

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
136878/FO/2023	3 May 2023	19 October 2023	Chorlton Ward

**Proposal** Erection of a 4 storey building to form 40 no. residential apartments, together with cycle and car parking, bin store, landscaping, and boundary treatments following demolition of existing buildings.

**Location** 4B Albany Road, Manchester, M21 0AW

**Applicant** Bowsall Developments Ltd and Southway Housing Trust

**Agent** Mrs Beverley Moss, Hourigan Planning

## **Executive Summary**

The application relates to the erection of a 4-storey residential development comprising 40 affordable apartments, following demolition of an existing business premises together with the provision of car parking, cycle parking and landscaping.

Following notification of the application 15 representations have been received, including 13 objections, 2 in support and 1 neutral response with comments.

### **Key Issues**

- Impact to the character and appearance of the street-scene;
- Loss of employment space;
- Provision of affordable accommodation.
- Impact of the development on adjacent residents and premises.

## **Description**

The application site currently comprises a single storey industrial unit currently occupied by Autometers Systems Limited, and car parking. The building forms part of the Albany Road Trading estate which extend to the south of the site. The site is bound to the east by a Metrolink line and to the north is the Quadrangle, a three and four storey apartment block. To the west of the site are three storey residential terraces which face Albany Road. The site is generally flat but is approximately 1.5m below the existing pavement /highway level, bounded by a chain link fence and a grass bank. The site has limited vegetation, however there are existing trees that share the boundary with the Metrolink line. The Chorlton District Centre boundary lies a short distance to the north, south and west of the application site.



*Application site together with single storey building to be demolished and Quadrangle residential apartment in the background, the access road into Albany Road Trading Estate is in the foreground*

The existing building forms one of many industrial units on the Albany Road Trading Estate which contains a variety of businesses including building and plumbing suppliers, MOT testing centres, car services and repairs and a recording studio. There are limited hours of use restrictions on the units within the trading estate and the unit on the application site has no such restrictions on its hours of operation.

### **Application proposals**

The application proposals are for the demolition of the existing industrial building on the site and the redevelopment of the site to provide a 4-storey building comprising 40no. self-contained apartments which would all be provided as affordable housing through a Shared Ownership model that would be operated by an affordable housing registered provider. The scheme would provide car parking spaces for 20 vehicles accessed via a ramp leading down from Albany Road underneath the building, whilst an internal covered and secure bicycle store is provided for 40 no. bike spaces. The proposals incorporate landscaping and installation of boundary treatments around the site and provision of waste bin store.

The proposed building provides 40 no. self-contained apartments (21no. 1 bedroom and 19no. 2-bedroom apartments) which are to be managed as shared ownership properties. Access to the building will be level and internal lifts provide level access to all floors.

The building has been sited to provide a street frontage to Albany Road, with car parking provided to the northern side of the site behind the building frontage accessed via a ramp that descends beneath the building. Landscaped areas and garden spaces for ground floor apartments are arranged around the eastern, southern and northern edges of the building. The southern facing elevation has been designed to have east/west angled windows that do not directly face towards the Albany Road Trading Estate. The proposals incorporate balconies and roof terraces to provide external amenity space with the top floor of the building set back behind parapets to reduce the visual appearance and to reflect the adjoining building lines at the adjacent Quadrangle.



*Proposed site layout and context of the site*

**Relevant Planning History**

124848/FO/2019 - Rooftop extension to form 3 two-bedroom apartments and provision of an additional 3 car parking spaces – The Quadrangle, 6 Albany Road – Approved 5.11.2020

066236/FO/SOUTH1/02 - Erection of part 3 storey/part 4 storey block of 25 self-contained flats with basement parking following demolition of existing building – 6 Albany Road - Approved 14.11.2002

019749 - Erection of six single-storey light industrial or warehouse units, site at Albany Road – Approved 05.10.1983

## **Consultations**

The application has been subject to notification of nearby properties and a site notice was posted at the site and an advertisement was placed in the Manchester Evening News notifying of the proposals.

Following provision of revised drawings, a further period of notification was undertaken, the below represents the combined responses to both notification periods.

In addition, the applicant undertook their own pre-application consultation with ward members and local residents, a statement of community involvement outlining this and responses received to that process have been submitted alongside the application.

### *Local Residents/Occupiers*

13 objections, 2 comments in support and 1 neutral comment were received following the notification of nearby residents and businesses a summary of comments is set out below:

- We would like to raise our Serious concerns and objections to this project due to the impact the construction will have on the neighbouring business which is based at a Unit on Albany Road Trading Estate which is stated is as close to the proposed site as possible. The business is a recording studio and whilst it is heavily sound insulated the proposed construction of these apartments (including demolition of previous buildings) will create a level of noise and vibration that will render the business unable to work.
- Sites for new developments should be chosen so that it is not at the expense of local established businesses being able to trade, and this proposal seriously risks jeopardising the viability of the recording studio, potentially resulting in its closure.
- The kind of construction and groundworks required for this project will definitely cause noise and vibrations too great for the studio to make audio recordings.
- This design is dull and unattractive, with little architectural merit.
- This will block light into adjacent apartments and communal areas
- The proposal will overlook adjacent residential properties
- This will cause the already too busy to drive down road to be made even worse on Albany Road
- All current residents rely on on-street parking, with residents usually having to park two or three streets away



- There are no parking restrictions on Sundays, leading to the already narrow street double-lined with cars, creating a single lane and exacerbating the congestion
- The proposals have one cycle parking space per dwelling, how will this be future proofed if uptake is greater in the future.
- There needs to be opportunities for residents to work locally and the loss of this site would compromise the availability of suitable site.
- The density on the site proposed is too high since it does not leave adequate space for decent landscaping.
- This proposed design will make it the highest building on Albany Road and is not in keeping with any other properties on the road.
- Residents of the fourth floor of the new development will have unrestricted views into every single property on the other side of the road, on all floors.
- Support the proposal because housing of the size and type proposed is much needed in Chorlton (and Manchester generally). The loss of a source of employment is regrettable but is outweighed by the benefits of the proposed housing.
- The proposed design is sympathetic to the surroundings and the size of the block is proportionate. It will be an asset to the street scene
- We are in need of affordable housing and shared ownership schemes in Chorlton. Those of us who have strong ties in the area but are yet to have been able to buy their property in the area, are forced to rent overpriced housing with substandard quality of living.
- The new flats would offer an opportunity for first time buyers to be able to stay and live as members of the community, and not to be overpriced out of here

#### *Statutory and non-statutory consultees*

MCC Highway Services – Requested further information in relation to on-site car parking management; visibility splays; extent of double yellow waiting restrictions; and, gradient of pedestrian access ramp. Following receipt of these details they raise no objections to the proposals on pedestrian and highway safety or capacity grounds and are satisfied with the level of car parking and bicycle parking proposed.

Conditions are recommended to deal with: highway works to ensure adequate TROs are in place to protect visibility splays and for the making good of the pavement to the Albany Road frontage; the provision of a Travel Plan, car parking management plan, construction management plan; and height restriction signage in relation to the oversailing element of the building over the access ramp.

