

|                           |                      |                                |              |
|---------------------------|----------------------|--------------------------------|--------------|
| <b>Application Number</b> | <b>Date of Appln</b> | <b>Committee Date</b>          | <b>Ward</b>  |
| 138712/FO/2023            | 1st Dec 2023         | 15 <sup>th</sup> February 2024 | Burnage Ward |

**Proposal**     Erection of a residential development of up to 112 dwellings with associated access, parking, landscaping and drainage following demolition of the existing B&M retail unit and associated garden centre

**Location**     B&M Home Store Burnage, Kingsway, Manchester, M19 1BB

**Applicant**    Triple Jersey Limited

**Agent**         Chris Wallace, DPP Planning

### **Executive Summary**

The application proposals are for the redevelopment of an existing retail store and associated areas of car parking to provide up to 112 residential properties.

The key issues in respect of this proposals are:

- The loss of retail floorspace and employment from the site
- Impacts on the highway network
- The level of proposed car parking
- The design, layout and appearance of the proposal and relationships to adjacent buildings and land
- The standard of accommodation proposed.
- Provision of affordable housing on the site

The application was subject of notification of 236 nearby properties, 70 representations were received in response together with an objection submitted on behalf of 45 residents. Issues raised include: the loss of local shopping provision, traffic and car parking impacts on the local area, loss of residential amenity, and that the proposals constitute an over development of the site. These matters and others are fully considered in the report below.

### **Description of site**

The application site relates to a B & M retail store with associated car parking, service yard and landscaped areas located to the west of Kingsway, to the east of a main railway line, with Talbot Road to the north and an existing Mosque and Children's Nursey building located on Mauldeth Road to the south. The site previously formed part of railway lands prior to its redevelopment in the late 1980s. The surrounding areas are predominantly residential in nature comprising two storey brick built semi-detached inter and post war properties.



*View south across car park towards existing retail store*

There are two existing vehicular access points one from Mauldeth Road which operates as a two-way access whilst the other from Talbot Road is one way only for cars accessing the site from the north. There are a number of buildings and land that bound the site to its southern and south-western edge and these include a petrol filling station; electric substation; and, vacant office buildings. The site extends to 1.64 hectares in size with the main site containing the retail store and car parking being in an elevated position to that of Kingsway and the surrounding roads. The railway line to the west is set at a higher level again with the main access road to the retail store and car park running alongside the railway embankment on a south to north alignment. Trees and shrubs form the eastern boundary of the site with a further landscaped green wedge forming the northern tip of the site comprising grassed banking and tree planting.



*Aerial view with the application site edged in red*

### **Description of development**

The proposal is for the redevelopment of the site following the demolition of the existing retail store on the site to provide 112 residential properties. The mix of accommodation includes:

- 2 x 1 bedroom apartments
- 86 x 2 bedroom coach houses and apartments
- 16 x 3 bedroom terraced houses
- 8 x 4 bedroom homes terraced houses

The proposals are for the provision of build to rent residential units across the site which the applicant indicates offers longer term stability for residents unable to afford outright home ownership.



*Proposed layout of the development*

The proposals have been arranged so that the built form has frontages to Kingsway, the access road on its eastern boundary and to the north at the junction of Talbot Road and Kingsway. Between this built form are areas of private and communal amenity space and car parking. The proposed residential units would be a mix of two and three storey dwellinghouses together with 3 no. four storey apartment blocks which would be situated located towards the northern end of the site.

86 car parking spaces would be provided on site (ratio of 0.77 spaces per residential unit) and these would be allocated so that each 3 and 4 bedroom property would have a parking space (24 units) the remainder of the parking would be unallocated with the use of these being flexible for the other residents. Cycle parking would be provided with one space per unit with the dwellinghouses where gardens are provided having sheds as cycle stores, whilst dwellinghouses without gardens being provided with dedicated cycle stores adjacent to bin stores. The apartment buildings would be provided with dedicated shared cycle storage within each block.

Vehicular access would be retained from Talbot Road via a reconfigured access to enable two way vehicle movements via a 5.5m access road and 3m wide shared

pedestrian and cycle path on the eastern side of the road. No alterations are proposed to the access road from the south of the site but will be available for future residents to use. Waste bin stores are to be provided through the site with refuse collections taking place from the main access road.

The existing boundary trees to the east and north would largely be retained with the proposals indicating additional landscaping and tree planting arranged across the site within car parking areas, communal and private amenity spaces.

