

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
138127/OO/2023	5th Oct 2023	14 <sup>th</sup> December 2023	Northenden Ward

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**Proposal** Outline planning application (with matters of access, layout and scale for approval) for demolition of existing buildings and redevelopment of site for up to 34 apartments and 3 townhouses (Use Class C3)

**Location** Express Solicitors, 313-315 And 317-319 Palatine Road, Manchester, M22 4HH

**Applicant** Mr James Maxey, Express Solicitors

**Agent** Mr Richard Purser, Plan Red Ltd

### **Executive Summary**

The planning application has been submitted in outline for the redevelopment of the site following demolition of all buildings and erection of a 5 storey building to comprise 34 apartments located along the Palatine Road frontage of the site, together with 3 no. town houses to be located along the Allanson Road frontage.

The application has been submitted in outline with matters relating to access, layout and scale being submitted in detail, with matters relating to the appearance and landscaping being reserved for future reserved matters applications.

The key issues with this application are:

- The scale of the building and its impact on the character and visual amenity of the area
- Potential impacts on the residential amenity of residential properties in the area
- The provision of affordable housing on the site
- The impact on the local traffic and parking
- The flood risk associated with the site

It is acknowledged there are concerns with the proposals, particularly around car parking and the potential impact on the local area; however, as set out in the report it is considered that the proposal would provide residential properties on brownfield land in a sustainable location with a policy compliant proportion of these being for affordable housing.

This application appears on the meeting agenda with another application submitted by the applicant for the redevelopment of another of their office sites located in Northenden for residential development in close proximity to this application proposal that application is reference number 138128/OO/2023.

Other matters raised by objectors are also addressed.

## Description

The site comprises two buildings Resolution House (Nos.317-319) and the Annexe Building (Nos.311-313) and surface car parking to the rear located within the Northenden District Centre. Northenden Centre is focused along Palatine Road the eastern side is generally characterised by Victorian terraced properties although a number of post war properties are also present, most of the properties in the centre contain ground floor commercial units with some upper floors in use for residential purposes. To the south of the application site there are a number of infill developments which have either been on vacant sites or replaced the Victorian terraces. The developments have generally been taller than adjacent properties and include ground floor retail units with residential apartments above.



*Application site is shown edged in red*

Both buildings subject of this application is in occupation by 'Express Solicitors' used as offices, Use Class E(c). The buildings are of brick finish and date from the 1950s, originally constructed with retail at ground floor with office and storage space above. The buildings generally follow an established building line set back from the edge of the adopted footpath on Palatine Road although it is noted that the two storey commercial properties immediately to the south do project forward from this building line.

Resolution House acts as the main office reception for the applicant accessed off Palatine Road. It is 3 storeys on its Palatine Road frontage reducing to two storeys at its rear with an area formerly used as flats at 2nd floor level and converted to office space in 2017. To the immediate rear of this property are a pair of terraced residential properties and associated private amenity space.

The adjacent Annexe building at no's 311-313 Palatine Road is a two-storey building which shows evidence of past extensions to the north side. Both of the buildings have been extensively remodelled internally to provide workspace, offices, and internal corridors.



*317-319 Palatine Road 'Resolution House' to the right 313-315 Palatine Road to the left*

The secure car park to the rear is accessed from Allanson Road to the east. Allanson Road, other than the visual break as a result of the application sites car parking, is characterised by two storey Victorian terraced and semi-detached residential properties of brick construction with decorative banding and window detail on the majority of the properties. Historic maps indicate that the car parking area would have historically contained residential properties and would have had a similar building line to the existing properties on Allanson Road. Allanson Road operates as a one way road and is accessed via Mill Lane from the north.

Two storey Victorian properties lie adjacent the buildings on Palatine Road with ground floor commercial units, some appear to have residential accommodation above. Opposite the site on Palatine Road are two storey bay fronted Victorian terraced properties predominantly in residential use set back from the road frontage by front garden areas, whilst to the south is a substantial three storey post ward mixed commercial residential block with service/ car parking layby to the front.





*View across Allanson Road towards the rear of the application site and existing buildings*

The site is not located in a conservation area but it is located within Flood Zone 2 as a result of its proximity to the River Mersey. A proportionate flood risk assessment accompanies the application.