MCC Environmental Health – Requested further noise information relating to the site and adjacent businesses and in particular in relation to the recording studio. Following receipt of further information appropriately worded conditions are proposed to be attached to any approval relating to: Contaminated Land; Acoustic Insulation of the development; Installation of Acoustic barrier to the site boundary; Acoustic treatment of any external plant and equipment; Construction and Demolition Management Plan; lighting scheme for external areas; final details of waste bins; and provision of proposed electric vehicle charging points.

MCC Flood Risk Management – Recommend conditions be attached to any approval for: the submission of further surface water drainage details that take account of

updated peak rainfall climate change allowances of 45%; and full assessment of existing and proposed surface water discharge rates at detailed design stage: maintenance and management scheme for the proposed drainage.

United Utilities – Raise no objection to the proposals but request an appropriately worded surface water drainage condition be attached to any approval.

Greater Manchester Police – Following submission of further details relating to vehicle access gates, and the height of boundary treatment to the southern side of the site, raise no objections to the proposals. A condition is proposed to be attached to any approval that the development is constructed to secured by design standards.

Transport for Greater Manchester (Metrolink) – Raise no objections to the proposals but given the proximity to the operational Metrolink line request conditions are attached to any approval relating to: safe working method statements; vehicle restraint measures; track and structure monitoring during construction works.

Greater Manchester Ecology Unit – Raise no objections to the proposals in terms of impacts on protected species but recommend conditions to cover the following: external lighting designed in line with best practice to avoid impacts on nocturnal animals such as bats; vegetation clearance and demolition to take place outside of bird nesting season; a method statement for the treatment and removal of invasive species; biodiversity enhancements in accordance with the submitted details; and an informative relating to legal protection of certain species.

MCC Neighbourhood Services (Arborists) – Raise no objections to the proposals from an arboriculture perspective, the proposed mitigation planting is accepted.

## **Policy**

*Local Development Framework* - The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the

strategic development of Manchester together with core development principles. The proposals seek to provide additional diversity in terms of type of housing within the area and towards the creation of neighbourhoods of choice.

Policy EC 2 (Existing Employment Space) sets out the approach the Council will take to seek to retain and enhance existing employment space and sites. In this instance information has been provided regarding the existing viability of the commercial unit on the site and its relationship to existing residential properties. On balance, proposals are considered to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy EC9 indicates that South Manchester is not expected to make a significant contribution to employment provision within the City. As set out above the proposals are considered to deliver affordable housing in a sustainable location and these benefits are considered to outweigh the loss of the existing industrial unit.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) Identifies the requirements for provision of new residential development across the City and indicates that new housing will be predominantly in the North, East, City Centre and Central Manchester. High density development (over 75 units per hectare) is identified as being appropriate in the City Centre and parts of the Regional Centre. Within the Inner Areas in North, East and Central Manchester densities are identified as being lower but generally around 40 units per hectare. Outside the Inner Areas (where the application site is located) the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate. The policy clarifies that the proportionate distribution of new housing, and the mix within each area, will depend on amongst other things: - The number of available sites identified as potential housing sites in the SHLAA; - Land values and financial viability; - The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester. The proposals seek the redevelopment of the site for 40 shared ownership residential properties and would meet a need for affordable housing in Chorlton. The site is identified as a housing capacity site within the most recent Strategic Housing Land Availability Assessment (2023) to meet the requirements of housing delivery in the city with a figure of the potential of 40 residential units.

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

needs of elderly people, with schemes adding to the stock of affordable housing. The proposals are outside of the district centre, it is considered that as the scheme would deliver affordable housing it is considered to comply with the requirements of H6 and that the proposals would assist in meeting identified shortfalls of housing types within South Manchester.

Policy H8 (Affordable Housing) states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The applicant has indicated that all of the proposed residential units (40 no.) would be for affordable housing through the provision of all of the units on a shared ownership basis. This provision and delivery of affordable housing in this scheme would be subject to an appropriately worded planning condition.

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

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon & Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies. The Proposed Development takes an enhanced building fabric led approach to minimising energy demand by minimising heat loss from the building envelope and building systems.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The proposals incorporate areas of landscaping and tree and hedge planting to enhance the setting of the residential units and building.

Policy EN 15 relates to Biodiversity and Geological Conservation. The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. The applicant has undertaken Ecological Appraisal of the site which is set out within the documents accompanying the Application.

Policy EN 16 Air Quality – The site is not located within an Air Quality Management Area but would incorporate electric vehicle charging; cycle parking for residents, and be subject of a travel plan to promote active travel measures whilst the construction phase would incorporate dust control measures.

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

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



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

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

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

#### *Saved Unitary Development Plan Policies DC26.1, DC26.2 and DC26.5*

Development and Noise – A noise assessment has been prepared to accompany the application together with further noise technical notes to review construction impacts and potential noise outbreak from adjacent uses. These assessments make recommendations in terms of mitigating noise from nearby noise generating activities such as road traffic and Metrolink. The submitted assessments include recommendations for glazing and ventilation specifications for the proposals which are considered to be acceptable. A condition to ensure internal noise criteria are met on completion of the development is required.

#### *Relevant National Policy*

The National Planning Policy Framework (September 2023) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role. The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.

Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed. The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) – The proposals would provide 40 affordable residential units on a previously developed site.

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

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

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

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

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

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

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

### *Other Material Considerations*

#### *Places for Everyone*

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will become the subject of further public consultation.

The City Council's Executive committee at its meeting on the 4 October 2023, agreed the Main Modification and endorsed an 8 week period of public consultation on the proposed modifications began on the 11 October 2023.

Once the consultation has been complete, the representations received will be forwarded to the Examination team managing the Plan. The Inspectors will consider all the representations made on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications in Manchester. The Plan and its policies must therefore be given significant weight in the planning balance. The strategic objectives of the plan include:

Objective 1 – Meet our housing need by increasing net additional dwellings, increasing the number of affordable homes, a providing a diverse mix of housing.

Objective 2 – Create neighbourhoods of choice through prioritising brownfield land, focus new homes in the Core Growth Area, focus homes within 800m of public transport hubs, prioritise sustainable modes of transport to reduce the impact of vehicles on communities.

*Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)* - This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a

safer environment. The design, scale and siting of the proposed development is considered in more detail within the issues section of this report.

*The South Manchester Strategic Regeneration Framework (2007)* - The South Manchester SRF was adopted prior to the preparation of the Core Strategy policies, however, it formed an important document in the formulation of the priorities for South Manchester that were subsequently contained in a number of the subsequently adopted policies particularly in relation to housing priorities. The SRF set out that the key characteristics of South Manchester that shaped the vision and objectives for the SRF are based on a number of key facts one of which relates to the pressure for development and densification which threatens the inherent urban character of the area that makes it attractive in the first place. The SRF also commented that there had been a trend for large villa/family housing conversions for flats and offices placing a further restriction on the supply of larger accommodation. One of the key issues identified in the SRF was to provide a wider choice of housing for attracting and retaining residents and that future housing developments need to focus on providing high-quality family accommodation.