### **Relevant Planning History**

066769/LE/SOUTH1/02 – B & Q Retail Unit, Mauldeth Rd/Kingsway, Burnage - CERTIFICATE OF LAWFUL USE - Use of the premises for unrestricted A1 (retail) use. Approved 09.12.2002

032397 - Former British Rail sidings, Mauldeth Road Station, Mauldeth Road, Kingsway, Talbot Road, Burnage - RESERVED MATTERS Details of the landscaping for the erection of a non-food retail unit with a garden centre, access roads, parking and landscaping – Approved 03.11.1988

031079 - Outline application for the erection of a non-food retail unit with garden centre, access roads, parking and landscaping – Approved 28.04.1988

The three applications below relate to land to the south of the current application site currently comprising vacant offices and associated lands.

138733/P3MA/2023 - Prior Approval for change of use from offices (Class E - Commercial, Business and Service) to 24 self-contained flats (Class C3 - Dwellinghouses) -Refused 05.02.2024

130098/OO/2021 - Outline application (access, layout and scale) for the erection of a 3, 4 and 6 storey building to form 90 apartments with associated parking, landscaping and vehicle access/egress from Kingsway. Refused 30.08.2022 – Subsequent Appeal dismissed 31.07.2023

122088/OO/2018 - Outline application (all matters reserved) for the erection of a 5, 6 and 10 storey apartment building with associated car parking to form 147 new apartments. Refused 16.10.20219 – Subsequent Appeal dismissed 14.04.2020

The two applications below relate to the development of the adjacent petrol filling station and car wash.

037515 – Erection of a petrol filling station after demolition of existing petrol/ service station. Approved 13.11.1990

079154/FO/2006/S2 – Installation of new pressure washing bay and screen at existing garage. Approved 07.08.2006

### **Consultations**

The application has been subject to notification of 236 nearby properties and site notices were posted at the site and an advertisement was placed in the Manchester Evening News notifying of the proposals.

In response 70 representations have been received, 64 objecting to the proposals, 4 supporting the application and 2 providing neutral comments. In addition, 1 objection has been received signed by 45 local residents. A summary of the comments received is set out below:

*Ward Councillors – Councillors Bev Craig, Azra Ali, Murtaza Iqbal*

Can be summarised as follows - State that they only object to applications that they think do not best serve the local community and/or are in contravention of Manchester's Local Plan.

There are several issues of concern, some of which may sit outside the planning application determination such as the loss of employment opportunities. They indicate they are disappointed that the applicant does not offer any affordable homes as part of their development. Burnage has a significant waiting list for social housing, and local RPs that are desperate to build. Understand that national planning legislation means if a developer can prove affordable housing is not financially viable, they are exempt from Manchester's request of at least 20%, and hope that the independent verification of the viability calculations will test this. They state they are disappointed that grant funding that could have been available to fill that gap was not explored.

They have concerns about the suitability of the BTR model on the suggested price point in Burnage and would wish for assurances that the 'family housing' model in the future wouldn't be flipped to PBSA in an area of the city that is not featured in the City Council's future pipeline as determined by Council policy.

They are extremely disappointed that the developers seek to misrepresent the views as local Councillors in the Planning, Affordable Housing Statement and SCI especially at 6.9 of this document. Whilst they did say that they are sympathetic to the need for homes that fit the local area's needs. They pressed strongly that they wished to see social and affordable housing alongside homes for first time buyers. They had expressed surprise and concern at the price point being suggested, entirely unattainable for many in the area and reading the documentation it can be seen that they have benchmarked against the rented sector in Didsbury and BTR in the city centre, not Burnage postcodes. They had tested and challenged the proposed layout on the grounds of access, road safety and density. They do accept that the CGI and proposals look visually appealing but for the record it must not be construed that they were offering their support to the application.

In terms of the application, they oppose it on the following grounds:

1. Absence of affordable housing as set out above.
2. The layout and density of the scheme given its surroundings. It is a self-contained site that needs sufficient access for communal and parking spaces and indeed local amenities. There is over densification for the units on the left-hand side.
3. Access to the site is not sufficiently addressed in the application given that this is on one of the main arterial routes to the city, and whilst access to the road currently

used for B&M at present there is some disputed ownership concerns to be address towards Mauldeth Road.

*Local residents – can be summarised as follows:*

The current B and M store is a valuable asset to the local community. The loss of the store would impact on the ability and convenience for residents to access similar facilities.

The additional residential development will place pressure on local schools and GP surgeries. People already face severe problems to get kids into nearby schools and getting GP appointments.

The development would lead to an increase in traffic in the local area which already experiences high levels of traffic, congestion and associated air quality impacts.

The houses being built are buy to rent, they will not be there to encourage new families into the local area.

There will be ecological impacts on Birds, Bats, Wildlife that uses the railway embankments.

Overlooking and loss of privacy - in previous planning decisions when B&Q was given permission after consultation it was an issue so the building was sited and laid out to not have direct vision onto Kingsway properties.