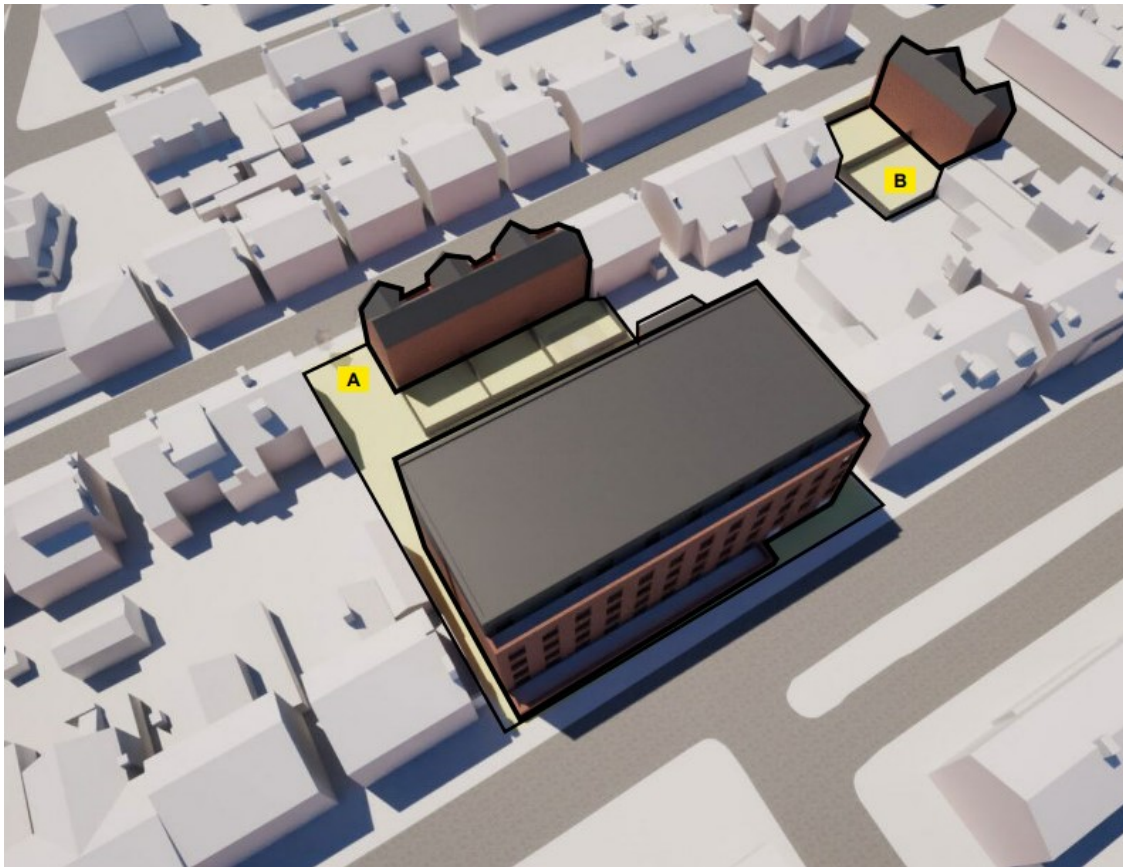
### **Application proposals**

The application seeks outline permission (with matters of access, layout and scale for approval) for demolition of all existing buildings and redevelopment of site for up to 34 apartments and 3 townhouses (Use Class C3). There is a separate application elsewhere on this agenda by the same applicant to redevelop a nearby site at Transformulas House, 1A Brett Street for the erection of two houses ref 138128/OO/2023.

The proposals comprise the redevelopment of the site to form a 5-storey apartment building with 34 residential units of one or two bedrooms in size. The building would present its main elevation to Palatine Road on the western side of the site and would be entered from the street or from the surface parking area to the rear. The ground floor would also include some facilities for building such as secured cycle store and support. The site would have a secure parking area for 24 vehicles at the rear accessed from Allanson Road.

In addition to the apartment building the proposals also seek permission for the erection of 3 no. three storey townhouses which would face onto Allanson Road on

the eastern side of the site. Each townhouse would have an integral garage, and a rear private garden.



*Indicative view of the proposed scale of buildings (A), the other site subject to application reference 138128/OO/2023 is shown as (B)*

The access to the site and car parking area would be altered as part of the proposals to be between the townhouses and no.16 Allanson Road.

As indicated above, as the application proposals are submitted in outline matters relating to the appearance and landscaping would be considered via future reserved matters applications. The purpose of this application is to assess the principle of the development, scale, layout, and access.

### **Relevant Planning History**

The following applications relate to nearby relevant schemes approved within the District Centre:

080073/FO/2006 - 315 - 319 Palatine Road- Change of use of ground and first floor from supermarket and storage (Class A1) to two shop units (Class A1) and solicitors office (Class A2) on ground floor with office use (Class A2) on first floor with retention of existing flats; installation of new shopfront and accessibility ramps to front of building, elevational alterations to rear and car parking for vehicles to the rear to be accessed from Allanson Road – Approved 13.09.2006

098565/FU/2012 - 311-313 Palatine Road - Change of use from use class A1 (retail) to use class A2 (solicitors) – Approved 29.05.2012

115948/FU/2017 - Second Floor, Resolution House, 317 Palatine Road- Change of use from residential flats to solicitors offices (Class A2) – Approved 19<sup>th</sup> June 2017

120665/FO/2018 - 391 Palatine Road - Erection of a part three to five storey building comprising of a ground floor commercial units for Class A1/A2 and 6 x 1 bedroom apartments and 6 x 2 bedroom apartments (12 in total) together with associated landscaping and car parking. Approved 15.11.2018

121828/FO/2018 - 351 Palatine Road - Erection of a 4 storey building to form 16 two bed apartments with one commercial unit (Class A1 to Class A4)) on the ground floor, with associated car parking, refuse and cycle stores at the rear, following demolition of existing building. Approved 14.08.2020

101366/FO/2013/S2 - Land At Junction Of Church Road And Palatine Road Northenden, Part-retrospective application to reduce in size the existing seven storey building to a six storey building including alterations to roof profile, lift shaft and elevational alterations, to form retail (A1) (205sqm) at ground floor and 14 apartments above, basement car parking for 7 spaces and 1 carparking space at ground level (to form 8 in total) and terrace areas and balconies. Approved 3.07.2013

074765/FO/2005/S2 - Former Garage At 265 Palatine Road, Proposed residential development consisting of the erection of a part three, four and five storey block of 40 self contained apartments with associated car parking for 40 cars and landscaping. Approved 06.06.2005

## **Consultations**

The application was subject to notification of 213 nearby addresses as part of the notification process, the application was advertised in the Manchester Evening News and by way of site notice posted at the site. In response 23 representations were received, 2 of these provided comments in support of the proposals, whilst other comments were generally supportive of the principle of redevelopment but raised other concerns.