*Manchester Green and Blue Infrastructure Strategy 2015* - The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

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

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

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

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

*Manchester Climate Change Framework 2020 - 2025*

The Manchester Climate Change Framework (2020-2025) was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

### *Planning Policy Guidance (PPG)*

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise 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:

- o 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.

### *Other Legislative requirements*

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

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

### **Issues**

Principle – The principle of the redevelopment of previously developed brownfield land for new homes in the City is long established and prioritised within the adopted development plan policies of the Core Strategy, the NPPF, and the emerging Places for Everyone GM plan.

Re-using this site for residential use in a predominantly residential area is therefore acceptable in principle. The site has also been identified within the Council's Strategic Housing Land Availability Assessment (SHLAA - 2023) as a site capable of contributing towards the City's housing land supply with an indicative figure of 50 no. residential units on the site being brought forward in the next 5 years.

However, further consideration is required of impacts on residential and visual amenity; the character of the area; highway and car parking implications, the loss of existing employment space and the relationship of the site to adjacent uses that can generate noise.

Residential development type (including Affordable Housing provision) – The application seeks approval for a high-density development to provide 40 no. Apartments. Adopted Core Strategy policy H6 sets out the framework for determining residential developments in this part of the City and indicates that "High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes". It suggests that outside of these areas the priorities for housing will be to meet identified shortfalls "including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing".

Whilst the general planning policy approach is to direct high density residential proposals to district centres in South Manchester, this does not preclude development of this nature elsewhere. Inevitably, there will be sites which can accommodate higher density due to location and character. In this instance the site sits amongst adjacent buildings of varying heights and the site is located in close proximity to Chorlton District Centre and public transport hubs. The proposal would

provide 100% affordable housing in the form of residential units for shared ownership sale. One of the joint applicants is a registered social landlord who would manage the development on completion if approved. The supporting statement notes that home ownership is beyond the reach of many particularly in high value areas such as Chorlton. Shared ownership properties would provide the opportunity for would-be purchasers to afford a home which would otherwise be beyond reach. The supporting affordable housing assessment does conclude that there is an acute need for affordable housing within Manchester and the provision of 100% shared ownership properties within the proposals would enable provision and access to affordable homes and also as a stepping stone to owner occupation.

The proposals would exceed the affordable housing requirement of 20% set out in Core Strategy policy H8 and allow a broader range of affordable housing types to be provided in the local area. This would assist in providing a mix of housing types within this area and would meet a priority in delivering an identified shortfall for affordable housing in South Manchester contained in policy H6. As such it is considered that the proposal complies with the strategy set out in the adopted housing policies of the Core Strategy. To secure this provision of affordable housing an appropriately worded planning condition is recommended.

Redevelopment of the Site and Contribution to Regeneration -The proposal would redevelop a site which is understood to soon become vacant and occupies a site adjacent other flat development to the north and Victorian terraced properties to the west. The site is located close to Chorlton district centre and the services provided within the centre and is also a short walk from Chorlton Metrolink, bus services and new on and off street cycle network.

The existing business premises provide employment for 3 full time and 1 part time members of staff. The application documents indicate that the current owners are retiring, with equipment being sold to other businesses and that the site and business has been marketed with efforts in this regard being unsuccessful for a number of reasons including: that the premises are outdated; and, a manufacturing/commercial use is no longer attractive in this particular location. It is acknowledged that the proposals would result in the loss of an existing commercial use, however, other commercial properties would remain to the south of the site in the wider Trading estate providing local employment opportunities. In addition, it is proposed to append a local labour agreement condition to any approval to ensure opportunities are available in the construction phase.

The existing premises are immediately adjacent existing residential properties and the sites planning history suggests that there are few controls over the type of businesses that could operate from the building, numbers of HGV movements and other comings and goings from the premises or its hours of operation and whether the operations carried out would be compatible with the residential characteristics of the immediate area. Given this and its relationship to residential uses the redevelopment of the site does offer the opportunity (subject to assessment of potential noise impacts on future occupiers as considered below) to remove a potential non-conforming use.

The loss of the existing building would support a viable redevelopment to provide much needed affordable provision to Chorlton. It is considered that any perceived harm arising from the loss of existing employment space is in this instance outweighed by bringing the site into a residential use including through diversification of housing choice, job creation and benefits to the local economy via increased expenditure at local businesses.

On balance, the proposal would have a positive and beneficial effect to the area. It has been sympathetically designed and would enhance the character and appearance of the area.

There is a strong link between economic growth, regeneration, and the provision of a range of residential accommodation and it is believed that the proposed development would fulfil that objective without any material harm to the character and function of the area.

### Noise and vibration

The application is accompanied by a Noise and Vibration assessment and two further technical notes to consider impacts of construction activities and potential noise breakout from an adjacent business on the proposed residential units. In addition, the applicant has submitted a draft Construction Management Plan that sets out the applicant's approach to construction and measures to minimise impacts from noise and vibration associated with these activities. This submitted information has been fully assessed.

*Impacts of construction works* – Specific concerns have been raised by a nearby business in relation to potential impacts on their recording studio operations which are noise sensitive activities and lie approximately 13 metres to the south of the application site separated by an access road into the Trading estate. It is acknowledged that work would take place close to homes and existing businesses and comings and goings and other construction related activities are likely to be noticeable, these impacts would be short and temporary in duration and nature.

The submitted Noise and Vibration information notes that noise levels would be higher than existing which is to be expected with a construction site and that in terms of vibration whilst the closest receptor to the site is not residential in nature it is considered as sensitive but the impact of vibration on this receptor is considered low. The applicant's information including within the draft Construction Management Plan has set out measures to minimise any potential adverse noise and vibration impacts these include the following of Best Practicable Means and also confirm:

- the site would operate under the Considerate Constructors Scheme
- activities and deliveries would be undertaken between normal working hours
- noise levels would be measured and monitored regularly by the use of a noise meter at boundary points and recorded
- noisy operations would be eliminated where practicable and use of alternative measures where possible
- site plant for the purpose of the works would be fitted with effective exhaust silencers

- machines/plant in intermittent use will be shut down in intervening periods between work
- have a proactive approach to keeping site neighbours informed
- Site contact details would be issued and displayed around the site

It is noted that the existing noise sensitive recording studio business adjacent the site is a heavily sound insulated property, as confirmed through their objection to the proposals. It is also of note that the business currently operates within a busy Trading Estate comprising some noise generating businesses such as MOT testing, car repairs and is also in close proximity to Albany Road and the Metrolink line. The existing premises on the application site could be operated more intensively than currently and could operate longer hours and generate greater traffic movements, none of which would be capable of being controlled through planning legislation. As such whilst it is recognised that there would be noise and vibration impacts arising from construction activity, mitigation as set out above to deal with these impacts is considered to be an appropriate, necessary and reasonable response in this instance to the concerns raised. A condition is proposed that requires a construction management plan to be agreed and this would need to clearly set out how construction noise and vibration would be managed, with engagement with local businesses, and residents, being strongly encouraged to inform them of noisy work. It is acknowledged that there would be some short term, temporary impacts from the construction process but these impacts can be managed and mitigated.