The height and scale of the proposed buildings would dominate the surrounding area. It would be visible in longer views from a number of directions and its height and scale would contrast sharply with the established pattern of development in the area. In this regard, the submitted plans indicate a large bulky structure, of utilitarian design, that would be completely out of scale with its surroundings.

The proposals include a number of poor design features including tall 4 storey units made up of flats which will be close to the back edge of the footway to Kingsway, and amenity decks that would be overshadowed for much of the day.

Draft Policy GM-H 4 of the emerging Greater Manchester Spatial Framework stipulates minimum net residential densities of 70 dwellings per hectare near railway stations with a frequent service. In any case, the proposed 112 dwellings would far exceed the minimum net density stipulated in that draft policy.

The proposal represents an overdevelopment of the site to the detriment of the character of the area. The proposed development, by reason of its high density, built form, layout, and lack of private amenity space, results in an inappropriate form of design that will have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site and the overall character of the area.

The proposal is considered to be contrary to policies SP1 and DM1 in the Manchester Core Strategy Development Plan Document and the guidance contained within the National Planning Policy Framework and National Design Guide. The proposed development, due to the provision of an insufficient number of off-street

parking spaces, will lead to an increase in on-street parking in an area that experiences a high demand for on-street parking spaces. This increase in on-street parking will have a detrimental impact upon the levels of pedestrian and highway safety enjoyed within the vicinity of the site, contrary to Policy DM1 in the Manchester Core Strategy Development Plan Document.

Staff losing their jobs - all local people - the planning application states 5 full-time and 10 part-time employees work at B & M, however there are 60+ Employees who will lose their jobs.

B&M provides to the area affordable products including food it is a store that's a lot cheaper than most supermarkets, it's a very busy store.

The proposed development could impact on local air quality by virtue of road traffic emissions associated with not just the development and during the construction phase, but the impact of such a volume of dwellings. The impact of the proposed development on local air quality is considered to be of very high importance.

The submitted reports with regard to Noise and Vibration have been carried out at times when the area nearby is quieter i.e - lunchtime 13:30 - 14:30 and on a weekday in the summer (August 2023) not as many cars on the road as schools are closed. That doesn't show a true reading.

A rail traffic sound survey was undertaken during a weekday period to capture a sample of train pass-bys along the railway line, entering and leaving Mauldeth Road Station in accordance with the procedures stated in Calculation of Rail Noise (CRN). The survey was undertaken during the following period: 13:30-14:30 Thursday 17th August 2023. This survey has been carried out at a time when there is a reduced amount of traffic.

The proposals would provide modern and varied housing that is needed in Burnage. Without a decent mix of housing from the cheap to the expensive, the market fails. Hope this is the impetus for 30mph Kingsway and other active travel measures to convert that death trap of a road into something resembling safe.

Previous plans to build on the unoccupied office buildings, the mosque and the Mauldeth Pub/ children's centre make better sense, if a new mosque and children's centre are included.

The developers should be required to provide the full quota of affordable housing without any exemption.

A condition of the development should be improving the area around Mauldeth Road Station the lighting and the infrastructure eg electric charging at the train station.

There have been several accident's particularly on the Grangethorpe / Talbot road junction which has put pedestrians at risk, building a new residential plot would only increase that risk due to the added volume of residents / cars.



Blocking of sunlight into residential property and all properties adjacent to the proposal.

The two roundabouts at the north end of Kingsway are extremely difficult to navigate for pedestrians and cyclists alike. These need to be overhauled if the traffic using them is to increase with the addition of 112 new residences.

Consideration should be given to a footbridge over the rail track.

The loss of employment if the store is closed will be a major economic loss to those who work there. They are majority female and the store offers varied shifts which enables women with care, children at school or other demands to gain employment. This includes cleaning staff and those who work in the evening on stocking shelves etc. The store is an important community asset and should remain in Burnage.

The length of build out of the site will have an enormous impact on the local area from air quality, pollution, noise, disturbance, traffic management on local roads. The development will cause those facing it a reduction in daylight, sunlight and cause overshadowing. It will therefore further reduce the level of privacy.

The Daylight and Sunlight (Within Development) study reveals particular problems for the development. The report highlights issues with insufficient daylight for tenants within the development.

No consideration is given to the impact of light pollution from the development which will be considerable and will impinge on those opposite the site and those houses behind it.

Construction and demolition noise - The Noise and Vibration report fails to consider this aspect of the development and its impact locally.

The effect of climate change on weather has not been considered.

*Statutory and Non-statutory consultees*

MCC Environmental Health - Make the following comments and recommendations relating to conditions to be attached to any approval.

