

Application Number	Date of Appln	Committee Date	Ward
135848/FO/2022	23 Dec 2022	6 July 2023	Rusholme Ward

Proposal Erection of a residential development (Use Class C3), comprising 72 units, along with associated hard and soft infrastructure, access and associated works following demolition of existing buildings

Location Site Of Former Victoria Park Probation Centre, Laidon Road, Manchester

Applicant Britannia Victoria Limited

Agent Lauren Neary, Avison Young

EXECUTIVE SUMMARY

This application relates to a site of a former day nurse and probation offices and community centre that have been vacant for several years. The application now under consideration is for development of 72 homes (41 apartments and 31 houses).

16 objections have been received.

Key Issues

The principle of the proposal and the scheme's contribution to regeneration, as set out in the report, is considered to accord not only with national and local planning policies, but would also deliver key outcomes for the city.

The proposed development would deliver a substantial number of new homes, with a mix of market housing, an offer of 6 x 1 bed apartments within the scheme as discounted market sale units, for disposal on a discounted market sale basis at 80% of market value, and affordable rent dwellings (through Registered Provider grant funding).

The developer is working with Arcon who manage the residential development to the south of the site, with a view to the registered provider taking 12 residential units on a Homes England grant funded basis to deliver additional affordable housing at the site.

The existing vacant buildings on the site have been vandalised, and in the case of one – fire damaged. The proposed development would secure a future for the site leading to the removal of the existing deteriorating buildings on the fringe of Victoria Park Conservation Area.

The potential impacts on local residents are fully set out in the report. These include wider impacts from remediation to construction, to operational impacts such as traffic and visually from the development itself.

A full report is attached below for Members' consideration.

Description

The site is located in Rusholme Ward, is broadly rectangular in shape, and covers 0.65 ha. The site currently comprises a vacant Probation office and community centre (last occupied in May 2021), and a single storey flat roofed vacant vandalised day nursery building, both accessed from Laindon Road. The area between the two buildings is hard surfaced and was last used for car parking. The site is currently bounded by a mix of boundary treatments, including stone walling with copings, brick walls, and high galvanised palisade fencing.



The site is bounded by a mix of two and three storey residential properties. To the west of the site is a three storey residential dwelling currently under construction.



Consent is sought for a residential development (Use Class C3), comprising 72 units, with associated hard and soft landscaping, access and associated works following demolition of existing buildings.

The proposal includes 72 residential units of accommodation, consisting of a mix of 41 apartments and 31 houses. The block of apartments would have 37 units, with 4 additional apartments, in the form of two apartments in the unit at each end of the terrace of dwellinghouses facing Laindon Road within the south of the site.



The mix of accommodation would be in the form of 25, 1 bed and 16 two bedroom apartments, with house types comprising, 15 three bedroom, 15 four bedroom dwellinghouses, and 1 six bed townhouse, therefore providing a range of 1,2,3,4, and 6 bedroom accommodation.

The proposed residential development would comprise a mix of market housing, an offer of 6 x 1 bed apartments within the scheme as discounted market sale units with disposal on a discounted market sale basis at 80% of market value, and affordable rent dwellings (through Registered Provider grant funding).

The proposed buildings ranging from two and a half storeys up to four storeys in height. The scheme predominantly includes the provision of two and a half storey houses across the site, with the proposed apartment building being four storeys in height and located to the north of the application site.

The visuals shown below relate to the external design of the proposed apartment block and one of the house types.



Houses- front and rear elevation



Apartment Block – front elevation

The layout plan for the site includes two vehicular access points from Laindon Road. One would serve the apartments and provide access to parking spaces to the rear of one of the terraces of houses fronting Laindon Road. The other further south on Laindon Road would serve the remainder of the proposed development.



Laindon Road Street view



Daisy Bank Road Street View

There are currently 30 parking spaces associated with the former uses on this site. The proposed development would lead to increased off street parking provision across the overall site, to enable 100% parking provision to each of the dwelling houses – 32 spaces in total, and 18 spaces to serve the proposed apartments (including 2 for disabled users).

Amenity space is being provided for dwelling houses through small front gardens and private rear garden areas, and with areas of shared amenity space within the curtilage of the proposed apartment block.

Planning History

There are no recent planning applications relating to the site. However, there has been an application on the site directly south of the application site for a change of use from supported living accommodation into residential accommodation for the over 55s (Class C3), including alterations to elevations, demolition of garage / carport, creation of new parking area and associated external works alterations (ref: 134076/FO/2022). This application was approved on 8th August 2022.

Publicity

The proposal, by virtue of the number of residential units, the proposed development has been classified as a large scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News), on 24th January 2023 and site notices were displayed at locations around the application site on 1st

February 2023. In addition, notification letters have been sent to local residents and businesses (total of 308) in the local area on 16th January 2023.

Consultations & Notification Responses

Local resident and local businesses - 1 email of support from a resident wishing to support the removal of any trees near to their garden, due to the pollen and sap deposits from the tree onto their washing.

16 emails of objection (4 from 2no. addresses (8in total) and 2 from 1 address) raising the following concerns.

-The local area has become overpopulated that the infrastructure is struggling with the capacity of the number of people here. Local schools are struggling as new parents are having put their child's name down for nurseries and school before they are even born. The waiting times to GP and local hospitals have increased massively too.

-The local area no longer has the community feel it used to have and no longer feels like a neighbourhood.

-The crime rate has increased due the number of new people here and there are so many new residences that they now feel unsafe walking to the local shop. There are concerns that the proposed development would have a negative impact to the crime rates, and it is suggested that Kedleston Avenue be covered by CCTV cameras to improve the personal safety of existing residents.

-Concerns have been raised in relation to the type of residents who would live in the proposed development.

-There are existing problems with levels of traffic in the area and the proposed development would exacerbate this and lead to congestion.

-The junction of this road at Daisy Bank Road is already extremely busy and dangerous to cross.

-The site should be used as a park.

- Concern is expressed that mature trees would be removed from the site, and there would be impacts to wildlife.

- Daisy Bank Road is a part of the Victoria Park Conservation Area, and the environmental impact of the development has not been taken into consideration. The high-density scheme leaving no room for green space in the new community.

- Loss of privacy.

- Vehicular access to the development is opposite Kedleston Avenue. Children play on Kedleston Avenue and the increase in traffic would pose a risk to the children. Residents on Kedleston Avenue would prefer the access to be sited on Laidon Road between Kedleston and Curzon Avenues to deter vehicles from using Kedleston Avenue, rather than Laidon Road when access and egressing the site. Another resident seeks that this access be moved to between Kedleston Avenue and Argle Avenue.

-Concerns that the tall buildings would lead to loss of privacy in their garden area, and possibly block sunlight to the front and back of their home.

- The building would not be in keeping with rest of the local residential properties in this area.

- Too many housing units proposed for the site.

- Concerns about carbon emissions and environmental factors.
- Concerns about increases in noise levels, which will be continued for a while for such a huge demolition and planned structure.
- The scheme must have parking for all residents ,
- The size, massing and scale of the apartment block which faces on to Daisy Bank Road, is inappropriate, for this setting and out of context for the road. It creates a significant privacy issue, and needs to shrink in height, and to be moved further back from the road to reduce this impact.

- Problems of developers flouting or ignoring the planning process all together in Victoria Park. A very noisy Adult Residential Care facility has opened after a redevelopment of the two houses on Daisy Bank Road without planning permission.

- 3no dwellings on Daisy Bank Road in proximity to the site are supported living settings, for disabled Manchester residents. It has been advised that their learning disabilities, including Autism, create additional requirement for their housing settings. The behaviours they exhibit are based around heightened sensitivities. In this home a number of the residents have behaviours, which with the new apartments, would then create privacy issues for this cohort, as the design significantly overlooks their bedrooms. Privacy glass would need to be installed to their service users bedroom windows, which would be a substantial cost in order to protect them from the noise.

Individuals with a learning disability and autism are sensitive to noise. Concerns are expressed regarding construction hours of working, and include a request for a restriction to 10am to 3pm on Mondays to Fridays to reduce the impact to the residents. They are extremely concerned around the construction and the length of time this will take.

A request is also made for the use of conditions for the build to include for adaptation of the disabled persons home, to add sound proofing to their walls, windows, to mitigate the impact of this scheme, and to further remove the use of heavy plant to reduce noise pollution during the build.

Highways Services- Has advised that the TRICS methodology and trip rates are acceptable to Highways, and it is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns. Based on the highways' accident data within the area around the site , they have no concerns about highway safety issues within the vicinity of the site.

A Stage 1 Road Safety Audit (RSA) has been provided which considers the replacement of an existing vehicle access with two new access points as well as associated pedestrian and cycle access to the development site. The RSA has identified a significant level of vehicles currently parking on the footway, directly affecting the proposed access location and which would impact on driver visibility of oncoming vehicles on the main carriageway and pedestrians. The RSA recommends that double yellow line parking restrictions are installed at the access to protect the junction visibility. This is welcomed and acceptable to Highways.

It is understood that the site is to remain unadopted. If adoption is required, the highway design will need to be carried out under a S38 Agreement (Highways Act

1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards.

As stated above two new access points will be installed off Laindon Road and the redundant dropped kerbs reinstated. Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, reinstatement of the redundant dropped kerb/s and for construction of the proposed vehicular access and dropped kerbs on Laindon Road.

It is recommended that an off site highway works condition be attached to any approval.

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.