Ward Councillor Richard Fletcher has also provided comments on behalf of himself and other ward members.

Comments received are summarised below:

### *Ward Councillors:*

Cllr Richard Fletcher has written on behalf of himself, Councillor Sam Lynch and Councillor Angela Moran with some observations relating to the planning application.

They believe this is a suitable change of use for the site and they welcome the units that would be affordable housing as part of this development.

They do have concerns about the current provision of parking as there would not be a space for each flat and due to Northenden not having a particularly handy Metrolink or National Rail stop people are more likely to own a car. They fear that those unable to park on site would leave their vehicles on the neighbouring streets which are already very congested. They request that the provision of parking be looked at again to see if additional spaces can be found.

They therefore request confirmation that these concerns will be taken strongly on board and additional parking provisions are made by the developers.

Any section 106 money arising from the proposals should be used to pay for a residents' parking scheme for those streets surrounding the development. We appreciate that the effectiveness of these can vary but it would at least show goodwill to the residents and make them feel as though the developer is doing their best to mitigate the parking issues.

#### *Local residents*

- Supportive of this development in principle but there are concerns about parking.
- Allanson Rd is already a busy, congested, one way road.
- The existing business creates issues for parking on the streets at the moment by the workers there and there have been issues of parking on the streets by residents.
- The proposal does not provide parking spaces for all of the dwellings planned. This will have a substantial impact on the neighbourhood where parking is already inadequate.
- Northenden already has a doctor's surgery which is unable to cope with the demand for services.
- The recent new developments in Northenden - 3 blocks of flats on Palatine Road and soon to be completed dwellings on Kingsley place will have a greater impact and this does not include the proposed site. This will impact further on the health and well-being of Northenden's population.
- Primary school provision is minimal in Northenden with one faith school and one very small community school this is already not adequate for Northenden. There is no high school provision in Northenden.
- This would be a massive overdevelopment of this land with no thought to parking.
- It is already difficult to park as non-residents use Allanson Road for parking. The Express Solicitors car park is available overnight in an emergency and these plans would affect that.
- Priority should be given to car park spaces to allow more people to visit local businesses.
- Concerned for children's safety if even more cars appear on the street.
- Northenden does not need yet another block of flats, 2 new blocks are under construction at the moment, and another recently built.
- There are many empty retail units already while the existing buildings represent a valuable office space that could better support the local economy than a load of retail units filled with take aways.
- The public transport infrastructure in the area is inadequate.

- The development features a poor selection of apartment types.
- The architectural design of the development does not fit in with the local area, and the generic 'boxy' design will have poor visual appeal.
- Northenden and Greater Manchester in general have a severe shortage of good quality new build homes suitable for families, and I believe the council should be stricter in ensuring new development applications are designed to address this issue.
- While the sustainability report mentions several green initiatives, concerned about whether these will make it into the final design.
- Northenden is not well served by public transport.
- Full residential ground floor will remove all active ground floor uses with the current high street- actively removing this space will accelerate potential death of the high street.
- Increased height of building will detract from very pleasant open aspect of Palatine Road and the aesthetics of high Street which is currently majority two storey buildings.
- Concerned that the excessive proposed height of this building which lies to the south of houses 2 - 12 on Allanson Road would significantly impact the light and solar gain to these properties.
- No on-site amenity space or on plot children's play is provided for the apartments or houses.
- No planned greening within the property boundary, ie no green roofs or green walls or planting of any kind to contribute to local or wider bio diversity or ecology.
- The applicants do not seem to have considered a retrofit or even part retention of the existing building. This would clearly be a far more sustainable solution.
- Express Solicitors were a good business in Northenden and despite them actively encouraging staff to park further away, get public transport or walk, the constant problems associated with too many cars continued to exist.
- The town houses should be taken off the proposal and the car park on site must remain vacant to accommodate the new residents.
- Two properties on Allanson Rd to the rear of 315-319 Palatine Road require access to the rear of the properties for waste disposal bins etc. This was originally provided by a rear alley which was superseded by granted access via the car park once the existing property was built.
- Demolition of the existing structures would damage existing boundary walls to existing properties.
- Concerns about continuation of water supply to existing properties that runs under the car park.
- Concerns raised about construction activities, including access to and from the site, noise levels, storage of equipment, safety and security arrangement.

#### *Comments in support*

- Its good to see that the land will be used for housing and not mixed use as the other developments in the area that end up unused,
- Broadly support the application. There is clear need for all types of housing across the city.
- Acknowledge the need for ongoing development within Northenden and feel that the site would be best repurposed into residential apartments rather than go unoccupied and become derelict and an eye sore.



### *Statutory and non-statutory consultees*

MCC Highway Services – Have assessed the submitted Transport Assessment, Highways Technical Note and Interim Travel Plan that accompany the application. They raise no objections to the proposals on highway or pedestrian safety or capacity grounds.

As a result of the development of the site for residential purposes from its existing office use there would be a reduction in the number of trips to the site and as a result are not considered to give rise to a significant level of new vehicle trips.

Secure cycle parking store would be provided within the apartment building, with one space per apartment which is considered acceptable.