*Impacts on the proposed residential development* - As a result of background noise from adjacent roads and Metrolink line the proposed development would require upgraded glazing and inclusion of mechanical ventilation, the submitted noise impact assessment sets out the required levels of enhanced glazing requirements required for each elevation of the building together with mechanical measures. With the incorporation of this mitigation the internal noise levels experienced within the residential accommodation is considered to be acceptable and within accepted criteria. An appropriately worded condition would be required to be attached to any approval relating to the submission and approval of the final details of the acoustic insulation scheme for the development. This would also be subject to a verification stage to ensure the agreed measures perform in line with the submitted assessment prior to first occupation of the development.

In addition to this assessment the applicant was requested to consider the 'agent of change' principle, in this instance the applicant has had to consider the likelihood of potential impacts from existing business on future occupiers of the residential accommodation. The applicant has undertaken further acoustic testing when the adjacent businesses at the industrial estate to the south were indicated as being in operation. These surveys did not give rise to greater impacts than those set out within the original submitted Noise and Vibration Impact Assessment. Therefore, the conclusions of that assessment in terms of acoustic insulation as set out above remain relevant and would mitigate future residential occupiers from noise associated with Albany Road, the Metrolink Line and adjacent businesses. The Council is not aware of complaints arising from noisy activities associated with the adjacent businesses or specifically the adjacent recording studio and as set out earlier it is noted that that particular business operates from a heavily sound insulated property. Final details of the mechanical ventilation system to be installed within the



development are still required and would be secured via an appropriately worded condition.

There would be no unduly harmful impacts on future residential amenity provided appropriate acoustic measures are implemented.

Provided that construction activities are managed, and the proposed residential accommodation are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

### Residential Amenity

Concerns have been raised by objectors to the impacts of the proposed building in terms of loss of privacy, overlooking, loss of daylight and sunlight.

*Privacy/Overlooking* – The proposed building would contain windows to habitable rooms on its front and rear elevations, windows to the southern elevation have been designed to face away from the trading estate whilst proposed windows to the northern elevation facing towards the Quadrangle apartment building have differing relationships to the existing Quadrangle building.

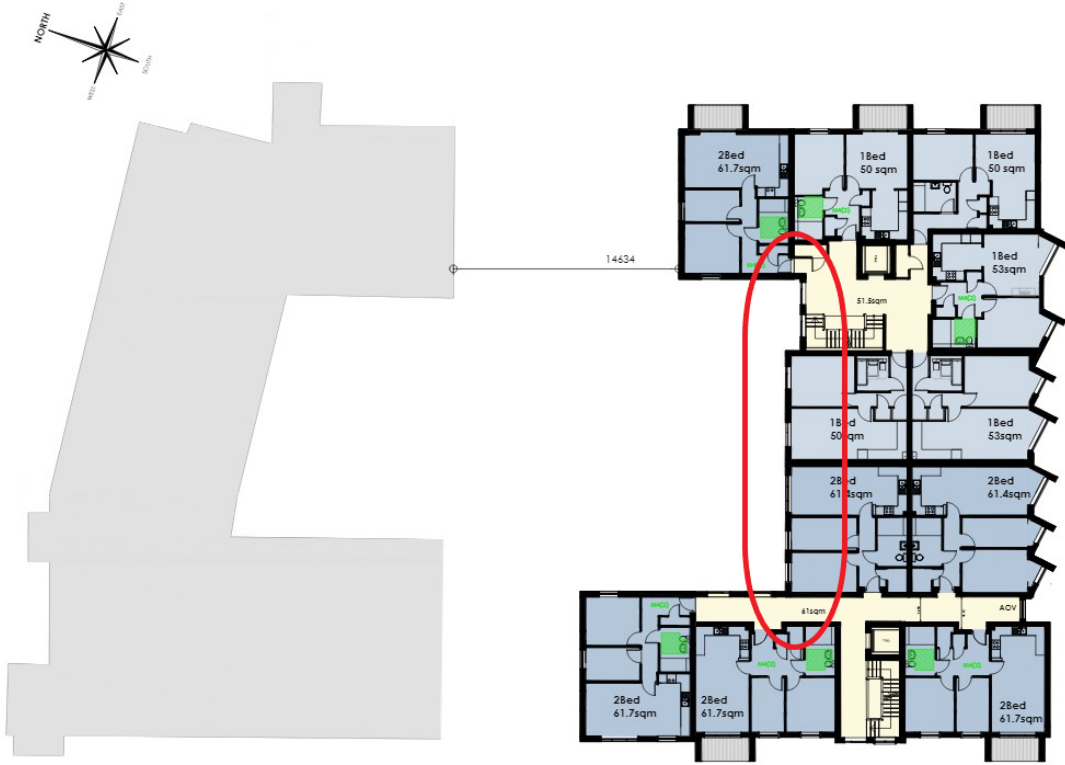


*Aerial view looking across the application site (edged red) towards the Quadrangle*

*Overlooking and loss of privacy to the Quadrangle building* - Those proposed windows and roof terraces closest to the Quadrangle (9m) face towards a generally blank gable wall of that building although it is noted that the existing building does have a series of forward and rearward facing windows set in a projecting bay on each floor (edged in yellow on the above image towards the Albany Road frontage) but these do not provide direct views to the application site. There is a proposed fourth floor roof terrace on the Albany Road frontage that does face towards this gable wall of the Quadrangle again there would not be direct views into apartments from this terrace space although the Quadrangle is subject to a planning approval for a further roof top extension to form 3 additional apartments together with external roof terraces

on its southern extent. These flats have yet to be constructed but as outdoor amenity space in the form of a rooftop terrace is shown on the approved drawings (approximately position is marked by a blue edge on the above image) as such given this relationship the addition of a privacy screen is recommended for the roof terrace subject of this application to minimise intervisibility between these external areas by way of an appropriately worded condition. It is considered that this relationship is acceptable.

The design of the building means that the central element of the building is set back further from the boundary to the Quadrangle than those elements at the front and rear of the site. The part of the building set in from the northern boundary is where a majority of habitable windows to apartments are proposed (see floor plan below windows are edged in red). These windows are approximately 19 metres from the boundary with the outdoor amenity space of the Quadrangle which is set at a first floor podium level and is protect by a high timber fence screening it from the application site. This relationship is considered acceptable and would not give rise to unacceptable impacts in terms of loss of privacy or overlooking to this private outdoor amenity space.



Proposed 2<sup>nd</sup> floor plan showing relationship of central north facing windows on the proposed building (edged in red) and the Quadrangle building (shaded grey)

The rear section of the northern elevation of the proposed building does have centrally located windows to one room on each floor. This window would look towards the rear gable wall of the Quadrangle building which contains two rows of windows (yellow edged windows on the above aerial view towards the Metrolink line). Given the positioning of the proposed window and that this is set 14.6m from the gable wall of the Quadrangle building this relationship is considered to be acceptable and would not give rise to significant impacts in terms of overlooking or loss of

privacy to those existing residential properties. There is another proposed roof terrace towards the rear of the proposed building on the top floor. Whilst the relationship between this terrace and windows is considered acceptable as with the roof terrace towards the front of the proposed building it is recommended that a privacy screen is installed to the north facing elevation of this terrace to restrict views to outdoor private amenity spaces and terraces on the Quadrangle building.