The scheme has been designed to enable a 7.7m fire tender to be able to manoeuvre around the site.

The level of proposed parking provision and Electric Vehicle Charging points is acceptable to Highways.

Cycle parking spaces will be provided in a secure cycle store at a 1:1 ratio for the Apartments, with the proposed houses having storage for 2 cycles, which is acceptable to Highways.

Advice is provided in relation to boundary treatment and intervisibility between pedestrians and vehicles, and that all gated accesses should be inward opening.

An Interim Travel Plan (ITP) has been produced, which provides measures, management, aims and objectives, targets, action plan and marketing strategy. The development, submission, implementation and monitoring of a full Travel Plan should be included in the conditions of any planning consent.

A Construction Methodology and Management Strategy has been provided. This document details the construction proposals in respect of the proposed development. It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document, and that a condition to require the submission of a Construction management Plan before commencement of development is attached to any approval .

Furter comments received 12.06.2023 –

Comments have been received in relation to the fact that Highways will not adopt the internal roads if below 5.5m in width or 2m wide footways and therefore the internal roads and footways, would remain private.

Environmental Health - recommend any approval has conditions attached relating to contaminated land, acoustic insulation, external plant , refuse storage , air quality , electric charging points , external lighting and a Construction Management Plan .

In regard to ground conditions , they advise they have examined the submitted Phase 1 and Phase 2, Geo-environmental investigation, risk assessment and remediation strategy , and additional information is required, which ,is the reasoning for the proposed contaminated land condition.

In regard to the submitted Noise Impact Assessment they accept the report regarding glazing requirements, however they require further assessment regarding overheating for windows that cannot be opened, with a document relating ventilation and overheating being needed. This can be dealt with through an appropriate condition.

In relation to the submitted Waste Management Strategy they have confirmed this is acceptable. They have also confirmed that the submitted Air Quality report is acceptable, but more information is needed regarding electric vehicle charging points.

Furthermore, the submitted Lighting Impact Assessment is acceptable , but a verification report will be needed.

In addition they advise that in regard to the submitted Construction Management Plan (CMP) that hours of working on Saturdays needs to be revised as work on Saturdays cannot commence before 8.30am, but the rest of the CMP report is acceptable.

Design for Security - have advised they support the application, but recommend a condition is attached to any approval to require the development where feasible, be designed and constructed in accordance with the recommendations in the Crime Impact Statement.

Greater Manchester Ecology Unit - The submitted Ecological assessment found the site to have some, but limited ecological value largely associated with the trees and scrub on the site. The main issue therefore would be associated with nesting birds and the clearance of tree and scrub during the bird breeding season. They therefore recommend a condition be attached to any permission, to ensure that no removal of or works to any hedgerows, trees or shrubs take place during the main bird breeding season

Furthermore, they advise that the biodiversity enhancement measures recommended by the ecology assessment have been incorporated into the Landscape Plan, to ensure that these measures are installed they recommend this aspect of the scheme is conditioned.

Flood Risk Management – Advise that there are new updates for peak rainfall climate change allowances in Flood risk assessments.

They therefore recommend that a condition is attached to any approval to require the submission of a surface water drainage system , together with a further condition relating to the submission of details of the implementation, maintenance, and management of the sustainable drainage scheme.

United Utilities - Have requested the submission of a detailed drainage plan, and if one is not provided prior to determination that a condition is attached to any approval to require the submission of a sustainable surface water drainage scheme and a foul water drainage scheme, including an investigation of the hierarchy of drainage options ;a restricted rate of discharge of surface water ;levels of the proposed drainage systems including proposed ground and finished floor levels in AOD; mitigation measures to manage the risk of sewer surcharge where applicable; and foul and surface water being drained on separate systems. A further condition relating to the submission of a sustainable drainage management and maintenance plan is also recommended.

Detailed advice regarding wastewater assets ,United Utilities property ,assets and infrastructure , water and waste water services has been provided and forwarded to the planning agent .

Greater Manchester Archaeological Advisory Service – recommend a condition is attached to require a programme of archaeological works to be implemented in accordance with a Written Scheme of Investigation (WSI) and this shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Arboricultural officers – have raised concerns over the impact on the retained trees on this site due to the inevitable damage to the rooting areas and the constraints of the building lines and landscape requirements.

They advise that careful monitoring and site supervision by the appointed arboricultural consultant will be required to ensure that the tree protection fencing is installed correctly and is regularly checked, and suggest this should be included as a condition if planning is permitted for this site.

Legislative and Policy Context

The National Planning Policy Framework

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in July 2021.

It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below.

The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (paragraph 60).

With regards to affordable housing, paragraph 65 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 92) which promote social interaction , be safe and accessible and enable and support healthy lifestyles.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 105). Developments should only be prevented or refused on highways

grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 112).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 119).

Decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places. (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight

and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 130).

Planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 134).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152).

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

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

should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 194).

In considering the impacts of proposals, paragraph 195 states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

NPPF defines designated heritage assets as: 'A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation'.

The proposal lies approximately 190 m from a Grade II listed building (Summerville House), and is separated from it residential development. Reference is made to the above as context to the proportionate consideration of the issues concerning consideration of a designated heritage asset.

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

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

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise

This section states that Local Planning Authorities' should take account of the acoustic environment and in doing so consider:

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

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

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

Design

This section states that where appropriate the following should be considered:

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

Health and Well Being

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

Travel Plans, Transport Assessments in Decision Taking

This section states that applications can positively contribute to:

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

Relevant Local Policies

The Development Plan consists of:

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

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

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

Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement. The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposal would contribute towards meeting housing growth in the City and creating a quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on existing local residents along with promoting a sustainable development.

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes, including regular bus services. The scheme includes the provision of cycle storage and electric charging points. These aspects of the scheme would be conditioned. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 'Accessible areas of opportunity and needs'. It is considered that the proposed development is in a sustainable location and is close to forms of public transport includes bus services within walking distance on Plymouth Grove and Stockport Road, and would not have a significant impact on the local highway network and encourage the use of other forms of transport.

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. The redevelopment of this brownfield site would accord with policy H1.

The development will form a medium density residential scheme (110 dwellings per hectare) within an area of Central Manchester that is expected to accommodate housing growth. Consideration has been given to the access and the layout of the housing along with prioritising the re-use of the previously developed site. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The proposed accommodation would comprise a mix of 3 and 4 bed houses, a 6 bed roomed house,

and 1, 2 bedroom apartments. These have been designed to comply with the guidance within the Manchester Residential Quality Guidance in regard to floorspace.

Policy H5 'Central Manchester', over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority given to family housing, and other high value, high quality development where this can be sustained. Higher density housing will be permitted within or adjacent to the Regional Centre which are adjacent to the City Centre.

The proposed development would accord with policy H5 by facilitating the delivery of a range of residential accommodation consisting of 1, 2, 3, 4 and 6 bedroom accommodation.

The residential-led development will provide high-quality homes to support the economic growth of the Region and redevelop an underutilised brownfield site in what is a sustainable location. There is a continued demand for Manchester to provide quality homes to support its economic growth and increased population. The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families. As such, the delivery of 72 new homes will contribute 7.76% to MCC's annual housing delivery target.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more.

A viability assessment has been submitted which indicates that the development cannot support affordable housing. This has been independently assessed, and has identified issues in regard to the calculation of GDV values for the site. As a result the developer has offered the provision of 6 x 1 bedroom apartments which would be discounted market sale units for disposal, on a discounted market sale basis at 80% of market value. This would deliver 8.3% affordable housing at the site. Furthermore, it is understood that a further 12 of the proposed residential units would be affordable, but this is provided via a Registered Provider through grant funding.

The viability of the proposed development would be reviewed at a later date to determine whether this has changed. Further details will be provided in the main body of the report in this regard.

Policy EC2 'Existing Employment Space' seeks to retain and enhance the existing employment spaces and enhance existing employment space. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: The existing use is un-viable in terms of business operations, building age and format;

The existing use is incompatible with adjacent uses;

The existing use is unsuitable for employment having regard to the Manchester-Salford - Trafford SFRA; or

On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

The Council will seek to retain and enhance existing employment space and sites.

In this instance, however, it is considered that as this site is a strategic housing location, on balance the overall proposed development is considered to offer greater benefits in terms of the Core Strategy's spatial objectives.

Policy EC8 Central Manchester. Central Manchester is expected to provide approximately 14ha of employment land. The majority of this provision will be provided within:

1. The Corridor (Manchester) within the Central Manchester Regeneration Area is suitable for office, research and development, light industrial, general industrial, education and health. This area overlaps with the City Centre boundary and should be in line with CC1 and C1.

2. Existing employment and economic development areas:

Princess Parkway suitable for office development adjacent to the City Centre;
Along Stockport Road and Hyde Road suitable for employment as part of a mix of uses;

3. District centres of Hulme, Rusholme and Longsight all located on major radial routes through Central Manchester. These will be suitable for mixed use development providing local employment.

However, whilst the objectives of policies EC2 and EC8 seek to promote employment opportunities and safeguard existing development, in this instance it is considered that on balance the overall proposed development is considered to offer greater benefits in terms of the Core Strategy's spatial objectives.

Policy EN1 'Design principles and strategic character areas'. states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located. The proposed development has addressed the principles set out in policy EN1 .

Policy EN3 'Heritage' throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those in the City Centre. New development must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled monuments, listed buildings registered parks and gardens, conservation area and archaeological remains.