Given the location of the site within Northenden District Centre the level of car parking spaces for the proposed apartments (24 no.) are considered acceptable. Recommendations are made for some spaces to have access to electric vehicle charging points. Following additional information from the applicant the proposed garages on the town houses on Allanson Road are not considered to give rise to significant impacts on existing on street parking within the area.

A full travel plan would be required following occupation of the site.

Highway works would be required to reinstate the footway on Allanson Road, dropped kerbs to serve the town house integral garages and likely that new traffic regulation order (TROs) would be required to accommodate the proposed access arrangements on Allanson Road. These would be secured via an appropriate worded condition with the works being delivered as part of a section 278 agreement and section 184 vehicle crossing licence.

In addition, a further condition relating to the production and submission of a construction management plan would be required.

MCC Environmental Health – Recommend conditions are attached to any approval relating to submission and approval of: a construction and demolition management plan; external lighting scheme and verification stage; residential acoustic insulation and overheating assessment together with a verification stage; final details of a waste management strategy; electric vehicle charging point details; and, further details of contaminated land site investigations, risk assessment, remediation strategy and verification report.

MCC Flood Risk Assessment – Have recommended conditions be attached to any approval in relation to finished floor levels of the proposed development as the site is located in flood zone 2 and conditions relating to the submission and approval of a surface water drainage scheme.

Greater Manchester Ecology Unit – Have assessed the submitted information and bat survey reports. No evidence of bat roosting has been found on the site, if there is a delay in demolition taking place it is recommended that a condition be attached for further bat surveys to be undertaken.

In order that there is an improvement to biodiversity on the site than the current condition it is recommended that a condition for details of landscaping and biodiversity enhancement measures such as bird boxes are provided as part of reserved matters applications.

United Utilities – Request the submission and approval of a surface water drainage scheme.

## **Policy**

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

*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.

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. The proposals seek the redevelopment of the site for 34 residential apartments and 3 townhouses and would also meet a need for affordable housing in Northenden. And would assist in the delivery of additional housing in a sustainable location on previously developed land.

Policy H 7 Wythenshawe Housing - The proposals would provide high density development within the Northenden district centre and would contribute towards the stock of affordable housing.

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 20% of the apartments on the site would be affordable to be secured via a section 106 agreement. This level of provision would comply with this policy.

Policy EN1 Design Principles and Strategic Character Areas - The proposals are considered to be of a layout and scale that is compatible with the surround area.

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.

As the proposals are currently in outline a high level sustainability report has been provided this confirms the Proposed Development would adopt the use of an energy hierarchy and a holistic approach to sustainability to meet National best practice guidance and Manchester City Council's objectives for energy consumption and carbon dioxide emissions reduction.

Policy EN9 Green Infrastructure - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The current site contains hardstanding and buildings, the detailed future proposals offer the opportunity to enhance the site through incorporating landscaping and tree planting to enhance the setting of the proposed buildings.

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. The site does not contain any biodiversity value at present and has been assessed as not containing any bat roosts. The proposals offer the opportunity to increase biodiversity on the site through landscaping and other enhancements that would be subject of future detailed reserved matter application submissions.

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 be expected to incorporate best practice 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 site contains buildings there are contaminated land risks associated with the sites redevelopment. The site has been subject to desk study which is acceptable. If the proposals are granted approval further site investigations, remediation strategy and risk assessment would be required, and this would be secured via an appropriately worded condition.

Policy EN19 Waste – The proposals would incorporate bin store which provides direct access to adjacent roads for collection by refuse vehicles. Final details of the waste management strategy would be brought forward via future reserved matters applications.

Policy T1 Sustainable Transport – The development would provide less than one car parking space per apartment unit, would provide covered and secure cycle parking facilities and is located in close proximity to a public transport bus network. A travel plan would be conditioned as part of any approval.

Policy T2 Accessible Areas of Opportunity and Need – The application site is 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. Further details would be required as detailed reserved matters applications are brought forward. Appropriately worded conditions are proposed.

### *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 34 apartments (20% affordable) and 3 townhouses 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 proposal would introduce activity and natural surveillance to Palatine Road and Allanson Road. Measures to reduce crime and the fear of crime would be considered as part of future reserved matters applications.

Section 9 (Promoting Sustainable Transport) – The proposal is in a location accessible by 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 to date.

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 2 of the Environment Agency flood maps and has a medium probability of flooding. The application is accompanied by a proportionate flood risk assessment. Measures relating to the drainage of the site and any mitigation required to reduce the flood risk on the development would be brought forward as part of future reserved matters applications.

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 on 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 now become the subject of further public consultation.

The City Council's Executive committee, on the 4 October 2023, has now agreed the Main Modification and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 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 is now a material planning consideration in the determination of planning application in Manchester. The Plan and its policies must therefore be given considerable 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, and 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.

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.

#### *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 efficient use and 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. The re-use of this site is therefore considered to be acceptable in principle subject to further consideration of the impacts of the proposals on residential and visual amenity and potential impacts on the local area with particular regard to on-street car parking pressures.

##### *Residential Amenity*

The proposed apartment building would have front and rear facing windows that are anticipated as serving habitable rooms, although the final internal layout and appearance of the building would be subject to further reserved matters applications. The layout indicates that there would be a separation distance between the rear of the proposed apartment building and the rear of the residential properties at no's 22 and 24 Allanson Road of approximately 17 metres.