- The background noise survey submitted with the application is not sufficient. The background measurements taken are not representative of noise levels in the area. Conditions are recommended in relation to the submission and approval of: a demolition/construction management plan; a scheme for the acoustic treatment of external plant and equipment; a waste management and storage scheme for the development; a scheme for the provision of electric vehicle charging points; contaminated land and submission and agreement of:

- (i) Site Investigation Proposals
- (ii) Site Investigation and Risk Assessment Report
- (iii) Submission of a Remediation Strategy
- (iv) After completion of site works, a verification report is required

MCC Highway Services – Do not raise concerns in terms of highway or pedestrian safety or adverse impacts on the capacity of the highway network. They recommend

conditions be attached to any approval relating to: Electric Vehicle Charging points; Cycle parking details; Off-Site Highways Works including- Talbot Road Access Upgrades, Stage 1 Road Safety Audit, Green Man signal across Talbot Road; Car Park Management Plan to manage unallocated parking areas; Travel Plan; and a Construction Management Plan.

MCC Neighbourhood Services (Arboriculture) – Are concerned with the loss of category B trees at the northern end of the site at the junction of Talbot Road.

Electricity North West - The development is shown to be adjacent to or affect Electricity North West's operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements.

MCC Flood Risk Management Team – Recommend a condition be attached to any approval for the submission of a surface water drainage scheme together with a maintenance and management requirement. Any surface water drainage scheme submitted shall : aim to discharge surface water run-off as high up the drainage hierarchy, as reasonably practicable; be based upon infiltration results for the site; be based upon updates for peak rainfall climate change allowances which are 1 in 100 +45%cc. Finished Floor Levels would need to be provided; and an agreement in principle with UU is required if public sewer is to be the proposed outfall strategy.

United Utilities - Request a drainage condition be placed on any approval.

Network Rail - The land is former railway land and is subject to a conveyance. As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail.

Greater Manchester Police - Secure by Design team - Raise some concerns:

- There should be a secure perimeter to prevent access to ground floor patios for the ground floor apartments.

- There are no gates proposed to the apartment car parking areas to the North of the site, these would increase the security of the development and prevent commuters using the train from parking without authorisation.

- The car parking areas should be illuminated to a high standard.

- Access to the front doors of plots 41, 43, 45, 48, 50 & 52 - residents would have to use a passageway to the side of the house to access them which could leave them vulnerable. These passageways should be illuminated to a high standard if retained.

- Vegetation in the landscaped area between Kingsway and the development should be kept low and well maintained to facilitate natural surveillance and deter offenders.

- The path along the east of the site should be illuminated to a high standard.

- Access through the coach houses to the house car parking areas should be restricted to residents (i.e. with an automated gate/shutter).

- Lighting to access road should be evaluated and increased to meet adoptable standards where necessary. This will provide some degree of safety and encourage improved natural surveillance from the houses, pedestrians and vehicles.

- The existing traffic calming measures should be evaluated to prevent and discourage the road to the west of the site become a 'rat run'.
- Access into the apartment buildings should be controlled by a video entry phone system (with the picture viewable on the phone unit, rather than on a television set)
- There should be a secure method of mail delivery which does not allow postal workers to have full access to the entire apartment buildings. As previously stated in the CIS.
- Access to the bike stores should be limited to genuine users and not all residents.
- The project should be built to the SBD standards.

Cadent Gas- No objection - recommend informative

## **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) - The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses; or

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

Policy EC9 indicates that South Manchester is not expected to make a significant contribution to employment provision within the City. The proposals would deliver residential accommodation in a sustainable location and these benefits are considered to outweigh the loss of the commercial premises on site and are considered in more detail within the issues section of this report.

Policy DM1 (Development Management) states that new development should have regard to more specific issues including: 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.

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 older people, with schemes adding to the stock of affordable housing. The proposals are not accompanied with a commitment to affordable housing but do include dwellinghouses capable of being suitable for families. Consideration against policy H6 is set out in more detail within the issues section of this report.

Policy H8 (Affordable Housing) states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The applicant has provided a financial viability assessment alongside the application submission, this matter is considered in more detail within the issues section of this report.

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. This matter is considered in more detail within the issues section of this report.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) & Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies).

The proposed development takes an enhanced building fabric led approach to minimising energy demand by minimising heat loss from the building envelope and building systems.

Policy EN 8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The proposals incorporate a landscaping scheme including, hedge, shrub and tree planting.

Policy EN14 (Flood Risk) - Most of the site is located in Flood Zone 1, which is designated as land having less than a 1 in 1000 probability of river or sea flooding. However, there is a small area in the north of the site that is designated as being in Flood Zone 2. A flood risk assessment has been prepared and submitted alongside the application.