The proposed development site contains no heritage assets and is not located within a Conservation Area. It is, however, in close proximity to Victoria Park Conservation Area, which lies to the north west of the site. There are three listed buildings in the Conservation Area - Newbury House, Summerville House, and Addison Terrace which lie further to the west of the site. It is not, however, considered that the proposed development would adversely impact on the setting of these Grade II listed buildings on Daisy Bank Road, as the closest (Summerville House) is approximately 190.7m to the west of the site, and none of these buildings are in a direct line of sight with the proposed development.

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies. The Environmental Standards Statement suggests a fabric first approach, with the use of renewable technologies to enable further carbon reduction within the development to accord with the aspirations of policy EN4.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The application is accompanied by an Environmental Standards Statement which advises that to meet the challenging demands associated with sustainable development an approach utilising a number of measures including "fabric first" and renewable energy options is considered the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of each dwelling.

Due to the scale of the development, delivery of individual plots will be subject to the Future Homes Standard programme of changes to Part L of the Building Regulations which have exceeded Manchester City Council's Core Strategy Policy EN6 from June 2022. Part L 2021 will result in carbon reductions at least 31% over Part L 2013 along with significantly improved fabric performance.

Policy EN 8 'Adaptation to Climate Change' states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

This is a brownfield site that has the potential to be subject to contamination due to past use. Due to the existing use of the site, the existing green infrastructure currently at the site is located to the north of the nursery building, with narrow grassed buffers alongside the former probation office premises. There are, however, opportunities to create improved areas of green infrastructure as part of the development proposals in the form of well sized amenity spaces for the proposed apartments and garden areas for the dwellinghouses.

Policy EN14 'Flood Risk' advises that proposals on sites greater than 0.5ha within critical drainage areas. In line with the risk-based sequential approach, policy EN14 seeks that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of

all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide.

Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. This site is in Flood Zone 1 and the issue is dealt with in greater detail elsewhere in this report.

Policy EN15 'Biodiversity and Geological Conservation' states the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City, with particular consideration to sites of biodiversity value including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs). Policy EN15 requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Measures to respond to ecological enhancement and biodiversity are considered in detail elsewhere in this report.

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

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the remediation and construction processes to be undertaken.

The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases in the form of Electric Vehicle Charging points and a Travel Plan. Measures to manage air quality impacts during construction process would be fully addressed as part of the construction management plan for the site.

Policy EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land. The applicant has provided details relating to ground conditions and further investigative work would be needed to confirm the findings of the

provisional details and determine the levels of mitigation required. This matter is considered in detail elsewhere in this report.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

Policy DM1 'Development Management' all development should have regard the following specific issues:-

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

These matters have all been considered and assessed as part of the detailed analysis of the application. In addition to the proposal has been assessed against the Council's space standards.

As set out within the issues section of this report below, the application is considered to accord with these policies.

Saved UDP Policies

Saved policy DC7 advises that the Council will negotiate with developers to ensure new housing is available at ground floor level to people with a disability. All new developments containing family homes will be expected to be designed so as to include safe areas within which children can play.

Saved UDP policy DC18.1 relates to development in Conservation Areas states that the Council will give particular careful consideration to development proposals within Conservation Areas, and advises that development proposals adjacent to Conservation Areas will only be granted where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city

and will consider the effect of new development proposals that are likely to be generators of noise. Conditions will be used to control the impacts of developments.

Other material policy considerations

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.

These documents reflect and provide guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Manchester Residential Quality Guidance (2016)

This is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a city of high-quality residential neighbourhood and a place for everyone to live.

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

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

Providing for Housing Choice – Supplementary Planning Document and Planning Guidance (2008)

This document sets out in detail the Council's Affordable Housing Strategy and sets out the rationale for the target proportion of affordable housing and tenure mix.

Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)

Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. There are four objectives in order to achieve this vision which relate to quality and function of green and blue infrastructure; its use as a component of new development; improving access and connectivity and promoting wider understanding and awareness of its benefits.

Residential Growth Strategy (2016)

The Strategy aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities.

Strategic Housing Land Availability Assessment (2022)

Whilst the site is not included in the 2022 annual Strategic Housing Land Availability Assessment (SHLAA) (which outlines that MCC considers the land suitable for residential development and expects it to delivered housing over the next 15 years or more), it lies directly to the north of a SHLAA site.

Manchester Climate Change Framework: 2020-2025 and Manchester Zero Carbon Framework (2020):

In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050.

A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.

On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

The Environmental Standards Statement suggests an approach utilising a number of measures including "fabric first" and renewable energy options as being the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of each dwelling.

Other Legislative Requirements Equality Act 2010

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.

For the reasons that are set out in this report the specific statutory duties concerning planning proposals affecting Listed Buildings or their settings are not engaged.

Section 17 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.

Principle of Development

The principle of the proposal and the schemes contribution to regeneration, as set out in the report, is considered to accord not only with national and local planning policies but would also deliver key outcomes for the city.

This is a site bounded by residential development and is in proximity to the Victoria Park Conservation Area. The site is currently occupied by a vacant former probation offices/ community centre and a former day nursery building. The application would enable the regeneration of the site for 72 dwellings which would boost the supply of much needed new homes, contributing to the regeneration of the local area.

Whilst the principle of the development is consistent with the planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following specific policies and material considerations and determine whether any undue harm will arise as a consequence of the development.

Climate Change

How climate change is addressed is a key factor in the consideration of planning applications. The proposal and key issues, including air quality, flooding and environment standards are considered in detail in the following sections.

Loss of Employment Land

Policy EC2 'Existing Employment Space' seeks to retain and enhance the existing employment spaces and enhance existing employment space, with alternative uses only being supported on sites allocated accordingly, or if it can be demonstrated that the criteria in policy EC2 would be met, on balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use. The existing buildings on site have also been vacant for some time and are in a poor state of repair.

Proposed Residential Accommodation

There is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF, the mix of housing has been designed to take into consideration existing and future housing needs in this area of City.

The homes have been designed to meet the Council's clear design aspirations and requirements as set out in the Residential Quality Guide. This includes the provision of front and rear garden spaces to support place making. The residential units have been designed with consideration to the space standards outlined in the Manchester Residential Quality Guide. In regard to the proposed apartments the sizes vary from 37.1sqm to 43.6sqm for a 1 person 1 bedroom apartment (space standard 37sqm), 61.6 sqm for a 3 person , 2 bedroom apartment , 71.5 sqm for a 3 person , 2 bedroom house , 106.1 sq.m for a 5 person , 4 bedroom house and 90.1 sq.m for a 4 person , 3 bedroom house .

The proposed residential development would comprise a mix of market housing, with an offer of 6 no. discounted market sale apartments from the applicant , and affordable rent (through a Registered Provider and grant funding consisting of a mix of consisting of a mix of 41 apartments and 31 houses . The mix of accommodation would be in form of 25, 1 bed and 16, two bedroom apartments, with four house types comprising , 15 three bedroom, 15 four bedroom dwellinghouses, and 1 six bed townhouse. Therefore providing a range , of 1,2,3,4, and 6 bedroom accommodation.

The design guidance is a material consideration in the determination of planning applications and sets out the space standards required to ensure quality in residential schemes coming forward. The design guidance is intended to provide a clear indication 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. It is considered that the proposed development has been designed in accordance with the design guidance outlined within this document. This is outlined in more detail in the paragraphs below.

The proposed ground floor gardens, and amenity spaces for the apartments would provide an opportunity for residents to benefit from outdoor living and to meet and socialise, helping to create a new community within the development. By including a mix of apartment and family housing types, it is considered that the development will be capable of accommodating a wide range of households.

The site is within easy walking distance of local amenities, as well as public transport links to larger district centres and the main retail facilities in Longsight and the city centre. It is considered that the proposed houses and apartments are an appropriate size and provide well-sized, well-designed living, and sleeping spaces.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

An applicant may be able to seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme

could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application has been accompanied by a Viability Assessment which indicates that the development cannot support affordable housing. This has been independently assessed, and has identified issues in regard to the calculation of GDV values for the site. As a result of further information an agreement has been reached that the scheme can deliver 6 x 1 bedroom apartments which would be discounted market sale units for disposal, on a discounted market sale basis at 80% of market value. This would deliver 8.3% affordable housing at the site. Furthermore, it is understood that a further 12 of the proposed residential units would be affordable, but this is provided via a Registered Provider through grant funding. The offer of affordable housing in the form of 6 no. 1 bed apartments is acknowledged, however finalised details would be subject to a legal agreement and may be subject to change in the type and tenure of the affordable units, and discussions are on-going.

The legal agreement with the Local Planning Authority would also include a provision for a reconciliation which would require a contribution to be paid if values change at an agreed point. Should there be an uplift in market conditions which would allow an the provision of an affordable housing contribution, there would be provisions incorporated to allow the viability to be re-tested to secure an additional contribution should this be viable.

Confirmation has been received from Arcon (registered Provider) who manage properties directly to the south of the application site advising that have been working in partnership with the applicant throughout the process, from inception, to ensure that the design of the development takes into account the needs of affordable housing provision to be managed by Arcon, should this be achievable on site, and they support the drawings and documentation which has been submitted with the application.. Arcon have advised that they are committed to working with the applicant to provide affordable homes through an application to the Government for a Housing Grant. Arcon's intention is for 12 affordable homes to be provided subject to that grant funding. All of these affordable dwellings are proposed to be affordable rent and let at the Manchester Living Rent. The mix of dwellings proposed would comprise 8 houses and 4 maisonettes. The housing and mix and the provision of entirely affordable rented dwellings meet Arcon's identified need and will assist in the contribution towards the 10,000 affordable homes required within the City. It is proposed the affordable units would comprise Blocks 4 and 8 on the Site Plan which are located in the southern section of the site, adjacent to the existing affordable housing development managed by Arcon on the neighbouring site.