The proposed apartment building and the proposed townhouses would have a rear-to-rear window distance of approximately 18 metres, and the proposed apartment building and no. 12 Allanson Road would have a separation distance of 14 metres although this relationship would not be a direct rear to rear one due to the siting of the apartment building off its northern boundary. These separation distances would be reflective of those elsewhere in the district centre and with consideration in the

final layout of proposed apartment building and arrangements of rooms and windows it is considered that impacts in relation to loss of privacy and overlooking could be successfully resolved.



*View across the application sites car park towards the rear of 22 & 24 Allanson Road (properties with white render)*

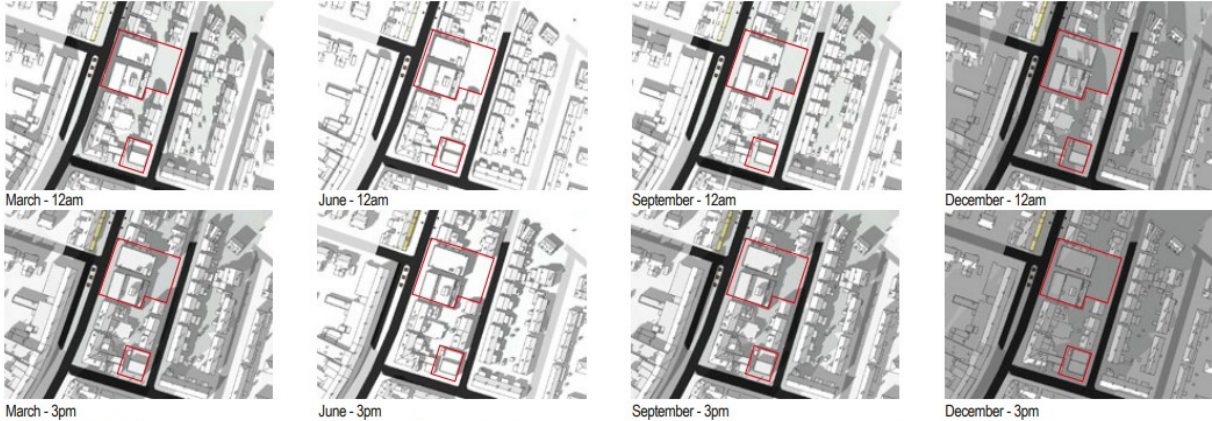
The existing buildings currently have a number of close relationships to existing properties on Allanson Road particularly numbers 12, 22 and 24. The existing building at 317-319 Palatine Road is approximately 7.5 metres from the rear wall of numbers 22 and 24 Allanson Road and 313-315 Palatine Road is approximately 6.24 meters from the rear wall of 12 Allanson Road. Whilst the proposals would increase the overall height of built form on the site they would be set further away from these properties. As set out above these distances from the proposed building would increase to 17m (from numbers 22 and 24 Allanson Road) and 14m (from number 12 Allanson Road) respectively improving the relationship between existing and proposed built forms and reducing any feeling of the proposed built form being overbearing to any unacceptable extent.

The applicant has provided a solar study of the existing buildings on the site together with an assessment of the proposed building, this information has been fully assessed. This indicates that there would be impacts in terms of shadowing occurring in the afternoon period from 3pm in March and September, with the greatest impacts being to the rear gardens and properties to the north on Allanson Road and number 12 Allanson Road in particular. The study does indicate that these properties are already impacted to an extent from the existing buildings that cause

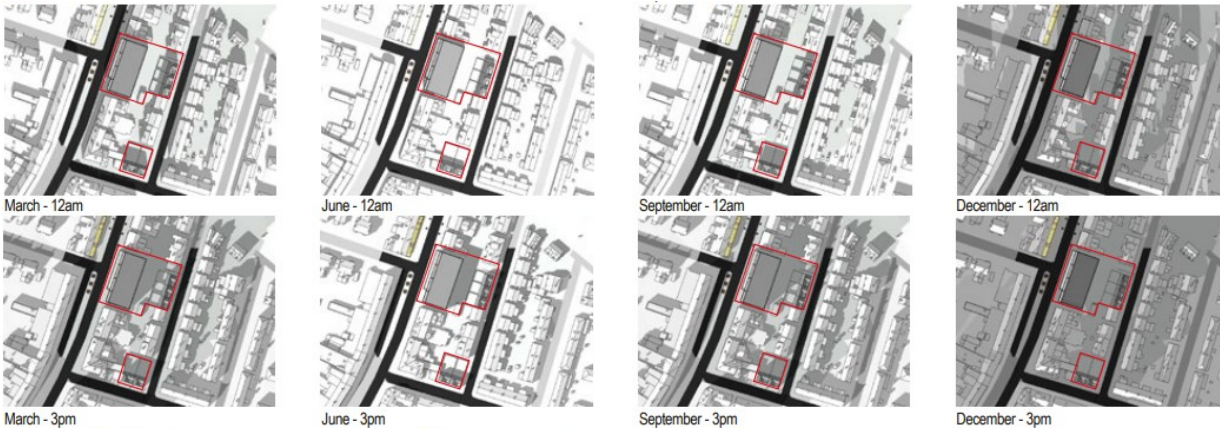


overshadowing to these areas, this is not unexpected given the closer relationship of the existing buildings to these properties as set out above.

The proposal would not give rise to significant impacts on existing residential properties on the opposite side of Palatine Road, with only the winter months experiencing additional shadowing.