*Overlooking and loss of privacy to existing properties on Albany Road* – The proposed building would have a similar building line to Albany Road to the existing Quadrangle building. The Quadrangle has a relationship across Albany Road to existing Victorian terraced properties with separation across the road ranging between 22 metres and 20 metres where the projecting balconies are located. The proposed 4 storey building would have a similar relationship to these existing Victorian terraced properties across Albany Road and whilst the proposed building is a floor taller than the Quadrangle building the fourth floor is set back from the main building frontage in a similar manner to the approved proposed roof top extension to the Quadrangle building. As such the proposals are considered to be acceptable and would not give rise to unacceptable impacts in terms of loss of privacy or overlooking to existing properties on Albany Road.

*Overlooking and loss of privacy to existing properties on Buckingham Road* – To the east of the application site is the Metrolink line and beyond this are the rear gardens to properties on Buckingham Road with their rear garden boundaries lying approximately 16 metres from the rear boundary of the application site. The rear of the residential properties on Buckingham Road are between 23 and 28 metres from the rear boundary of the application site with the proposed building being set between 4 and 6 metres away from this boundary. As such given the distance from the rear gardens and rear windows to those properties, and the intervening Metrolink line it is not considered that the proposed development would give rise to unacceptable impacts in terms of overlooking or loss of privacy to these properties.

*Daylight and Sunlight Impact* – The application submission is accompanied by a Daylight and Sunlight Impact Assessment which has been undertaken in accordance with the 2011 Building Research Establishment Guidance 'Site layout planning for Daylight and Sunlight – A guide to good practice'. The assessment has reviewed the adjacent Quadrangle Building, numbers 83-89 Buckingham Road and 51-71 Albany Road.

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



The other methodology for daylight assessment for surrounding properties is the No Sky Line (NSL) where a room may be adversely affected if the daylight distribution is reduced beyond 0.8 times its existing area. The submitted assessment confirms that based upon the BRE guidance the following conclusions arise from the proposed development:

*51-57 Albany Road* – In terms of daylight all assessed 42 windows will either continue to achieve the BREs VSC target or retain VSC figures of at least 0.8xbaseline values. Overall 12 rooms of 14 assessed (86%) would pass the BREs NSL test, experiencing negligible reductions in daylight that are unlikely to be noticed by room occupants. 2 rooms (basements rooms within 51 and 55 Albany Road) experience reductions that could be noticed by room occupants. The assessment indicates that basement rooms are inherently limited in their capacity for daylight amenity, given their sunken position and limited outlook from their windows. The report also adds that these rooms would continue to receive direct daylight to at least half of their area.



*Door to basement of number 51 Albany Road (to the left) and basement window to 55 Albany Road as referenced in the assessment*

The sunlight assessment indicates that all assessed rooms would continue to achieve the BREs sunlight targets for both annual and winter sunlight or retain sunlight values that are at least 0.8x baseline values.

The conclusion in terms of daylight and sunlight amenity on these properties is that the impacts on the majority of these buildings is not significant.

*59-71 Albany Road* – In terms of daylight amenity 85 windows (98%) will either continue to achieve the BREs VSC target or retain VSC figures of at least 0.8xbaseline values. The two windows that did not meet the values were two panes to a larger bay window comprising several panes that do achieve the BRE target.



Overall, 22 rooms of 23 assessed (96%) would pass the BREs NSL test, experiencing negligible reductions in daylight that are unlikely to be noticed by room occupants. A single room within the basement of 61 Albany Road would experience reductions that could be noticed by room occupants. The assessment indicates that basement rooms are inherently limited in their capacity for daylight amenity, given their sunken position and limited outlook from their windows. The report also adds that these rooms would continue to receive direct daylight to at least half of their area. The overall assessment is that windows and rooms within this terrace of buildings will remain adequately daylighted or experience impacts that are negligible and unlikely to be noticed by room occupants.

In relation to sunlight all rooms assessed would continue to achieve the BREs sunlight targets for both annual and winter sunlight or retain sunlight values that are at least 0.8x baseline values.

The conclusion in terms of daylight and sunlight amenity on these properties is that the impacts on the majority of these buildings is not significant.



61 Albany Road – position of basement window is edged red

*The Quadrangle building* - In terms of daylight amenity 68 windows (79%) will either continue to achieve the BREs VSC target or retain VSC figures of at least 0.8xbaseline values.

18 windows (21 %) would not achieve the VSC target and would experience a reduction that could be noticed by the room occupant. However, in this instance all the windows are inherently limited in their capacity to receive daylight amenity failing to achieve the target in the baseline condition (i.e without the proposed development) due to design features of the Quadrangle building itself such as being arranged around a courtyard, presence of external walkways on each floor, are recessed or set between projecting parts. Whilst these windows do not meet the VSC target they would pass the NSL test experiencing negligible reductions in daylight distribution;

and the assessment indicates the windows that fail are serving bedrooms within multiroom apartments and are considered to be of lesser daylight sensitivity.

Overall all, 41 habitable windows pass the BREs NSL test, experiencing negligible reductions in daylight distribution.

In relation to sunlight 25 rooms (86%) assessed would continue to achieve the BREs sunlight targets for both annual and winter sunlight or retain sunlight values that are at least 0.8x baseline values. 2 bedrooms would achieve the BRE target for winter sunlight but not annual sunlight (classed as a low magnitude of change) and 2 further bedrooms would achieve neither the annual or winter target. The assessment concludes that these impacts are appropriate as they relate to a small minority of rooms and as bedrooms they have a low sensitivity.

*83-89 Buckingham Road* - In terms of daylight amenity all 25 windows surveyed will either continue to achieve the BREs VSC target or retain VSC figures of at least 0.8xbaseline values.

Overall, 16 rooms of 17 assessed (86%) would pass the BREs NSL test, experiencing negligible reductions in daylight that are unlikely to be noticed by room occupants. 1 Room within 89 Buckingham Road would experience a reduction in NSL that could be noticeable to the room occupant. This room would continue to receive direct daylight to more than 70% of its area.

In relation to sunlight 16 of 17 rooms assessed would continue to achieve the BREs sunlight targets for both annual and winter sunlight or retain sunlight values that are at least 0.8x baseline values. 1 room at 89 Buckingham Road would not achieve the winter sunlight target but would exceed the annual sunlight target.

In terms of sunlight to garden areas of these properties, all gardens would continue to achieve 2 hours of direct sunlight to more than 50% of their area on 21<sup>st</sup> March with reductions being negligible.

The conclusion in terms of daylight and sunlight amenity on these properties is that the impacts on these buildings is not significant.

Whilst there are acknowledged impacts these are considered acceptable in this instance within the highly urban context of the site and would not give rise to significant impacts in terms of loss of daylight or sunlight to warrant refusal in this instance.