Siting / Layout

The proposed development has been designed so that the apartment block would be located within the north of the site, parallel to Daisy Bank Road. The proposed 4 storey block has been sited in order to create a focal point within the street scene in proximity to the junction of Daisy Bank Road and Laindon Road. The proposed siting would also enable a good quality landscaped setting for the proposed apartment block and enable the majority of the mature trees on Daisy Bank Road and the

northern end of Laindon Road to be retained . The green spaces around the apartment block would provide amenity space for the future occupants.

Vehicle parking for the proposed future occupiers of the apartments has been located between the proposed apartment block and the proposed dwellinghouses, which would provide a further separation distance between the proposed 4 storey apartment block and the proposed three and two and half storey houses, to reduce any potential impacts from the massing of the proposed apartment block.

The family houses have a street frontage to Laindon Road and the internal access road with small front gardens, and tree planting to soften the appearance on the street scene. This would maintain active frontages and surveillance along the proposed routes within the development.



The proposed development comprises terraces of town houses, which are appropriate and in character with the wider area. Bin storage is shown to the rear of the dwellings with gated routes between properties to enable bins to be brought to collection points on the street.

In line with the Residential Quality Guidance and the Guide to Development in Manchester, the new buildings and their key architectural features along with the proposed tree planting and landscaping to front garden areas, would contribute positively to the street scene. Off street parking in the form of driveways are proposed to the dwellinghouses.

The potential impacts on the residential amenity of existing residents are discussed in more detail below; however, in relation to the siting and layout of these properties, the positioning and orientation of the new properties are considered to be acceptable.

The closest location to existing residential properties is along the east of the site adjacent to the boundary with the properties on Daisy Bank Road, Merwood Grove and Ayton Grove. The proposed properties either back onto the rear gardens of the existing properties with a rear garden creating (with the use of obscure glazing in

some instances where garden sizes are limited) adequate separation distance to the existing buildings, or are located side on, to the gables of existing houses . The potential impacts on residential amenity are discussed in more detail below, however in relation to the siting and layout of these properties, the positioning and orientation of the new properties are considered to be acceptable.

Therefore, overall, the siting and layout of the development maximises the relationship with the surrounding road network. The siting and layout provides a logical arrangement and is therefore considered to be in accordance with the development plan.

Scale / Massing

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. The scale of existing buildings in the immediate surroundings consists of a mixture of 2 and 3 storey housing.

Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the proposed family houses would be 2.5 storeys in height to compliment the scale of the existing houses around the application site and the apartment building would be 4 storeys in height to forming part of the frontage to Daisy Bank Road. The scheme would introduce a four storey apartment block which would be sited between 5.6 m and 1.8m from the eastern boundary of the site, which adjoins a pair of two storey houses with driveways . Due to the curved nature of Daisy Bank Road to the east of the site ,the semi detached houses are also sited at an angle to the site , which would enable space to be retained between the buildings . The alignment of the proerpties would also reduce the impact from massing.



Daisy Bank Road street scene with existing housing to either side of the proposed apartment block

The properties to the west of the site on Daisy Bank Road are a traditional terrace of houses with gables to the front façade at roof level serving accommodation within the roof space, with three storey dwellings to the northern side of Daisy Bank Road opposite the site . Furthermore, Laindon Road has traditional properties which are two and three storeys, close to the back of pavement which forms the character of the area in the vicinity of the site.

The proposed buildings within the wider development have been sited throughout the site taking account of matters including privacy, overlooking and daylight and sunlight. The height of the scheme is considered appropriate given the prominent location along key roads within the area. The scheme would lead to a building set

behind mature trees on Daisy Bank Road , but which would contribute to the street scene , and respond to the mass of the building under construction at the end of the terrace on Daisy Bank Road at the junction of Laindon Road opposite this site.

The matter of the scale of the building and the potential impact on residential amenity will be considered in more detail later in this report.

Overall, it is considered that the scale of the development responds appropriately to the scale of the existing developments in the area and is considered to be acceptable in this location.

Appearance

Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. It is considered that the design of the proposed development has been to adopt many of the key characteristics of the surrounding area.

As described in the Design and Access Statement, the properties have been designed to complement and enhance the existing environment.

The new homes would be contemporary in design with tall vertical windows , and feature brickwork elements . The development would involve the use of traditional materials (brickwork and slates). The images in the description section of the report are typical of the designs which would form the proposed development.

The materials used would be red brick types with grey roofing material, double height glazing, grey aluminium window frames and door , which reference themselves to the local vernacular without being a pastiche.



The internal street scenes and the frontages to Laindon Road and Daisy Bank Road would look to compliment the existing character while not repeating the form of existing residential stock that surround the boundaries of the site.



The design and orientation of the proposed buildings, integrated landscaping and public open space would improve the site visually and deliver a high-quality development on a site with brownfield ground conditions. It is, however, recommended that a materials condition be attached to any approval to ensure the type and colouration of the proposed materials.

Residential Amenity

The site is bounded to the south and east by residential properties. As the buildings on the site have been vacant for some time, it is inevitable that the development would have some impacts. This includes noise from site remediation, construction and once operational. It is not considered the levels of noise would be to such an extent to cause unacceptable harm, and that conditions set out in the report would enable those aspects likely to give rise to residential disamenity, to be effectively managed for the temporary period of for example, the construction works. It must also be noted that the existing uses on the site could lead to significant comings and goings from both the office use and the day nursery. Any noise and disturbance would not be unduly harmful in this context.

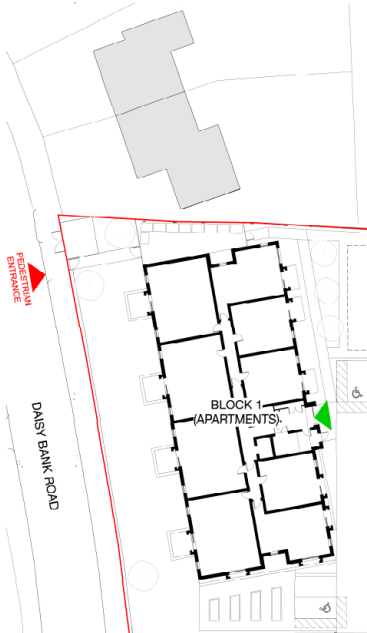
As advised earlier The scheme would introduce a four storey apartment block which would be sited between 5.6 m and 1.8m from the eastern boundary of the site, which adjoins a pair of two storey houses with driveways. Due to the curved nature of Daisy Bank Road to the east of the site, the semi detached houses are also sited at an angle to the site, furthermore the existing houses are set approximately 9m from the back pavement. The proposed siting of the apartment block would be 8.2m from the back of pavement, with the proposed alignment designed to reduce impacts from overshadowing.

The distance from the rear elevation of the proposed dwellings and side gable of the existing dwellinghouse on Ayton Grove to the east would be 11.35m. In order to safeguard both existing resident and future occupiers the proposed internal layout situates a bathroom at first floor level in the rear elevation which would be obscurely glazed. Furthermore, the second floor bedroom windows to the rear are rooflights to reduce any potential or overlooking. In addition the terrace of dwellings in the south east of the site would be in proximity to existing dwellings operated by Arcon Housing Association, with the terrace projecting beyond the rear elevation of the existing cottage flats by 5m at ground floor level, and 3m at first floor level. Whilst is acknowledged that the massing would have some impacts to the residential amenity

of the occupiers of adjacent cottage flats , no representations from residents have been received regarding this matter, and it is not considered be give rise to significant impacts to warrant the refusal of permission. Furthermore, the location of the proposed development to the north of the cottage flats would reduce any potential for loss of sunlight or overshadowing.

This block and other terrace of dwellings proposed within the south west of the site have been identified as being affordable housing to be potentially to be delivered by Arcon .Where gables of the proposed dwellinghouses within the site would be in proximity to the gables of existing dwellings to the east of the site, the separation distances would vary from a pinch point of 2.8m to 5.5m . This is due to the angled nature of the eastern boundary.

Concerns raised in relation to the overlooking of the supported housing scheme which lies to the east of the site (coloured grey in the visual below) and the vulnerability of residents has been noted . The eastern gable elevation of the proposed block of apartments incorporates a window at each floor in the recessed element of the gable to serve a shower room , which it is proposed to obscurely glaze to safeguard both the privacy of the adjacent property and the future occupiers of the apartments. It is recommended that this aspect of the scheme is conditioned. A secondary living room window would also be located in the eastern gable at ground level.. Given that 2m high close boarded fencing is proposed to this boundary , it is not considered that the proposed block of apartments would give rise to any unduly detrimental impacts to the occupiers of the supported housing due to overlooking and privacy .



The use of conditions in relation to boundary treatments would also enable privacy issues to be appropriately managed.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Phase I and Phase II Geo-Environmental Site and a Remediation & Enabling Works Strategy is submitted in support of the planning application.