*Solar Study Showing the impacts of the existing buildings edged red in centre at various times of day through the year*



*Solar Study Showing the impacts of the proposed buildings edged in red in centre at various times of the day through the year*

These impacts are acknowledged, the site is located within an urban context where there are a number of relationships between buildings that give rise to impacts on sunlight and daylight and the feeling of being overbearing. In this instance given this context and the overall benefits that would derive from the proposals in delivering residential development and the provision of on-site affordable dwellings, it is considered that the scale of the proposals would not give rise to impacts on loss of daylight or sunlight, or of being overbearing that would warrant refusal of the proposals.

It is the case that the existing building could be converted to residential accommodation under the Prior-Approval Process, without the need for an application for planning permission, which could result in a significant number of residential units being provided. This would mean that an existing rooftop garden,

existing windows and external stairs could all be utilised resulting in considerable impacts on neighbouring occupiers with no control by the Local Planning Authority.



*No. 12 Allanson Road with the rear of the existing office building to the left*

The proposed townhouses would reflect the existing building line on Allanson Road and would therefore have a similar relationship across the road to those existing properties opposite. This relationship across the road is considered acceptable.

The use of the site for residential purposes would reflect the general character of the area to the east. Comings and goings and general activity would reflect the nature of Allanson Road. The inclusion of an access to the apartment block directly from Palatine Road would help to balance the activity associated with the use of that building and not lead to it being concentrated on Allanson Road. As indicated in the submitted transport assessment the use of the site for residential purposes rather than as offices is anticipated to reduce the number of journeys generated by the overall development.





*Existing residential properties on Allanson Road*

### *Visual Amenity*

The proposed apartment building is indicated as being set at 5 storeys in height with the town houses being at three. The apartment building would be three storeys taller than the majority of buildings immediately adjacent that sit at 2 storeys although the building on site at 315-319 Palatine Road is three storeys in height on the Palatine Road frontage. The illustrative elevational drawings submitted to reflect the proposed scale of the building show the fifth floor sitting back from the main frontage with the use of differing materials that would assist in reducing the overall visual appearance along Palatine Road. The final detailed design of the proposals would be subject to future reserved matter applications where this matter would be considered further together with the appropriate design and materials to assist in reducing the perceived height of the building. The illustrative drawings to indicate that this effect could be successfully achieved at the site.



*Illustrative CGI of the proposed building showing the proposed height*

Whilst the apartment building would be taller than those buildings immediately adjacent, it is considered that it is reflective of recent proposals approved within the district centre where schemes have increased the height of the built form (see planning history section of this report). The proposals would see the efficient use of brownfield land and increase the density of development which is supported in the adopted development plan policies and the emerging Places for Everyone Plan.





*Examples of more recent additions to the District Centre providing variety of heights of buildings*

The proposed three storey town houses on the Allanson Road frontage are considered to be an acceptable addition to the street. The illustrative designs of these properties indicate that with the use of setbacks, eaves heights that reflect those of adjacent terraced properties together with the right material choice these could successfully assimilate into the street scene and character of the area. The inclusion of three storey properties is again reflective of recent residential developments in the area, including that off Mill Lane to the north of the site.

Subject to the detailed consideration of the appearance of the proposed buildings through future applications it is considered that that the proposals would not give rise to significant impacts on the visual amenity of the area to warrant refusal of the proposals. It is considered that the scheme proposed would add visual interest to the District Centre replacing a poor-quality building and creating variation in height and scale from the existing situation reinforcing the built form within the centre.



*Elevational drawing of Allanson Street elevation showing proposed townhouses in the foreground and proposed apartment block beyond.*

### *Travel and transport*

It is the case that 24 car parking spaces are proposed for the apartments together with a garage space for each of the three town houses. This level of car parking is considered to be appropriate within a district centre close to shops and services and also located on a bus route. Secure cycle parking would also be provided within the apartment building for 100% provision.

Highway Services have assessed the proposed development and are satisfied that the proposal would result in a reduction in the number of trips generated by the residential scheme compared with the existing employment use. This would result in less vehicle movements on nearby residential streets to the benefit of those occupiers, and in particular to those occupiers to the immediate rear on Allanson Road, This is due to the fact that the existing Solicitors business is a significant employer and the application proposals would result in less pressure for on-street car parking.

It is acknowledged that there would be a loss of available on street parking on Allanson Road due to access requirements to the three proposed town house garages through additional on street parking surveys the applicant has satisfactorily demonstrated that this would not have a significant impact on the availability of on street parking.

The proposed bike storage would promote alternative means of travel and a condition is required for a travel plan to be implemented as part of the development to also promote alternative travel modes.

As stated above the proposed office accommodation could be converted to residential under a prior approval process with far less control to the Local Planning Authority than available through the planning application process.

Highway works would be required to reinstate the footway on Allanson Road, dropped kerbs to serve the town house integral garages and likely that new traffic regulation order (TROs) would be required to accommodate the proposed access

arrangements on Allanson Road. These would be secured via an appropriate worded condition.

*Flood Risk and Drainage* -The application site is located within Flood Zone 2 and is accompanied by a site specific flood risk assessment which has been fully assessed. Given the sites location it is proposed that appropriately worded conditions are attached to any approval relating to a final surface water drainage scheme and that reserved matters applications through the final design of the buildings reflects the recommendation on finished floor levels.

*Accommodation and Space Standards*- It is proposed to provide 12 one bed apartments and 22 two bed apartments as well as 3 three bed town houses. Details have been provided to demonstrate that all apartments and houses would meet the Council's adopted space standards. It must be noted that if the existing building was converted to residential accommodation as part of the prior Approval process then the Local Planning Authority would have no control regarding the size or standard of accommodation provided. This would add to the range and type of housing available within Northenden.