Policy EN 15 (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 a Preliminary Ecological Appraisal of the site which does not raise any significant ecological concerns but makes a series of recommendations regarding precautionary measures during construction works and provision a suitably designed lighting scheme to avoid bat foraging and commuting routes and for a biodiversity net gain on site.

Policy EN 16 Air Quality – The site lies partially within an Air Quality Management Area as such the application is accompanied by an air quality assessment. This reviews the existing air quality conditions, assesses proposed development traffic generation, impacts of existing sources of air pollutants on future residents and assesses the significance of air quality impacts. The conclusions of this assessment are that: impacts as a result of construction activities, assuming good practice dust control practices, would not be significant; changes to traffic flows as a result of the development would not have significant effects; and, the site is considered suitable for the proposed end use.

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 – The site has been subject to desk study which is considered adequate. If the proposals are granted approval site investigations together with remediation strategy and verification would be required, and these could be secured via an appropriately worded condition.

Policy EN19 Waste – The proposals drawings indicate that bin stores would be provided for the apartments and private garden spaces would provide space for the provision of waste bins. Further details would be required to demonstrate compliance with the Council’s guidance on waste management and this could be secured via an appropriately worded condition.

Policy T1 Sustainable Transport – The application is accompanied by a transport assessment and framework travel plan. Following comments from consultees a further Technical note was prepared and submitted by the applicant. The development would provide 86 parking spaces, which equates to a ratio of 0.77 spaces per unit. Cycle storage would be provided across the site, providing at least one space per unit. The houses with gardens would be provided with sheds in which they can store cycles. For houses without gardens, dedicated cycle stores are proposed adjacent to the bin stores. The apartments will be provided with dedicated shared cycle storage within each block.

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

Policy E3.3 The Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

Policy DC26.1, DC26.2 and DC26.5 Development and Noise – A noise assessment has been prepared to accompany the application.

#### *Relevant National Policy*

The National Planning Policy Framework (December 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 112 residential units on a previously developed site.

Section 6 – (Building a strong and competitive economy) - The proposal would create jobs during construction.

Section 8 (Promoting healthy and safe communities) – The proposals are accompanied by details on 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 at a density close to 70 dwellings per hectare.

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. This matter is considered in more detail within the issues section of this report.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposal has been designed to reduce energy demands. The majority of the site is located in Flood Zone 1, which is designated as land having less than a 1 in 1000 probability of river or sea flooding. However, there is a small area in the north of the site that is designated as being in Flood Zone 2, A flood risk assessment has been prepared and submitted alongside the application.

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.

#### Planning Policy Guidance (PPG)

The PPG provides additional guidance to the NPPF and the following points are specifically highlighted as relevant in this instance:

Design - states that where appropriate the following should be considered:

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

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:

- 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 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.

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 Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development  
JP-S2: Carbon and Energy  
JP-S5: Flood Risk and the Water Environment  
JP-S6: Clean Air  
JP-S7: Resource Efficiency  
JP-Strat14: A sustainable and integrated transport network  
JP-G 7: Trees and Woodland  
JP-G 9: A net enhancement of Biodiversity and Geodiversity  
JP-C5: Walking and Cycling  
JP-C7: Transport Requirements of New Development  
JP-H1: Scale, Distribution and Phasing of New Housing  
JP-H3: Type, Size and Design of New Housing  
JP-H4: Density of New Housing  
JP-P1: Sustainable Places

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.

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 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 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 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 105 no. residential units on the site being brought forward in future years. However, further consideration is required of impacts on residential and visual amenity; the layout of and proposed house types; the character of the area; highway and car parking implications, the loss of existing

employment space; affordable housing provision; and the relationship of the site to adjacent uses that can generate noise.