Transport – The application is accompanied by a Transport Statement and draft Travel Plan which have been fully assessed by the Council's Highway Services. A number of comments received in response to the notification raised concerns around transport and in particular the level of car parking proposed for the development and the current highway issues in the area including on-street parking demands.

The site is located in an area where there is a Greater Manchester Accessibility Level (GMAL) calculation available for the site. This is used in assessing the accessibility by non-car modes of a development site and provides a score between 1 and 8,

where 1 is a low level of accessibility and 8 is the highest level of accessibility. The application site has a GMAL of 7 indicating a high level of accessibility by public transport.

The proposal includes for the provision of a dedicated pedestrian access including steps and a ramp whilst cyclists would be able to use the vehicular access from Albany Road to access the cycle store. The proposals incorporate a secured, covered cycle store for 40 bicycles plus space for 2 cargo type bicycles. This level of provision for the development is considered acceptable.

The proposal also includes provision of a dedicated vehicular access from Albany Road which would ramp down from road level to serve the car park providing 20 no. spaces with the provision of dropped kerbs and tactile paving. This access has been designed to have appropriate visibility splays that would require amendments to Traffic Regulation Orders (double yellow lines) on Albany Road either side of the access to protect these visibility splays. An appropriately worded condition is required to cover the amendments to the highway and corresponding TRO amendments.

Of the 20 car parking spaces, 2 would be accessible spaces and 4 spaces (including 1 of the accessible spaces) would be provided with access to electric vehicle points. This level of car parking provision is acceptable.

The transport statement sets out the rationale for the level of provision of off-street parking for the residential apartments, which includes that the site is in a highly accessible location close to a range of services within Chorlton District Centre which can be accessed on foot; that other developments within Chorlton have been approved with lower levels of car parking than is proposed in this submission; and, that the site is in a sustainable location where access to other centres of employment, neighbouring residential areas are within recognised acceptable walking and cycling distances and close to public transport modes.

It is fully acknowledged that there are concerns about the level of car parking provided, congestion that would be generated by the development, and existing road and pedestrian safety issues in the area. The proposals seek to balance the needs for on-site car parking for residents and broadening access by active travel modes. As set out above the application is supported by a draft travel plan which would provide an ongoing commitment to ensuring that the development plays an active part in reducing dependency on car travel which is prevalent in this area of the city despite it being in a highly sustainable location. Subject to appropriately worded conditions it is considered that the level of car parking provided on site is on balance acceptable.

Highway Services raise no objections to the proposals on highway capacity grounds, and the applicant has provided relevant road accident data which does not indicate a particular pattern within the data available or issues in terms of road safety in the area.

Accessibility - The proposals have been designed to be accessible, with level access into the building from both the street and car parking. Lift access is provided within

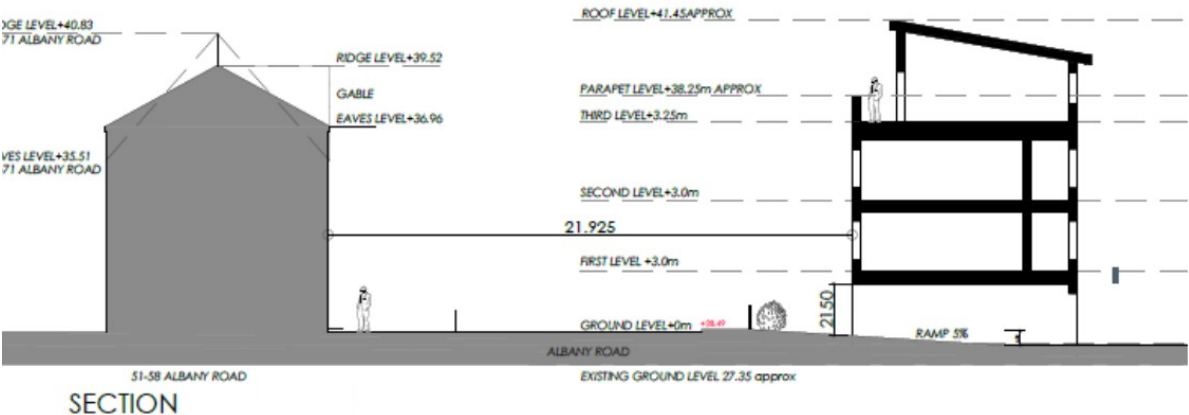
the building and the proposals incorporate 2 no. accessible parking bays provided within the car parking area.

Access to the buildings will be via a covered entrance with automatic opening doors with a minimum clearance of 1000mm and flush threshold. Within the building level access is provided by lifts to all floors with access corridors in excess of 1500mm to allow wheelchair turning. Level access to the apartments will be via recessed doors providing a clear turning width of 2000mm. Provision has been made for 50% of the apartments to be wheelchair adaptable to meet building regulations standards M4(2).

Design – The applicant has submitted a design and access statement to accompany the application. This sets out the design rational and approach to the site and its surroundings to deliver a viable scheme considering opportunities and constraints of the site. The proposed elevational treatment has been altered since first submission to simplify the design and materials proposed, these amendments were subject of a further notification to residents and adjoining premises.

The building is sited to provide a strong street frontage to Albany Road providing opportunities for natural surveillance of the street and also providing a screen to more private spaces and the car parking to the rear. Landscaped edges to the development will assist in softening the boundary of the site to both the Trading estate to the south and the Albany Road frontage.

The scale of the building is over four storeys with the fourth floor being set back from the main street frontage to reduce the visual appearance. Whilst taller than existing residential properties opposite, the proposed building would have similar height to the Quadrangle to the north which has consent for a roof top extension to the Albany Road frontage to make 4 storeys and would match its current height along its Brantingham Road frontage. The scale of the proposals is considered to be acceptable given the context of the site.



*East - west section through the proposed building (on the right) and relationship to existing Victorian terraced properties on Albany Road*

The proposed building incorporates projecting balconies and roof terraces and would be constructed using a simplified palette of materials with a brick external finish incorporating a contrasting brick banding detail at ground floor. The approach to design is considered suitable for the site and the context of surrounding buildings.



FRONT ELEVATION (Albany Road )



SIDE ELEVATION ( courtyard)



REAR ELEVATION ( Rail line Side)

Landscaping and Biodiversity – The application is accompanied by a landscaping and planting scheme, tree surveys, Extended Phase 1 habitat survey and Daytime bat survey, and a biodiversity enhancement scheme for the development. The site is dominated by hardstanding and the single storey building proposed to be demolished. There is limited vegetation with the presence of two areas of poor vegetation along the northern and eastern boundary and 1no. sycamore tree on the site falling within category C (tree of low quality). The submitted landscaping scheme proposes the retention of the one tree with improvements to its setting, and the

planting of a further 5 trees on the site and additional hedge, shrub and lawn planting around the proposed building and car park. This approach is considered acceptable and the submitted landscaping proposals are to be subject of condition for its implementation as part of the development.

The building was considered to have negligible potential to support roosting bats and no signs of bats were found during the ecology surveys of the site and building. There are proposals as part of the scheme to enhance the biodiversity of the site through provision of bat and bird boxes together with the proposed landscaping scheme and appropriate conditions are proposed for these details to be implemented as part of the development.