*Air Quality* - An air quality assessment was submitted as part of the planning application and has been fully assessed by the Council's Environmental Protection Service and is considered to be acceptable. A qualitative construction phase dust assessment was undertaken in accordance with institute of Air Quality Management guidance and measures were recommended to minimise emissions during construction. These measures will form part of the construction management plan. Impacts from traffic movements were also fully assessed and were not considered to be significant. Measure such as electric vehicle charging points as well as cycle parking and a travel plan are considered to be beneficial for air quality.

*Affordable Housing* - The proposals would meet the affordable housing requirement of 20% on-site provision that is set out in Core Strategy policy H8 and allow a broader range of affordable housing types to be provided in the local area. 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 a section 106 legal agreement would need to be entered into with the applicant and the recommendation in this report reflect this.

*Environmental Standards* - The Proposed Development would adopt the use of an energy hierarchy and a holistic approach to sustainability to meet National best practice guidance and Manchester City Council's objectives for energy consumption and carbon dioxide emissions [CO<sub>2</sub>] reduction. The energy hierarchy aims to reduce energy demand and CO<sub>2</sub> emissions through passive design measures and a 'fabric first' approach (Be Lean) before seeking to reduce the remaining demand by the cleanest means possible. This includes exploiting local energy resources/supplying energy efficiently and cleanly (Be Clean), and finally exploring the opportunities for producing, storing, using renewable energy on-site (Be Green).

The final fabric specification, building services specification and provision of energy efficiency measures including measures to alleviate any potential risk of overheating

will be confirmed at the Reserved Matters stage and via Part L energy modelling and Part O overheating assessment of the proposal. The use of renewable energy sources will also be the subject of the final design specifications. However, a condition is recommended to ensure that the development would meet Policy requirements.

*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.

*Landscaping and Biodiversity* – The application site comprises of buildings and hardstanding with no existing landscaping provision. Whilst landscaping is reserved to future reserved matters applications the applicant has indicated areas where potential tree planting could take place to the Palatine Road frontage within the application site and the townhouses would contain rear private garden space. In addition, other measures could be incorporated into the landscaping to enhance biodiversity such as bird boxes. These improvements would be considered as part of future applications.

*Waste Management* – The proposals incorporate a bin store which would be large enough to store all required recycling bins for all generated waste and which is positioned to allow bins to be presented to Allanson Road for collection. These general arrangements are acceptable however, as the final details of the development would be presented in reserved matters applications an appropriately worded condition is proposed.

A concern has been raised by an existing resident on Allanson Road who currently have access to their rear yard from the existing car park in order to store their bins off the road. The applicant has confirmed that those right of access would be retained for the resident and access would still be provided via the car parking area proposed. Confirmation of these details would be made via the proposed above condition.

*Construction phase*- The construction and demolition 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. To ensure this process is managed in the most appropriate way at the time when construction is due to begin and given the sites location and context close to residential properties an appropriately worded condition to manage the construction phase is proposed to be appended to any decision.

*Impact on District Centre* – It is recognised that the proposed development would not include any commercial floorspace at ground floor level and would result in the loss of existing office space. Whilst this is regretted the applicant indicates that they are moving to more suitable premises at Sharston Business Park. The relocation is allowing for the continued growth of the business from some 560 employees to a



planned 1,000 employees. Those jobs would continue to be provided within and mainly taken-up by people resident in South Manchester.

The current buildings have been previously repurposed from a retail use and have been adapted and subdivided by the applicant over the years of their occupation. The applicants marketing of the buildings has yielded little interest, with that received for short-term, part lets, which are not of scale to allow the necessary renovation / remodelling to allow multiple occupation or reuse.

The current buildings are not visually attractive and do not currently contribute positively to the district centre. The redevelopment of the site and replacement with modern, energy efficient and sustainable buildings would provide an opportunity to enhance the contribution this site can make to the district centre. The site's location, whilst adjacent to existing commercial buildings is within part of the district centre which is more fragmented with two storey residential properties located on the opposite side of Palatine Road. The relationship of the site to residential properties to the rear on Allanson Road makes the site more suitable for a residential development in this instance.

The provision of residential uses would help to strengthen the centre through provision of an increased residential population on Palatine Road to support the existing business and other commercial floor space being provided in other developments within the centre. The activity generated through a residential use, comings and goings etc would help support the vitality and viability of the district centre.

In this instance given the sites, location, relationships to existing residential properties and that the proposals would assist in redevelopment of a site that is not considered to contribute positively to the district centre the loss of the existing office space is considered acceptable.

*Designing out Crime* – The detailed design would be subject to Secured by Design standards and the applicant has committed to ensuring that these standards are incorporated into the final design.

*Inclusive Design* – The applicant has provided confirmation that the apartment building would incorporate a lift and would meet the Council's space standards allowing accessibility and flexibility.

*Conclusion* - The application relates to a brownfield site located within Northenden District Centre. The proposal itself would provide 34 no. Apartments, 20% of which would be provided as affordable housing (8 units) to be secured via a section 106 agreement. And 3 townhouses.

The provision of residential accommodation and 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. The loss of existing employment space is acknowledged, and it is noted that the applicant will continue to be represented in Wythenshawe through an enlarged office

provision in more suitable premises. In this instance the benefits of redeveloping the site to provide a high-quality residential development including a policy compliant onsite contribution of 20% affordable units is considered to outweigh the loss of employment space.