The scheme would lead to the redevelopment of a brownfield site. The former recent commercial uses on the site have the potential to have led to contamination of the ground, which would need to be remediated prior to any residential development being undertaken. Furthermore, prior to the recent uses and historic residential development, there were old clay pits and a pond in the surrounding area.

Site investigation works have been undertaken and confirmed the scale and nature of the contamination due to these past uses.

An appropriately worded condition has been recommended to ensure compliance with these reports and the submission of final verification assessments in order to comply with policy EN18 of the Core Strategy.

Lighting

A lighting impact assessment accompanies the application, which confirms that a low impact lighting strategy is proposed. This will assist in regard to the proposed bat boxes which are proposed as part of the development of the site.

The scheme including the incorporation of 3no. building mounted lighting to the apartment block 3.5m above ground levels on the southern and eastern façade of the apartments to illuminate the route from the apartment block to the proposed bin store and cycle store, 1m high bollard LED lighting to the gardens (2 in each garden area) of the proposed apartment block, and 5m column mounted downlighters to the access road and the apartment block car park area. The scheme is considered to be acceptable. It is however, proposed to attach a condition to require the implementation of the submitted scheme.

Highway Related Matters and Car Parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

A Transport Statement and Interim Travel Plan has been submitted in support of the application. The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels public transport opportunities within acceptable walking distance on Plymouth Grove, Stockport Road, and Anson Road.

The development proposals include the provision of 31 car parking spaces for the dwellinghouses (100% provision (with an additional space provided for the proposed six bed property)), and 18 spaces for the proposed apartments (44% provision). The proposed spaces for the apartments would be located in proximity to

the south of block. 2 spaces for disabled users are proposed to serve the apartments (5% of total parking provision) . All of the proposed spaces would have electric vehicle charging points .The level of parking provision is considered to be appropriate to the scale, location and nature of the development.

The submitted details also indicate the provision 200% cycle storage for the proposed dwellings in the form of secure storage in the rear garden areas . The development also includes the provision of a secure communal cycle store within the grounds of the apartment block. This level of car parking, cycle parking and electric vehicle charging points is considered to be acceptable for the proposed development in this location. It is recommended that this aspect of the scheme is conditioned.

Furthermore, a number of measures to encourage travel to and from the site by sustainable modes are contained within the site Interim Travel Plan. It is anticipated that this would also help to reduce car parking demand.

Primary access to the proposed development is to be provided via two points on Laindon Road ,with the existing access to the site on Laindon Road being stopped up and reinstated to footway. The first access point (serving the apartment block (Block 1) and the houses within Block 2) will be located south of the Laindon Road / Daisy Bank Road junction, whereas the second access point (serving the remaining housing blocks) will be located to the south of the junction, staggered opposite the Laindon Road / Kedleston Avenue junction. These access points would lead into the new internal roads proposed within the site boundary.

In terms of pedestrian access, in addition to that which would be provided along the proposed road layout , access from Daisy Bank Road would be provided at the north-west corner of the site to serve the proposed apartments.

The internal access road has been designed to accommodate waste and delivery vehicles so that they can enter the site, turn around and exit in a forward gear.

The Transport Assessment indicates that the proposed development would generate 11 additional vehicle movements in the AM and PM peak hours , in comparison with the former uses on the site. It is not considered that the indicative increase in traffic movements at the site would result in significant impacts on the surrounding highway network.

Following a review of road collision statistics, it is noted that there have not been any accidents in the immediate vicinity of the proposed development site , although there had been 32 recorded accidents which have occurred within the study area which includes Anson Road and Dickenson Road and Clarence Road, with a significant proportion of the accidents on the busier routes around the proposed development during the 5-year study period . The review does not highlight any clusters of collisions with common causation factors that would warrant further investigation in relation to the proposed development.

However, there are a number of off-site highways works that would be required in result of the development. Some are necessary to achieve the new vehicular access

points. It therefore proposed to attach a condition relating to all highways works (including any off site works).

Due to the scale of the development and the proximity of the site to a road junction and existing properties, a Construction Management Plan (CMP) is requested to be submitted for this development. It has been agreed that this should be requested through the inclusion of an appropriately worded condition.

Overall, it is considered that the development would have an impact on the local highway network, however the level of impact is not considered to be severe that would warrant refusal of the planning permission. There would be adequate car and cycle provision to serve the needs of the development. Travel planning would help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Servicing

It is proposed that the service vehicles will service the apartment block on-street by pulling up on Daisy Bank Road, adjacent to the pedestrian entrance. The apartment block bin store is located to the east of the building. Bins would be pulled out from the bin store by waste operatives, unloaded onto the refuse vehicles and then taken back to the bins store. The houses within Block 2 and 5 will be serviced from Laindon Road. Residents would be responsible for presenting the bins to the designated collection point on collection day and returning them. No parking restrictions that prevent loading/unloading are in place around the site, although there is on-street parking along Daisy Bank Road and Laindon Road. The Transport Statement proposes the introduction of a parking restriction (with no waiting between certain hours of the day on a section of Daisy Bank Road in proximity to the proposed bin store to serve the apartments and Laindon Road in proximity to the proposed access points). Refuse vehicles would turn into the southern access point to service the remainder of houses within Block 3, 4, 6, 7 and 8.

Travel Plan

A Interim Travel Plan accompanies this application, which considers access by public transport , cycle and on foot and includes measures and initiatives to encourage active and sustainable travel.

It is recommended that a condition is attached to any approval to require the submission of a detailed Travel Plan following first occupation.

Heritage Impacts

The proposed development site contains no heritage assets and is not located within a Conservation Area. It is, however, in close proximity to Victoria Park Conservation Area , which lies to the north west of the site. There are three listed buildings in the Conservation Area - Newbury House , Summerville House , and Addison Terrace . It is not, however, considered that the proposed development would adversely impact on the setting of these Grade II listed buildings on Daisy Bank Road, as the closest (Summerville House) is approximately 190.7m to the west of the site , and is not in a direct line of site with the proposed development .

The proposed development would lead to an improvement of the site in visual terms, and is not considered to give rise to significant impacts to the appearance or character of the Victoria Park Conservation area to the north west of the site .

Landscaping

21 trees would be planted , predominantly in the front gardens of the proposed houses, with trees also planted to the rear of plots adjoining the internal access road, the landscaped setting of the proposed apartment block and a further 6 fruit trees within the landscaping to the south of the apartment building.

A sedum roof is proposed to the communal cycle store to serve the apartments.

The footways, road and driveways within the development are proposed to be surfaced with tegula concrete paving in different colourations, with the parking space to serve the apartments comprising gravel stabiliser grids on a geotextile base. However, the finalised colouration of the proposed hard landscaping materials have not been provided for consideration.

It is therefore recommended that the soft and hard landscaping treatment proposed for the development are subject to conditions, including the requirement for colouration the proposed hard landscaping materials, the implementation of the proposed planting scheme, a requirement for any soft planting which dies or is removed within 5 years of planting to be replaced , together with an on-going maintenance strategy with an identified and confirmed management company for the planting associated with the apartment element of the proposed development.

Trees

The application is accompanied by an Arboricultural Impact Assessment . None of the trees are covered by a Tree Preservation Order and the site is not located within a Conservation Area.

Trees on the site were surveyed as part of this assessment and it was found that 3 trees were of high value (Category A), 22 trees of moderate value (Category B), 12 trees of low value (Category C) and 3 trees of removal value (Category U).

8 no. mature trees to the frontage of the site with Daisy Bank Road and 4 no. trees on Laindon Road close to the junction of Daisy Bank Road would be retained, together with 2no. trees on the eastern boundary of the site However , 19 trees (10 category B trees 6 category C trees and 3 category U trees) and 7 groups of trees would need to be removed,. Five trees and 1 group of retained trees would also need to be pruned.

A scheme of new tree planting has been incorporated into the Landscaping Plan which seeks to mitigate any loss of trees on site. This encompasses a mixture of native and ornamental trees planted at heavy standard size. The species have been chosen to suit the location and allow them to develop into mature trees, smaller trees have been located close to the buildings, however, where space is available, such as close to the boundaries, larger trees have been used. These will provide structure and height to the development. Fruit trees have also been proposed, to one of the

landscaped areas adjacent to the proposed apartments, which would also contribute to the bio-diversity of the site by providing foraging opportunities.

Concerns expressed by Arboricultural officers in regard to the impact on the retained trees on this site due to potential damage to the rooting areas and the constraints of the building lines and landscape requirements, and recommendation that careful monitoring and site supervision by the appointed arboricultural consultant will be required have been noted.

It is recommended that this aspect of the scheme is conditioned, and that the condition makes specific reference to a tree consultant being present during excavations of the foundations to supervise and ensure the roots are protected. Furthermore, that the development shall be carried out in accordance with the agreed method statement, and that all tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Ecology/Biodiversity

The site comprises two vacant buildings with areas of hard standing used for parking and servicing, with trees predominantly along the northern and western perimeters of the site, with some trees also on the eastern and southern boundaries. There are areas of unkempt grass around the periphery of the buildings.

There was no evidence of badger activity identified on site, but the accompanying appraisal recommends 'best practice measures are adhered to, given the mobile nature of badgers.

No evidence of roosting bats was identified during the survey, however the several mature and early mature scattered trees on the site could be used by bats for foraging. Greater Manchester Ecology Unit have not made any requests for further surveys in regard to the presence of bats.