Drainage - The application is supported by a drainage strategy this has been fully assessed. The site is in a low-risk zone in terms of flooding, the installation of a modern surface water drainage system that considers an appropriate allowance for climate change is acceptable. Suitably worded conditions are proposed for a final drainage scheme to deal with surface water from the site to be submitted for approval.

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

Environmental Standards– The applicant has provided an Energy Strategy to accompany the submission. This confirms that the intention is to adopt an enhanced building fabric approach to minimise the energy demand of the building and a ‘full electric’ servicing provision. It is proposed to incorporate mechanical ventilation with heat recovery, all heating would be electric with electric panel heaters and hot water delivered via the kitchen and mechanical ventilation heat recovery systems. The approach set out is to deliver a scheme which meets the Council’s adopted policies and aspirations which is welcomed, and a suitably worded condition is proposed.

Waste Management – The proposals incorporate a bin store which is large enough to store all required recycling bins for all generated waste and which is positioned to allow bins to be presented to Albany Road for collection. These arrangements are acceptable.

Crime and Safety – The application is accompanied by a Crime Impact Statement prepared by Greater Manchester Police Design for Security team. The report sets out to consider the sites location and the proposed layout and design of the building in relation to designing out crime principles. Following amendments to the proposed boundary treatments GMP have confirmed that they support the proposals subject to a suitably worded condition being attached to any approval for the scheme to achieve Secured by Design accreditation.

Construction phase- The applicant has provided a Construction Management Plan which is in general acceptable and provides details on methods to minimise dust and

noise impacts. The construction activity on this site would inevitably give rise to some disruption in the local area through general noise and construction activity together with requirements for parking for site operatives. This disruption, whilst unavoidable would be for a temporary period until construction works are completed. The construction management plan indicates that the site would be registered with the Considerate Constructors Scheme. To ensure this process is managed in the most appropriate way at the time when construction is due to begin and given the sites location and context close to residential properties and other noise and vibration sensitive adjacent uses, an appropriately worded condition to manage the construction phase is proposed to be appended to any decision.

Conclusion - The application relates to a previously developed brownfield site and one which has been identified to provide new homes in this part of the city. The proposal itself would provide 40 no. affordable apartments (shared ownership), a tenure of housing that has been identified as being required due to a shortfall in the city generally and South Manchester specifically.

The provision of affordable housing in this location would assist in broadening the mix of house tenures within this sustainable urban location. Therefore, as a principle, a development of this type and nature is acceptable and accords with the planning framework and wider strategies for the city.

Concerns about details relating to the scheme are acknowledged. In particular, the key objection is around the level of car parking and potential impact on the local area. This has been considered in the context of the proposals which offer an appropriate balance of off-street car parking and measures to encourage the use of more active travel modes, in addition to the sites links to public transport and in the ongoing co-ordination of the travel planning measures for the development. It is also important to balance this with the nature of the application and the recognised need to meet a housing offer lacking in this part of the city.

As set out in this report the form and design of the development is considered acceptable for the site given its specific context and character. Careful consideration has been given to the siting, scale and appearance of the development together with potential impacts through the construction phase on nearby residents and businesses to ensure it is high quality, sustainable and minimises any impacts. With above in mind, the proposal accords with all national and local planning policies and guidance.

## **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.



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

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

**Recommendation                      APPROVE**

### **Article 35 Declaration**

The application has been determined in a positive and proactive manner. In this instance issues that have arisen during consideration of the application have been discussed with the applicant's agent and appropriately worded conditions are proposed.

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:  
Affordable Housing Statement by BVA;; Flood Risk Assessment FRA-001 Rev A;  
Transport Statement1; Framework Travel Plan; Energy Statement 2023.004 ; Noise and Vibration Impact Assessment 50-780-R1-2; Daylight and Sunlight Amenity Impact Assessment Rev 01; Phase 1 Ground Investigation 15-843-R1-1. ;  
Preliminary Explosive Ordnance Risk Assessment PRA.10096.23 ; Waste Proforma;  
Extended Phase 1 Habitat Survey Rev A; Biodiversity Enhancement Scheme Rev A;  
Crime Impact Assessment; Design and Access Statement 2210 D&A V4; Location Plan Drawing No.2210-P-09A; Refuse Strategy Details Drawing No.2210-P-11; Cycle Store Details Drawing No.2210-P-12; Proposed Landscaping Drawing No 7115.03 Rev A; Tree Survey and Root Protection Area Drawing No.7115.01; Tree Protection Plan Drawing No.7115.02 Rev A; Arboricultural Impact Assessment and Method Statement MG/7115/REVA/AIA&AMS/MAR23 ;Tree Survey Report



MG/7115/TSR/FEB23; Proposed Levels Drawing No.0600 Rev P1; Proposed Earthworks Drawing No.0601 Rev P1; Topographical Survey Drawing No.40602MCLS-01 As received by the City Council as local planning authority on the 3rd May 2023

Noise and Vibration Technical Note; Phase II Ground Investigation (Reference ARC-PPC-00-XX-RP-G-0002); Proposed Site Layout Drawing No.2210-P-01 Rev I ; All as received by the City Council as local planning authority on the 27th July 2023

Ground Floor Plan Drawing No.2210-P-02 Rev J; First Floor Plan Drawing No.2210-P-03 Rev F; Second Floor Plan Drawing No.2210-P-04 Rev F; Third Floor Plan Drawing No.2210-P-05 Rev F; Proposed Roof Plan Drawing No.2210-P-06 Rev D; Proposed Elevations 1 of 2 Drawing No.2210-P-07 Rev E; Proposed Elevations 2 of 2 Drawing No.2210-P-10 Rev B; Proposed Street Scene and Sections Drawing No.2210-P-08 Rev E; Fence and Railing Details Drawing No.2210-P-14\_Rev A; Proposed Access Strategy P22058-001\_Rev C; All as received by the City Council as local planning authority on the 9th August 2023

Proposed Elevations 1 of 2 Drawing No.2210-P-07 Rev E; Black and white - Proposed Elevations 2 of 2 Drawing No.2210-P-10 Rev B. Black and white - Proposed Street Scene and Sections Drawing No.2210-P-08 Rev E; Typical Window Details Drawing No. 2210-P-15\_Rev A All as received by the City Council as local planning authority on the 30th August 2023

Additional Noise Survey Technical Note - 50-780-TN1-2 as received by the City Council as local planning authority on the 28th September 2023

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

3) Prior to the commencement of demolition/development, a construction management and demolition plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Safe methods of working adjacent the Metrolink boundary;
- A Dust Management Plan;
- Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- Compound locations where relevant;
- Details of the location and arrangements for contractor parking;
- Detail of an emergency contact telephone number to be displayed at the site;
- Loading and unloading of plant and materials;
- Storage of plant and materials;

- Construction methods to be used; including the use of cranes if intended (which must not over-sail the tramway);
- Site hoarding; scaffolding and acoustic fencing;
- Timescales for the completion and scope of a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site;
- Site working hours;
- A community consultation plan.

The development shall only be carried out in accordance with the approved construction management plan.