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 to ensure it is high quality, sustainable and minimises any impacts. With the 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation - Minded to Approve subject to completion of a section 106 agreement relating to on-site provision of 20% affordable housing**

**Article 35 Declaration**

The application has been determined in a positive and proactive manner, in this instance issues have been raised with the applicant and further information has been provided.

**Conditions to be appended to the decision**

1) Applications for approval of reserved matters for the development must be made to the City Council as local planning authority before the expiration of three years beginning with the date of this approval.

The development hereby permitted shall be begun either not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such reserved matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Approval of the details of the appearance of the buildings and the landscaping, of the site (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

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

12165-AEW-01-00-DR-A-0510 Rev P04 Proposed ground floor level – site layout parameter

12165-AEW-01-ZZ-DR-A-0550 Rev P02 Palatine Road Elevation Height parameter

12165-AEW-01-ZZ-DR-A-0551 Rev P02 South Elevation Height parameter

12165-AEW-01-ZZ-DR-A-0552 Rev P01 West Elevation Height parameter

12165-AEW-01-ZZ-DR-A-0560-S2-P1 Rev P01 North Elevation Height parameter

Phase 1 Geo-Environmental Assessment reference NNM-BWB-ZZ-XX-RP-YE-0001\_Ph1 March 2023

Transport Statement reference P23019/TS and Travel Plan reference P23019/TP

Noise Impact Assessment reference TRC-BWB-ZZ-ZZ-RP-YA-0001\_NIA\_S0\_P01 March 2023

High Level Sustainability Statement NDM-BWB-ZZ-XX-RP-ME-0001\_High Level Sustainability Statement reference April 2023

Air Quality Assessment reference NDM-BWB-ZZ-ZZ-RP-LA-0001\_AQA\_S0\_P02  
August 2023

All as received by the City Council on the 18<sup>th</sup> September 2023

Flood Risk Assessment NDM-BWB-ZZ-XX-RP-YE-0002\_FRA Rev P02 November  
2023 as received by the City Council on the 24<sup>th</sup> November 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.

4) If the demolition of existing buildings hereby approved does not commence before  
30<sup>th</sup> April 2025, prior to any demolition taking place the buildings on the site shall be  
reassessed for bat roosting and the findings of the surveys submitted to and  
approved in writing by the City Council as local planning authority.

Reason – In the interests of protected species that may be present on the site if there  
is a delay in demolition works taking place, pursuant to policy EN15 of the Core  
Strategy and the NPPF.

5) 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:

- 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;
- 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;

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 pursuant to policies SP1,  
EN19 and DM1 of the Manchester Core Strategy.

6) 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).

7) 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.

8) No development (excluding demolition) shall take place until surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include the following:

- A finalised drainage layout (limited to 4.2l/s) showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS (Sustainable Urban Drainage Systems) components (utilising infiltration, raingarden or attenuation) if practicable;
- 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;
- Hydraulic calculation of the proposed drainage system, including all engineering parameters;
- Construction details of flow control and SuDS elements.

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



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

9) Prior to the commencement of above ground works, details of the measures to enhance the biodiversity of the development the 'Biodiversity Enhancement Scheme' shall be submitted to and approved in writing by the city council as local planning authority. Prior to the first occupation of the development a verification report and supporting evidence confirming the inclusion of the enhancement scheme into the development 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.

10) Prior to the commencement of above ground works commencing, details of the Energy Strategy and Sustainable Design measures to be incorporated into the development identified within the approved High Level Sustainability Statement referenced within condition 3 of this decision, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - 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

11) a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed development against noise from Palatine Road 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.

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 Palatine Road 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.

12) 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. The submitted details shall include the measures to be in place to allow retained access to existing residents on Allanson Road to their waste storage areas.

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.

13) 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.

14) 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 pursuant to policy DM1 of the Core Strategy.

15) 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

16) 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.

17) Prior to occupation of the development hereby approved, 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
- 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.

18) 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.

19) 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.

20) No part of the development hereby approved shall be occupied until space and facilities for bicycle parking have been submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be installed, 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.

21) The car parking area indicated on drawing numbered 12165-AEW-01-00-DR-A-0510 Rev P04 Proposed ground floor level received by the City Council as Local Planning Authority on 18 September 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.

22) 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.

23) 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.

24) 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 to the apartment building hereby approved, 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

25) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no extensions or additional development shall be erected under Part 1, Classes A (extensions), Class AA (enlargement of a dwellinghouse by construction of additional storeys), B (alterations to the roof) and E (outbuildings) to the 3 no. Townhouses hereby approved, unless expressly permitted by the City Council as local planning authority.

Reason - Alterations to the proposed development could have an adverse impact on the visual amenity of the area and the privacy of adjoining properties contrary to the provisions of Core Strategy policies DM1 and SP1.

26) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no integral garages to the 3 no. Townhouses hereby approved shall be converted to living accommodation unless expressly permitted by the City Council as local planning authority.

Reason - The loss of off-street car parking could give rise to additional on-street parking to the detriment of highway and pedestrian safety pursuant to policy DM1 of the 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: 138127/OO/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  
MCC Flood Risk Management  
Greater Manchester Police  
Environment Agency  
Greater Manchester Ecology Unit  
Northenden Civic Society  
Northenden Village Partnership  
High Speed Two (HS2) Limited**

**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