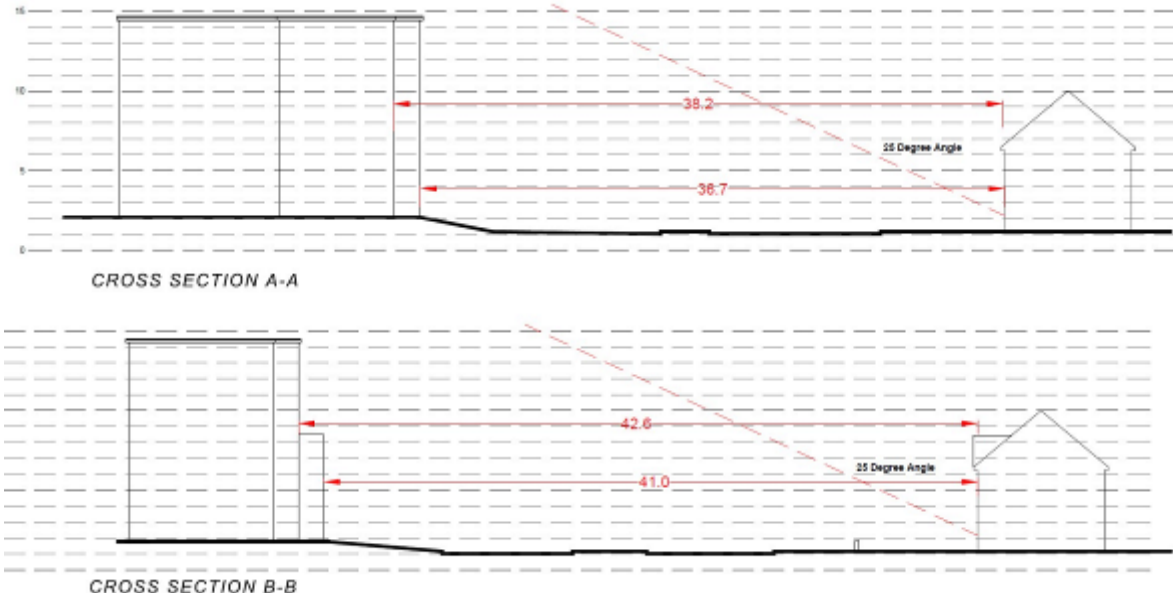
**Benefits of the scheme**

The development of the site for residential purposes would derive a number of benefits. These include: provision of additional residential properties in a sustainable location; the construction phase would generate employment opportunities which could be targeted towards local people; the development of the site offers the opportunity to enhance the visual appearance of an important arterial route; and ,an upgrade to pedestrian crossing facilities on the Talbot Road/ Kingsway junction together with upgrade to pedestrian and cycle access.

**Residential Amenity**

Concerns have been raised with regards to the potential impacts of the proposals on existing residential properties in terms of overlooking and loss of privacy.

Overlooking and loss of privacy - The closest residential properties are those located on the eastern side of Kingsway. These properties are more than 30m from the eastern boundary of the site, the applicant has also prepared a series of drawings that show the distance between the front elevations of the proposed buildings and existing residential properties on Kingsway. Whilst these demonstrate that the proposed ground levels are higher than the existing residential properties the proposed buildings would be between 36.7metres and 54 metres from the front elevation of the existing Kingsway properties. Given these distances, the intervening four traffic lanes of Kingsway, and the retained trees on the eastern boundary of the site and trees within the central reservation of Kingsway the proposals are not considered to give rise to unacceptable impacts on residential amenity as a result of overlooking or loss of privacy.



*Application drawing indicating relationship between proposed buildings to the left and existing properties across Kingsway to the right*

In addition, as set out below in relation to the comments regarding the proposed layout of the site, there are residential amenity concerns for future occupiers of the

development as a result of some of the relationships between proposed dwellings and areas of and access to communal car parking areas. As a result of the lack of defensible private amenity space to several proposed properties it is considered that comings and goings associated with areas of communal parking, which would occur at all times of the day, would give rise to unacceptable impacts on future occupiers of the proposed residential dwellings. This is of particular concern to those proposed house types which over sail access into communal parking areas which would be further impacted by car and associated movements and of gates opening and closing.



*Proposed dwellings (grey) highlighted within the blue edge with position of access to communal parking highlighted in orange with the residential accommodation overailing this access*

Noise – Concerns have been raised regarding the scope of the submitted noise impact assessment and its consideration of existing business premises adjacent the site on Kingsway which include a petrol filling station and the adjacent railway line. An amended assessment has been submitted by the applicant and this is undergoing further review, an update will be provided to Committee.

Daylight, Sunlight and Overshadowing – The application proposals are accompanied by a daylight and sunlight assessment which assesses whether the proposed accommodation will provide its future occupiers with adequate levels of natural light and has been undertaken against tests set out in the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: Good practice guide 3<sup>rd</sup> Edition 2022. This indicates that the majority of the proposed rooms and amenity areas meet or surpass the BRE recommendations. Whilst not all rooms and gardens meet the recommendations - 76% of rooms would meet or surpass the BRE minimum winter recommendations and 58% of outside amenity areas would pass the overshadowing guidelines - the BRE guide explains that the numerical guidelines should be interpreted flexibly, since natural lighting is only one

of many factors in site layout design. The assessment indicates that for the suburban setting of the site the level of compliance with the BRE guide is high in this instance.

Given the distance from existing residential properties and the orientation of the proposed development it is not considered that the application proposals would result in unacceptable impacts on existing residential properties on the eastern side of Kingsway Road in terms of loss of daylight, sunlight or overshadowing.