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

Reason - To safeguard the amenities of nearby residents and ensure safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

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

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

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

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

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

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

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

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

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

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

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

6) No site clearance or vegetation removal shall be undertaken until a method statement for the control and prevention of spread of invasive species has been 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 control the spread of invasive species, pursuant to policy EN15 of the Manchester Core Strategy

7) Prior to the commencement of development (excluding demolition work) details of a surface water drainage scheme prepared in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk

Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;

- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
- CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity;
- Hydraulic calculation of the proposed drainage system, including all parameters;
- Construction details of flow control and SuDS elements.

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

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution details of which are required prior to the commencement of development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

8) No development (excluding demolition works) shall take place until the scope and specification of vehicle restraint measures to be installed along that part of the boundary of the development which is shared with Metrolink and has potential to be used by vehicles, has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed measures.

Reason - To protect Metrolink infrastructure, to protect amenity and in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) No excavations are to be carried out greater than 1 metre deep within 1 metre of the Metrolink operational boundary or any piling works within the zone of influence without notifying Metrolink in advance and obtaining approval via the City Council as Local Planning Authority. Any such works may require track, retaining wall or slope monitoring to be carried out as agreed with Metrolink and at the cost to the developer.

Reason - To ensure that the development does not adversely affect the supporting structures or track alignment and therefore the operation of Metrolink.

10) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) 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)

(b) 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.

(c) 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 Core Strategy.

11) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (1st March - 31st August inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy.

12) Prior to the commencement of above ground development, all materials to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details. The approved materials shall then be implemented as part of the development.

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

13) a) Before the use hereby approved commences external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties and in line with best practices to avoid impacts on nocturnal animals.

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

Reason - To safeguard the amenities of the occupiers of nearby properties and protected species pursuant to policies EN15 and DM1 of the Core Strategy.

14) a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed development against noise from Albany Road the Metrolink Line and nearby commercial/industrial premises shall be submitted to and approved in writing by local planning authority.

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

Due to the proximity of the development to a Metrolink line it shall be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise shall also be factored into the assessment and design.

b) Prior to occupation of the building hereby approved a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria 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 safeguard the amenity of nearby residential properties and to insulate the proposed residential accommodation against noise from Albany Road the neighbouring Metrolink Line and adjacent commercial/industrial premises pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy and national policy contained within the NPPF.

15) Prior to the first occupation of the dwellings hereby approved, full design and materials specifications for the acoustic barrier adjacent the tram line and Albany Road trading estate, together with the boundary treatments to the Albany Road frontage shall be submitted to and approved in writing with the Local Planning Authority. The development shall then be completed in strict accordance with the approved design, shall be fully installed prior to the first occupation of the dwellings and shall be retained in situ for as long as the dwellings are occupied.

Reason - In order to protect the future occupants of the residential accommodation from existing noise sources in the vicinity of the application site and in the interests of the visual amenity and character of the area pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (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 pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.

17) a) Within three months of the commencement of development a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

18) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

19) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

20) The landscaping scheme approved by the City Council as local planning authority shown on drawing reference 7115.03 Rev A 'Landscape Proposal' as received by the City Council as local planning authority on the 3rd May 2023, shall be implemented within 12 months from the completion of development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

21) The development hereby approved shall be carried out in accordance with details contained with the Energy Statement (Ref: 2023.004 March 2023 received by the City Council as Local Planning Authority on 3rd May 2023. A post construction verification report that proposed measures have been incorporated into the



development shall be submitted for approval prior to first occupation of the development hereby approved.

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

22) The development shall be carried out in accordance with the Biodiversity Enhancement Scheme prepared by Rachel Hacking Ecology and as received by the City Council as local planning authority on the 3rd May 2023. Prior to the first occupation of the development a verification report and supporting evidence confirming the inclusion of the enhancement scheme shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To secure the biodiversity enhancements divulged within the application submission pursuant to policy EN15 of the Core Strategy.

23) Prior to occupation, full details of all necessary off-site highway works to be implemented via a S.278 agreement together with details of the car parking surfacing materials shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

- Required amendments to TRO's to protect visibility splays
- Details of all proposed vehicular and pedestrian accesses, associated tactile paving, dropped kerbs etc
- Resurfacing of adjacent footway on Albany Road and reinstatement of redundant accesses

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

24) A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the residential units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval.

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

25) Prior to the first occupation of the development hereby approved, full details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

26) No part of the development hereby approved shall be occupied until the space and facilities for bicycle parking have been provided in accordance with the details shown on drawings referenced 2210- P-12 'Proposed Cycle Store' received by the City Council as Local Planning Authority on 3rd May 2023. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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 and DM1 of the Manchester Core Strategy.

27) The car parking area indicated on drawing numbered 2210 - P- 02J 'Site layout/ground floor plan' received by the City Council as Local Planning Authority on 9 August 2023 shall be surfaced, demarcated and made available for use prior to any of the residential units hereby approved being occupied. The parking areas shall be for the sole use of residential occupants of the development and their visitors and shall be available for use at all times whilst the apartments are occupied.

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

28) Prior to the first occupation of the development hereby approved a management plan for the car parking within and associated with the development shall be submitted to and approved in writing by the City Council as local planning authority. The plan shall include the following and shall be informed by a survey of on street parking within the wider area:

1) Measures to discourage car use and on-street car parking in the area associated with the development ;

- 2) Identification of the measures to monitor and review the effectiveness of the Car Parking Management Plan whilst the development is in use;
- 3) Mechanisms for the implementation of the identified measures in 1) and 2) above;

Within 12 months of the first use of the development, a revised Car Parking Management Plan that takes into account the information pursuant to item (2) above shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

29) Prior to the first occupation of the development hereby approved, appropriate signage shall be installed at the development advising drivers of vehicles accessing the development of the restricted height available to access the car parking area. The installed signage shall be retained and maintained in situ whilst the development is occupied.

Reason – In the interests of highway safety pursuant to policy DM1 of the Core Strategy.

30) Prior to the first occupation of the development hereby approved details of a glazed privacy screen to be installed to the northern elevation of the roof terraces facing towards the adjacent 'Quadrangle building' as indicated on the approved third floor plan drawing reference 2210-P-05 F shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be installed prior to first occupation and shall be retained thereafter whilst the development is occupied.

Reason – In the interests of residential amenity and to avoid the overlooking and loss of privacy to adjacent properties and their external spaces pursuant to policy DM1 of the Core Strategy.

31) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the residential units hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1

and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

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

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, 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 and the guidance contained within the National Planning Policy Framework.

33)) Prior to the commencement of above ground works and notwithstanding details submitted, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include:

- i. the numbers, type, tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) and location on the site of the affordable housing provision to be made which shall consist of a minimum 20% of the dwelling houses;
- ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to any exclusions and exemptions from this requirement that may apply);and
- iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).

The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

Reason - To contribute to the delivery of affordable housing, pursuant to policy H8 of the Manchester Core Strategy.

34) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous

Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

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

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 136878/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
Greater Manchester Police  
Transport For Greater Manchester  
Greater Manchester Ecology Unit  
Chorlton Voice**

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

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