Due to the open nature of the site with trees on the boundaries and area of scrub there is the potential for nesting birds to be present. It is therefore recommended that a condition to require any removal of trees and vegetation outside of the bird nesting season, and if the removal of trees and vegetation needs to occur from March to August (inclusive), then any areas to be impacted should be checked for active bird nests before the works begin (by an ecologist).

The biodiversity enhancement measures recommended by the ecology assessment have been incorporated into the Landscape Plan, and relates to the incorporation of bat and bird boxes within the development. Four types of bat box are proposed (total of 4 no. boxes), together with a swift box, 2 no. sparrow terraces, a robin box and two nest boxes. Hedging has also been incorporated to divide the front garden dwellings, with fruit trees proposed to one of the garden areas for the proposed apartments. It is recommended that this aspect of the scheme is conditioned.

No non native invasive plant species were identified on the site.

Noise/ Overheating

The application is accompanied by a noise assessment, which was dominated by road traffic and infrequent aircraft passing over the site, with some local construction noise, assesses the effects noise across the site. The Noise Assessment demonstrates that appropriate target internal noise levels are achievable using conventional mitigation measures. Mitigation advice, including the use of suitably specified glazing and acoustically attenuated ventilation, have been recommended to reduce to a minimum the adverse impact on health and quality life arising from environmental noise.

It is acknowledged there are existing residents adjacent the application site and with the proposed development and occupation there would be some impacts. However, it is not considered that this would be unusual or significant. Furthermore, the noise arising from the proposed residential development would be likely to be less than the former uses of the site as a day nursery and probation offices/ community centre.

Observations from Environmental Health in regard to requirements for further assessment regarding overheating for windows where windows are closed, but ventilators or MVHR systems to meet Part F minimum ventilation requirements are operational, together with further data and information regarding how the LA90 was calculated, are noted. It is therefore recommended that a condition relating to acoustic insulation, and the potential for overheating to be assessed, and that the noise insulation scheme take this into account is attached to any approval, so that the finalised specifications of the mitigation measures can be fully considered.

Furthermore, that a verification report is submitted upon completion of the development and before first occupation of the residential units, to validate that the work undertaken conforms to the recommendations and requirements in the approved report, and that this aspect of the scheme is conditioned.

Daylight and Sunlight

A Daylight and Sunlight Assessment accompanies this application. The assessment concludes that 100% of the surrounding properties will fully accord with the BRE guidelines with regard to VSC Daylight, NSL Daylight and APSH Sunlight. Overshadowing analysis was also undertaken as part of this assessment to the rear gardens serving the surrounding residential properties. This analysis indicates that 7/7 (100%) of gardens assessed will continue to receive levels of sunlight with the proposed development in place in full accordance with the BRE Guidance.

Flood Risk / Surface Water Drainage

The proposed development is located in Flood Zone 1 (area at low risk of flooding), i.e. land defined as having an annual probability of flooding less than 0.1% (1 in 1000 years). The development would be classed as 'More Vulnerable' under the NPPF vulnerability classification due to the residential nature of the proposed development. The NPPF does not require that the Sequential Test be applied to development proposals in Flood Zone 1.

The Flood Risk Assessment and outline drainage strategy accompanying the application states that the development will not result in a reduction in flood plain

storage compared to the existing situation, and in considering the potential drainage options for the site at present it is assumed that surface water runoff arising from the development will discharge into the existing combined sewer to the west of the site. Victoria Park Probation Centre.

The proposed development would increase the proportion of the site covered by impermeable surfaces and would therefore generate more runoff. Attenuation measures would therefore be required as an allowance for climate change. Foul sewage arising from the development would be discharged into the public combined sewer in Laidon Road to the west of the site. The outline drainage strategy considers the use of attenuation-based SuDS to be feasible with a discharge to the combined sewer on the western boundary of the site, and recommends the incorporation of a detention facility at the western boundary. The report indicates the required detention facility to be 65.2 m³ for the 1 in 30-year event restricted flow. Similarly, the estimated volume to be retained on site for the 1 in 100-year storm event including an allowance for climate change is between 128.6 m³ and 160.8 m³.

Furthermore, the assessment recommends that the minimum finished floor levels for the development should be set at a nominal height above the proposed ground levels to allow for overland flow during exceedance flows from an extreme event or a drainage failure.

In view of the mitigation measures indicated as being required in the assessment and the comments from Flood Risk Management officers, and United Utilities it is recommended that conditions relating to the details of surface water drainage and that the system that is put in place is managed and maintained thereafter are attached to any approval.

Sustainability and Energy Efficiency

The application is accompanied by an Environmental Standards Statement which advises that to meet the challenging demands associated with sustainable development an approach utilising a number of measures including “fabric first” and renewable energy options is considered the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO₂ emissions during the life cycle of each dwelling.

Due to the scale of the development, delivery of individual plots would be subject to the Future Homes Standard programme of changes to Part L of the Building Regulations which have exceeded Manchester City Council’s Core Strategy Policy EN6 from June 2022.

In regard to the proposed apartment block, a fabric first approach, together with the use of electric panel heaters (with App Control Functionality) and a KERS indoor heat pump, which is a combined hot water, heat recovery and MEV system with storage cylinder, which converts waste heat energy from bathrooms and kitchens to low cost, renewable hot water are proposed.

In relation to the proposed dwellinghouses a fabric first approach, together with the use of electric panel heaters and a KERS indoor heat pump, with electricity demands off set with the use of solar photovoltaics.

All proposed solutions identified would exceed the minimum betterment of a 15% over Part L 2010, thereby arcoording with policy EN6 . The proposed design effectively utilises design and construction techniques to reduce the demand for energy, employs renewable technology and provides at least a 50% betterment over the minimum requirements for Part L 2021.

Designing out Crime

The application is accompanied by a Crime Impact Statement (CIS) by GMP Design for Security officers . The report suggests that the proposed scheme is acceptable in terms of layout. Furthermore , in order to further improve the scheme from a crime prevention perspective there is a request that consideration is given to gable ends of properties to be protected with shrubbery or a low boundary to prevent misuse, access control to apartment entrance lobby (including a video entry system) for the proposed apartment block and that the overall development achieves secure by design accreditation. These measures are referred to in the CIS .

In view of the comments received it is proposed to attach a condition to any approval to required that the proposed development reflects the physical security specification listed in sections 3 and 4 of the Crime Impact Statement, with a requirement of the development to achieve secure by design accreditation.

Refuse Storage

The waste strategy includes the provision of bins stored in the curtilage of each dwellinghouse and the cottage flats, in the rear garden areas , for general waste, pulpable recycling, mixed recycling and for green waste.

In regard to the proposed blocks of apartments a bin store to the east of the building includes the provision 9no. 1,100 litre eurobins,

A condition is proposed to be attached to any approval in regard to refuse storage arrangements within the scheme.

Air Quality

This site is not located in a City Council designated Air Quality Management area (AQMA).

The application is accompanied by an Air Quality Assessment which considers the potential impacts to air quality. This recommends measures for inclusion in a Dust Management Plan to minimise emissions during construction activities, and that with the implementation of these mitigation measures the impact of construction phase dust emissions was considered to be 'not significant' in accordance with relevant guidance.

Such measures would form part of an agreed construction management plan that would be subject to a condition of the planning approval. It is considered that the impacts on air quality during construction would be temporary and predictable and could be appropriately mitigated through the measures identified above.

The assessment states that the operational phase of the proposed development was assessed in regard to potential impacts which could occur due to development generated road traffic. The development was not predicted to result in any new

exceedances of the relevant air quality objectives and the impact of the development on local air quality was predicted to be 'negligible' in accordance with guidance.

Furthermore, the proposed development would include the provision of electric vehicle charging infrastructure and cycle parking at the proposed dwellings. Finalised details of the location and type of charger have not been provided for consideration. It is therefore recommended that this aspect of the scheme is conditioned to ensure there are no detrimental impacts to existing air quality conditions as a result of the development.

A condition is proposed in relation to the design of the cycle stores which are proposed and to ensure the implementation of the cycle storage arrangements before the occupation of the proposed dwellings.

On this basis the scheme is considered to accord with the aspiration of policy EN16.

Broadband

The application is accompanied by Broadband Connectivity Assessment which indicate that existing broadband infrastructure and good connectivity is already available with existing fibre installed along streets adjacent to the site. It is therefore anticipated that the application properties would have access to good download speeds.

Television and Radio Reception

A baseline (pre-construction) signal survey and reception impact assessment has been undertaken to determine the potential effects on the local reception of television and radio broadcast services from the proposed development. The assessment indicates that the proposed development is unlikely to cause any interference to the reception of any television or radio broadcast platform. As no interference is expected, no mitigation measures are required to restore the reception of any broadcast service.

Archaeology

This site has been the subject of an archaeological desk-based assessment. The outcome of the assessment is there is a high potential for the site to contain buried archaeological remains, including pre-industrial field boundaries and relict soils, early to mid nineteenth-century roads and remains of Stafford House and associated walls and outbuildings. Any such remains that do exist within the site are likely to be of local to significance and, without a programme of mitigation, the scheme has the potential to damage these remains.

In view of the former presence on the site of the buildings and structures referred to above, it is recommended that any approval be conditioned to require a programme of archaeology works to be submitted in accordance with a Written Scheme of Investigation to ensure any remains which are found are recorded.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable. In order to protect the nature of the

accommodation being proposed it is considered there is a case for ensuring the dwellings are not converted into multiple occupation without proper consideration. It is recommended that a condition should therefore clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) without the requirement for formal planning permission.