*Design, Layout and appearance*

Layout – The proposed layout of the development is not considered to efficiently or effectively utilise the application site. Given the relatively sinuous and irregular shape of the site the proposals use a regular form and layout of properties which provides a poor and inappropriate response to this highly visible site.

The relationships between proposed dwellings on the southern part of the site and adjacent existing properties including the petrol filling station are of insufficient distance and result in an unacceptable layout with a poor outlook on this part of the site. The reliance of parking courtyard results in remote car parking spaces available to these plots and isolated properties which are not readily overlooked or served directly by a road.

Due to the close relationship of these proposed properties to the boundary with adjacent sites, which may in the future come forward for development, the arrangement of internal spaces and windows in the proposals would prejudice these adjacent sites coming forward for future redevelopment.



*View south with Kingsway to the left and the Petrol filling station centre with the existing B and M store to the right*



*Proposed site plan extract showing relationship between proposed properties (grey) and surrounding existing properties including petrol filling station and car wash (edged blue)*

The layout of a number of other proposed dwellings would result in poor and unsatisfactory relationships to areas of communal car parking with inadequate separation or private defensible space. Those future residents would have a poor outlook with housing being bounded to the front and rear by hardstanding and car parking. This would result in a less than adequate layout resulting in a poor standard of living conditions and outlook with no or very little private amenity space at all for a number of the proposed houses and apartments. This would create a poor setting for those dwellings and is not considered to be compatible with the overall context or modern family housing.

The result is a layout that is not considered to be well designed, or one that reflects the character and form of the application site.

**Design and Appearance** – The application proposals incorporate a number of building types across the site. These include terraces of back-to-back terraced houses, terraced houses, 'coach style' houses as well as the four storey apartment buildings proposed on the northern section of the site.

Following consideration of the proposals it is considered that the external elevations and design of the buildings fail to take up opportunities to deliver a high-quality development that would be visually attractive, and that would function well and add to the overall quality of the area.

Certain house types do not indicate an appropriate design response to the site to deliver a high-quality development. The proposed two storey dwellinghouses are not

considered to be well designed or proportioned in appearance, more akin to industrial or commercial development than high-quality new residential dwellinghouses.



*Elevational drawing of two storey house types*

Across all proposed house and building types the proposed external elevations do not contain a quality of detailing which would be required to achieve an attractive development on this highly prominent site. Efforts to introduce visual interest and design features are not considered to be successful or of a high enough standard for the site. Introduction of external balconies, porches and canopies are not considered to be sufficiently detailed to integrate into the overall design of the facades of the buildings. Whilst a standard approach to window proportions fails to show a considered and customised approach to each proposed house type.



*Elevational drawing of one of the proposed apartment blocks*



*Elevation drawing of a three-storey house type*

The use of a variety of brick colours and finish to the external walls throughout the site is not considered sufficient to provide for visual interest and a beautiful and well-designed development of the site. The application proposals include negligible information on the materiality and finish of the development, which would be core to the success of any new development on site. Such details are necessary to provide clarity about the design of the development and the use of materials, to set a benchmark of design quality.

The proposals are considered to be a poor response to the opportunities provided by this highly sustainable and prominent site. The quality of the layout, appearance and design proposed are not considered to create a well-designed place that would enhance or create character.

#### *Ecology, Trees and Landscaping*

The application proposals are accompanied by a preliminary ecological survey of the site, tree survey and landscaping scheme.

Ecology – The site was found to comprise hedgerow, amenity grassland, broadleaved woodland, a building, dense scrub, poor semi-improved grassland, hardstanding, introduced shrub, scattered scrub and scattered trees. The buildings on site have been assessed as having negligible potential to support roosting bats whilst the trees, hedgerows and scrub on site together with the adjacent railway line to have foraging and commuting opportunities for bats. Suitable mitigation is proposed to deal with ecological constraints during future construction works whilst a lighting strategy would be required to be developed to protect retained on site habitats and the railway line to the west.

Trees – The submitted tree report indicates that 59 individual trees and 3 groups of trees have been surveyed on and adjacent the application site, of these 21 category B trees (moderate quality), 13 category C trees (low quality) and 2 Category C group



