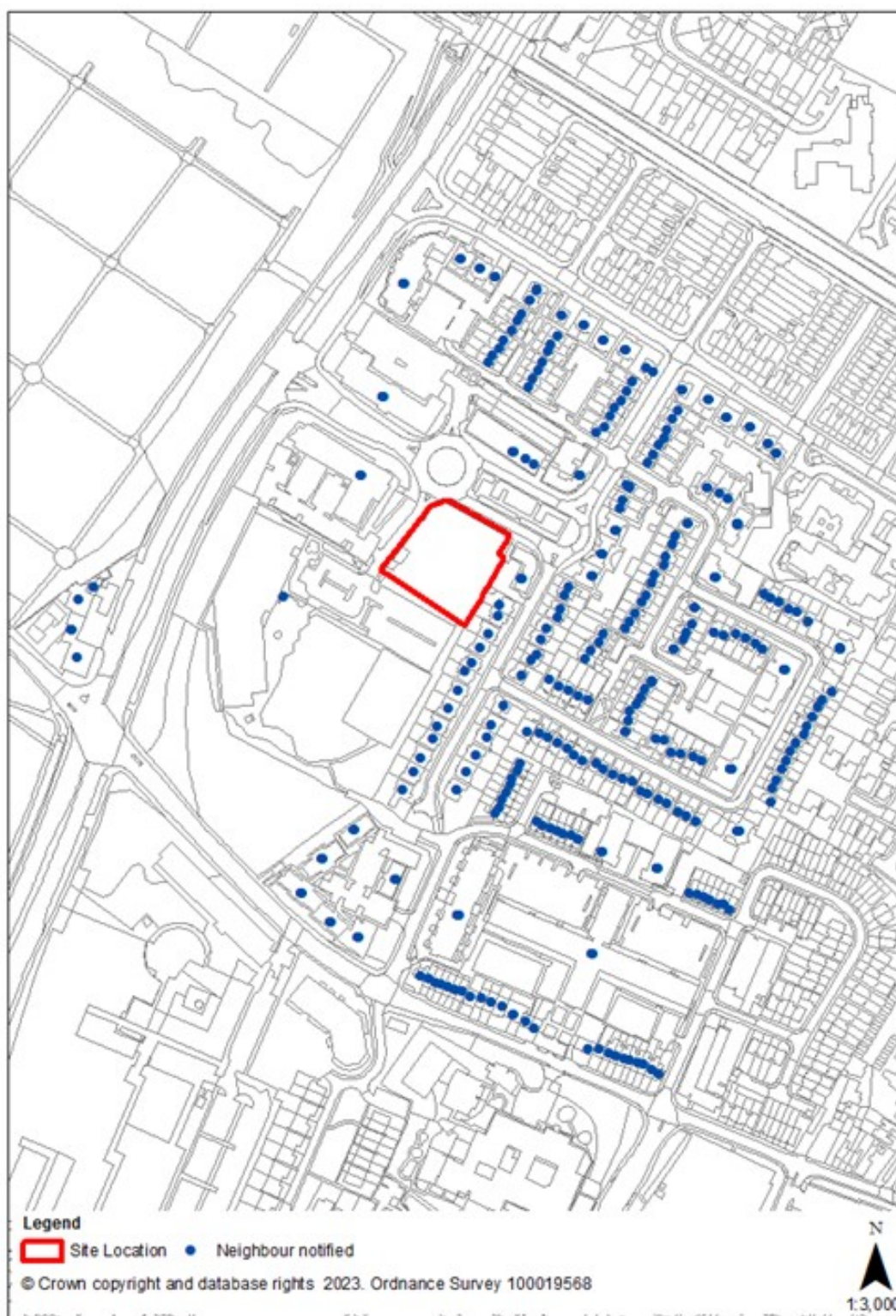
**Transport For Greater Manchester
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team**

**Greater Manchester Police
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
West Didsbury Residents Association
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit**

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

Representations were received from the following third parties:

Relevant Contact Officer :	Robert Griffin
Telephone number :	0161 234 4527
Email :	robert.griffin@manchester.gov.uk



APPENDIX 1

PHOTOS RECEIVED FROM OBJECTORS