Furthermore, it is considered that there is a case for ensuring that apartments hereby approved shall be used only as private dwellings and not as serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights). An appropriate condition is therefore proposed.

Inclusive Access

The applicant has confirmed that all houses would have level access to the main entrance, however, the duplex apartments at each end of the terrace forming block 4 are shown on the submitted plans as having a stepped rear access. This annotation however, reflects that there is a stair as soon as you pass through the front door leading up to the proposed upper floor apartment. A level threshold to these properties would be provided at ground level. All apartments have a single floor level with no level changes within each apartment.

Lift access is provided within proposed apartment block, with a refuge area in proximity to the lift and stairs for disabled people on the upper floors. 2 parking spaces for disabled users with appropriate transfer space are provided within reasonable distance of the entrance to the building.

The proposed cycle stores would be of sufficient size (1900mm x 850mm x 1200mm) to accommodate a mobility scooter, or a disability cycle.

The proposed kitchen gradient adjacent to the apartment block would include the provision of raised beds to enable access for all users.

Boundary treatment

The existing high stone wall to Daisy Bank Road and brick wall on the Laindon Road frontage at the junction with Daisy Bank Road would be reduced in height to 750mm including copings with a railing above to an overall height of 1.8m. The eastern boundary would be comprised of 2m close boarded fencing where it would adjoin the gardens of the retained properties to the east, with 2m high railings installed where the end of Merwood Road adjoins the site. The boundary treatment to the Laindon Road frontage would be a low brick wall.

It is acknowledged that the number of driveways and associated vehicle cross overs within the site would preclude the incorporation of significant levels of front boundary treatment to those plots. However, plans have been received which show the inclusion of pedestrian gates and associated gateposts together with railing boundary treatment above a plinth, to the back of pavement to the properties within block nos. 5 to 8. A condition is recommended in relation to the implementation of these details, but with a further requirement regarding the finalised details of the boundary

treatment to rear gardens and the eastern and southern boundary of the site , including finalised location and elevational designs.

Community Engagement

A leaflet drop for the public took place on 8th September 2022. The leaflet provided local residents and businesses with details of the proposal and the upcoming online and in-person consultation opportunities for them to share their views on the scheme. The leaflet was delivered to 440 properties in proximity to the development site.

Prior to the launch of the consultation, Local Ward Councillors were briefed on the proposal by the applicant.

A pre-application public consultation was undertaken by the applicant on 15th September 2022 at St. Joseph's RC Primary School, when 11 people attended, and the consultation web page was online until 23rd September 2022 to enable further feedback to be made.

13 responses were received from the local community , with 11 being either supportive or partially supportive. Concerns, however, were expressed over the creation of a road or footpath to link the development to Merwood Grove; about congestion on local roads; impacts to pedestrian safety at the junction of Laindon Road and Daisy Bank Rad, and lack of parking . Other matters raised related to the density of the development , and a request that the applicant remove the trees in proximity to a dwelling on Merwood Grove, the loss of any mature trees , and the safety of the future apartment occupiers using the proposed bin and cycle stores. Queries were also made regarding the provision of electric vehicle charging points and sustainable energy generation .

Other matters raised by residents

A resident raised concerns that Adult Residential Care facility has opened after a redevelopment of the two houses on Daisy Bank Road without planning permission. Permission, however was granted on 22nd January 2021 for a change of use to a residential care home providing accommodation for up to 6 people (Class C2) at no.39 Daisy Bank Road , which was subject 6 planning conditions.

It is acknowledged that the site adjoins a house with vulnerable residents. Whilst it would not be feasible to restrict the construction hours to those suggested , any approval would be subject to a condition to require the submission of a construction management plan. Guidance in relation to construction hours is covered by separate legislation and such impacts are short lived and are not material planning impacts that could be used to refuse planning permission. Furthermore , whilst the former probation office and community centre has been vacant for some time , the hall element of the building was able to operate between 8.30 a.m. to 11.00 p.m. on Mondays to Saturdays and 9.00 a.m. to 5.00 p.m. on Sundays, with the potential to generate noise from visitors on arrival and departure, if this use were to re-commence. In addition the other building was used as a day nursery with an external play space, which would have had the potential to lead to noise to the existing adjacent occupiers.

The request for the inclusion of conditions for the build to include for adaptation of the house with vulnerable residents, in relation to sound proofing to their walls, and replacement of windows, to mitigate the impact of this scheme, has been noted, but would not be possible to condition the additional suggested measures, particularly as the issues regarding noise would primarily relate to the build period. Any impacts associated with construction would be short lived and would not be material considerations which could be used to refuse planning permission. If there are any issues relating to noise or pollution associated with the construction phase then these would be controlled through separate legislation such as the Environmental Pollution Act.

Local Labour and jobs

The applicant has submitted a statement regarding local labour in which they agree with the Work and Skills Team indicative targets against key performance indicators issued as part of the Agreement, and will endeavour to deliver and monitor these targets and provide regular updates as agreed with the Work and Skills Team. A condition is recommended to cover this matter.

Legal Agreement

It is recommended the proposal be subject to a legal agreement under section 106 of the Planning Act to deliver 8.3% affordable housing on the site and with a mechanism to re-test the viability should there be a delay in the implementation of the planning permission and a further review prior to the occupation of the development as explained in the paragraph with the heading 'Affordable Housing'.

Conclusion

The proposed scheme offers an opportunity to bring forward a sustainable development of family housing, identified as meeting the needs of the city.

All issues have been set out in the report and addressed and this includes where necessary mitigation to ensure the schemes delivery.

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 Minded to Approve subject to a legal agreement in respect of affordable housing to be delivered at the site and a reconciliation clause.

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns about massing in regard to impacts to the existing housing to the east of the site , and affordable housing, these matters has been satisfactorily resolved and the appropriate conditions have been attached.

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

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

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

Location Plan ref: A662-P-001 A;
Existing Elevations plan ref: A662-P-016;
Maintenance block plan ref: A662-P-103;
Street Elevations plan ref: A662-P-110 A;
Street Elevations plan ref: A662-P-111 A;
House type 6 A elevation ref: A662-P-168A;
House type 6A section ref: A662-P-175;
Block 1 roof plan ref: A662-P-202A;
Block 1 Elevations plan ref: A662-P-210C;
Block 1 Sections plan ref:A662-P-220B;
Blocks 2 , 5 and 76 elevations plan ref: A662-P-310A;
Block 3 elevation plan ref: A662-P-410;
Block 4 elevation plan ref: A662-P-510;
Block 4 elevation plan ref: A662-P-610;
Block 8 elevation plan ref: A662-P-810;
House type 4A Envelope Section Detail plan ref: A662-P- 901;
Design and Access Statement dated October 2022;
Air Quality Assessment dated October 2022 ref: VPPC-BWB-XX-ZZ-LA-RP-0001-AQA;
Floor Areas Schedule ref: A662-P- 901 rev.E;
Broadband Connectivity Assessment Issue 1.2 20.12.2022;
Construction Methodology and Management Strategy dated October 2022;
Crime Impact Statement Version ref.2022/0422/CIS/01, Version B dated 25.10.22;
Environmental Standards Statement ref: 2482-CWC-XX-XX-RP-002 dated 22.10.2022;
Fire Statement ref: MA22098 dated 13.10.2022;
Copy of Public Consultation invitation;

Lighting Impact Assessment ref: PPC-BWB-00-XX-RP-E-0001_LIA dated October 2022;

Local Labour Agreement dated 31.10.22;

Demolition Method Statement /Risk Assessment ref: A2466 dated 31.08.2022;

Outline Fire Safety Strategy rev.02 dated 16.12.2022;

Television and Radio Reception Impact Assessment version 1.2;

Utility Planning Statement ref: 2482-CWC-XX-XX-RP-ME-0001 dated 30th September 2022;

Topographical Survey plan ref: A6622-P-003;

Preliminary Ecological Assessment and Preliminary Roost Assessment Issue 2 23.09.2022;

Archaeological Desk Based Assessment ref: SA/2022/102 Version 1 dated September 2022

Phase 1: Preliminary Risk Assessment ref: CL-602-LKC 21 1679-01 dated August 2022;

Phase 2 Geo-environmental Investigation , Risk Assessment and remediation strategy ref: CL-602-LKC 21 1679-02 dated September 2022;

Received 23rd December 2023

Agent email 6th December 2022 regarding viability ;

Agent email 6th January 2023 regarding viability ;

Flood Risk Assessment and Outline Drainage Strategy ref: FRA 22 1121 v3 dated January 2023 received 19th January 2023;

Viability Assessment Dated December 2022 received 2nd March 2023

Stage 1 Road Safety Audit Response Report Ref: 82328-CUR-XX-XX-T-TP-00004 Revision: P02 Issue Date: 27 February 2023 received 21st February 2023.

Daylight and Sunlight report ref: 2220 dated 09 March 2023; received 15th March 2023

Access; House Type 6A Plan (A662_P_156C); Block 1 Plans (A662_P_200F); Block 1 Plans (A662_P_201F); Block 2, 5 and 7 Plans (A662_P_300B); Block 3 Plans (A662_P_400B); Block 4 Plans (A662_P_500B); Block 6 Plans (A662_P_600B); Block 8 Plans (A662_P_800B);
Received 11th April 2023;

LA90 dated received 11th April 2023;

Access plan ref: A 662 -P- 102 rev.B; received 18th April 2023;

Letter from Arcon Housing Association regarding affordable housing dated 22nd May 2023.

Viability Assessment review received 23rd May 2023.

Victoria Park Environmental Standards Statement Ref: 2482-CWC-XX-XX-RP-0002
datd 31.05.2023;

Noise Impact Assessment report ref: 30113/NIA1 rev.2 dated 1 June 2023;

Block plan ref: A 662 -P- 002 rev.H;

Servicing plan ref: A 662 -P- 101 rev.D;

Arboricultural Impact Assessment and Method Statement revision D Ref:
MG/6765/AIA&AMS/REVD;'

Tree protection plan (sheet 1 of 2) – Demolition Phase 6785 .04 rev.D;

Tree protection plan (sheet 2 of 2) – Construction Phase 6785 .05 rev.D;

Landscaping Plan ref: 6765.03 rev.D;

Transport Statement ref : 82328-CUR-XX-XX-T-TP-00001 Revision: P07 Issue Date:
05 June 2023;

Interim Travel Plan ref: 82328-CUR-XX-XX-T-TP-00002 Revision: P06 Issue Date:
05 June 2023;

received 2nd June 2023

External Works Details (wall and railing design and railing above plinth boundary
treatment) plan ref: A662-P-920;

External Works plan ref: A 662 -P- 105 rev.F;

Site Plan ref: A 662 -P- 100 rev.V received 22nd June 2023

Reason - To ensure that the development is carried out in accordance with the
approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy
(2012).

3. Prior to the commencement of the development, and notwithstanding the
Construction Methodology and Management Strategy dated October 2022;

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

o The routing of construction traffic;

o Detail the vehicular activity associated with the construction including appropriate
swept path assessment;

o Details of the location and arrangements for contractor parking;

o The identification of the vehicular access points into the site;

o 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;

o Sheeting of construction vehicles;

o The details of an emergency telephone contact number for the site contractor to be
displayed in a publicly accessible location;

o A highway dilapidation survey including photographs and
commentary on the condition of carriageway/footways on construction vehicle routes
surrounding the site.

o Identify measures to reduce noise emissions;

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

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

4. Prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development 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 that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5. Prior to above ground works, full detailed designs (including specifications) of all on site and off site highway works (including any Traffic Regulation Orders,) and a delivery sequence, shall be submitted to and approved in writing by the City Council as local planning authority. The highway works shall be implemented in accordance with the approved details and approved delivery sequence, and all the agreed works shall be completed prior to the first dwelling unit being occupied.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

6. The car parking indicated on the approved plans for the dwellings (including apartments), shall be surfaced, demarcated and made available for use prior to the associated dwellings (including apartments), hereby approved being occupied. The car parking shall then be available at all times whilst the dwellings (including apartments), are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

7. Prior to above ground works commencing for the development, finalised detailed elevational designs of the proposed cycle stores for the dwellinghouses and the apartments, and provision for the apartments in block 4 shall be submitted to and approved in writing by the City Council as local planning authority. The cycle stores shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation being brought into use, and be retained thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

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

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

b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), 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 for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

9. a) Prior to above ground works, a scheme for electric vehicle charging and any other considerations shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

10 a) Notwithstanding the depth of fill to the garden areas of apartment block referenced in Phase 1: Preliminary Risk Assessment ref: CL-602-LKC 21 1679-01 dated August 2022; and Phase 2 Geo-environmental Investigation, Risk Assessment and remediation strategy ref: CL-602-LKC 21 1679-02 dated September 2022; finalised details of the depth and type of materials of fill to the garden areas of apartment block, appropriate to enable planting of hedging, trees and shrubs, shall be submitted to and approved in writing by the City Council as local planning authority prior to above ground works. The development shall be implemented in accordance with the approved scheme.

b) Prior to above ground works , details of gas mitigation measures and the plots where these measures would be incorporated , shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be implemented in accordance with the approved scheme.

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

11. a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Daisy Bank Road and Laindon Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

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 Manchester Core Strategy (2012).

12. a) The development shall be implemented in accordance with the Waste Management Strategy received on 23rd December 2022 and Site Plan ref: A 662 - P- 100 rev.V; Servicing plan ref: A 662 -P- 101 rev.D; Servicing plan shall remain in situ whilst the dwellings and apartments are occupied.

b) Finalised details of the design of the bin stores 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.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

13a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. 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 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, in order to protect future residents from noise disturbance, pursuant to policy DM1 of the Manchester Core Strategy (2012).

14. The development shall only be carried out in accordance with sections 3 and 4 in the Crime Impact Statement Version ref.2022/0422/CIS/01, Version B dated 25.10.22, and the agreed measures shall be retained and maintained thereafter. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation for that the development.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

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

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

16. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings, which shall include flow control and attenuation components;
- 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.
- Management and maintenance plan for the culverted ordinary watercourses which shall include confirmation of responsible party.
- Evidence of post-installation survey and post-piling survey to confirm culvert integrity.

Reason- To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and a maintenance mechanism for the lifetime of the development, pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

17. No development works shall take place (other than works to trees) until a programme of archaeological works has been implemented in accordance with a Written Scheme of Investigation (WSI) has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason- In accordance with NPPF policy 16, paragraph 205: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible, and pursuant to policies EN3 and DM1 of the Manchester Core Strategy (2012).

18. The development shall be implemented in accordance with the Lighting Impact Assessment ref: PPC-BWB-00-XX-RP-E-0001_LIA dated October 2022.

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, and would not have an adverse impact on protected species pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

19. If, when the lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as Local Planning Authority confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the lighting units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

20. The shower room windows in the western and eastern elevations of the apartment block on plan refs: A662-P-103, Block 1 A662-P- 200F, and Block 1 Plans A662_P_201F, shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, and maintained in perpetuity.

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy (2012).

21. The windows at first floor level in the rear (eastern) elevation of Block 8 on plan refs: A662-P-800 B, and Block 8 A662-P- 810, shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, and maintained in perpetuity.

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy (2012).

22. No removal of or works to any trees or shrubs or works to or demolition of buildings or structures that may be used by breeding birds shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation

that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Manchester Core Strategy (2012).

23. The development hereby permitted shall not be occupied until the bat and bird boxes have been installed accordance with details shown on the submitted plan Landscape Proposals (Drawing number 6765.03 Rev D).

The biodiversity enhancement measures shall be implemented in accordance with the approved scheme, prior to the occupation of the buildings, and retained at all times thereafter.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

24. a)The landscaping scheme for the development shall be implemented in accordance with Landscape Proposals ref: 6765.03 revD and the External Works plan ref: A 662 -P- 105 rev.F received 22nd June 2023. E

b)The approved landscaping scheme and arrangements for management and maintenance shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

25. In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans Tree protection plan (sheet 1 of 2) – Demolition Phase 6785 .04 rev.D ;Tree protection plan (sheet 2 of 2) – Construction Phase 6785 .05 rev.D received 2nd June 2023, specified in condition no.2 and particulars; and paragraphs (c) and (d) below shall have effect until the expiration of 5 years from the date of the first occupation of the development for its permitted use.

- (a) Finalised details of how the how the foundations will be constructed to prevent damage or loss to the retained trees and their root systems in proximity to the apartment block, block 8 terrace of houses and the detached house adjacent to no.14 Merwood Road . shall be submitted to and approved in writing prior to the implementation of the foundations to those dwellings . The development shall be implemented in accordance with the approved scheme.
- (b) A tree consultant must be present during excavations of the foundations to supervise and ensure the roots are protected. The development shall be

carried out in accordance with the agreed method statement. All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

- (c) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
- (d) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- (e) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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 Manchester Core Strategy (2012).

26. a) The development shall be implemented in full accordance with the measures set out in Chapter 9 of the Victoria Park Environmental Standards Statement Ref: 2482-CWC-XX-XX-RP-0002 datd 31.05.2023 received 2nd June 2023.

b) A post construction review certificate/statement shall be submitted for approval for the development, within a timescale that has been previously agreed in writing for the development , to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

27. 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 Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

28. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of Class C3(a). For the avoidance of doubt, this does not preclude two unrelated people (who are not part of a single household or otherwise) sharing a property.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; 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 Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

29. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches, roof alterations or outbuildings shall be erected onto the dwellings within the development hereby approved other than those expressly authorised by this permission.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

30. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings specified in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

31. Notwithstanding the Town and Country Planning (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 buildings shall be undertaken save where it is 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 (2012).

32. a) The wall and railing boundary treatment to the Daisy Bank Road Road frontage, and the railing above plinth design treatment to the front garden of Block nos . 5,6, 7 and 8, shall be implemented in accordance with External Works details plan ref: A662-P-920 . Finalised details of the railings shall be submitted approved in writing by the City Council as local planning authority, prior to implementation.

b) Notwithstanding the boundary treatment details annotated on the External Works plan ref: A 662 -P- 105 rev.F received 22nd June 2023, ; finalised details of the boundary treatment to rear gardens and the eastern and southern boundary of the site , including finalised location and elevational designs shall be submitted approved in writing by the City Council as local planning authority, prior to implementation.

The approved scheme shall be implemented in full before the dwellings are first occupied and retained as such thereafter.

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 in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

33.a) Prior to above ground works , 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).

Informatives

1. The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

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

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
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 :	Sue Wills
Telephone number :	0161 234 4524
Email :	sue.wills@manchester.gov.uk