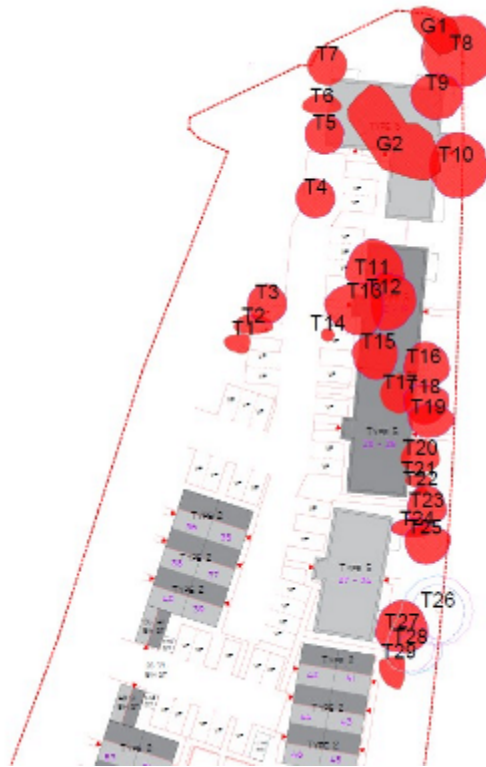
of trees would need to be removed to facilitate the development. The majority of trees to be removed are at the northern end of the development and the Kingsway frontage at this end of the site.



*Some of the trees on the northern part of the site to be removed (looking south towards B and M car park)*



*Trees along the northern boundary of the site (highlighted yellow) proposed to be removed*



*Extract from the applicant's tree survey (trees to be removed are marked red)*

There is a discrepancy between the proposed landscape scheme and the tree removal plans in relation to trees proposed to be removed and had the proposals been acceptable in regards of other matters, further clarification would have been requested from the applicant. However, the loss of trees along the frontage of the site would impact on the character of the site and amenity of the area given their prominence. It is not considered that there are overall benefits for the loss of these trees in relation to place making and visual amenity.

Landscaping – The proposals are accompanied by a landscape scheme that would incorporate 50 replacement trees, together with hedgerow and shrub planting across the site. There would be additional tree and hedge planting along the Kingsway frontage which would assist in softening the built form that would be set behind it. Trees and other soft landscaping would also be introduced to the car parking areas to assist in breaking up what would otherwise be large areas of hardstanding and parked cars.

#### *Affordable Housing*

The application has been supported by a Financial Viability Assessment which has been independently assessed as part of the consideration of the application proposals. The testing of the viability of residential developments is allowed for in the Council's adopted Core Strategy Affordable Housing policy H8 where either, an exemption from providing affordable housing, provision of a lower proportion of affordable housing, or a lower commuted sum may be permitted where a financial viability assessment demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%.

The applicants submitted FVA indicates that a policy compliant scheme for the sites redevelopment delivering 20% affordable units would result in a deficit against the existing use value of the site and would therefore be unviable if it were to provide any affordable housing units.

However, following the independent testing of the applicants FVA the initial findings are that the application proposals should not be exempt from providing any affordable housing provision on site and that the proposals for the redevelopment of the site as submitted are capable of delivering a contribution towards affordable housing. This matter is being further assessed and an update will be provided to Committee, and this will include whether an additional reason for refusal is recommended once the initial findings have been further verified.

### *Accessibility*

The submitted information indicates that proposed dwellings would be sized to meet the space standards set out within the Manchester Residential Quality Design Guide. None of the proposed car parking spaces are identified for disabled person car parking spaces and further clarity would have been requested on the arrangements for access from car parking areas to dwellings to ensure adequate safe level routes were provided. It is noted that no internal lift access is provided to the proposed apartment buildings and would therefore not provide level access provision throughout these buildings.

If the proposals were considered acceptable further clarification and amendments would have been requested from the applicant to resolve the points above and to ensure a proportion of the residential units to be provided met the requirements of building regulations in respect of wheelchair user dwellings.

### *Transport*

The application is supported by a Transport Assessment and interim Travel plan, a further technical note, has also been provided. These have been fully assessed as part of the consideration of the proposals which would not give rise to unacceptable impacts on highway safety or severe cumulative impacts on the road network.

The site is identified as being in a highly accessible location being close to sustainable modes of transport including pedestrian, cycle, bus and train networks. As part of the proposals, it is intended to re-configure the access road from Talbot Road from a one-way to a two-way 5.5 m wide access road, a 3m shared cycle and footpath is also proposed alongside the access road. In addition to these improvements, it is proposed to upgrade the pedestrian crossing at the Talbot Road/Kingsway junction to allow this to operate as a controlled crossing with a push button facility.



*Access road looking North from junction with Mauldeth Road*

Alongside the provision of 86 car parking spaces for the 112 residential units, space for cycle parking for each residential unit is proposed. The car parking would not be allocated to a majority of the residential units with only the 3 and 4 bedroom properties having an allocated space. Given the sustainable location and accessibility of the site the level of car parking is acceptable in this instance. A condition would be required to enable a robust Car Park Management Strategy to be in place to manage the unallocated parking areas.



*View north along existing access road, Mauldeth Road train station is to the left the retail store is to the right*



*View north towards junction between the existing access road and Talbot Road*



*View west from Talbot Road/Access Road junction towards Kingsway junction*

The current site contains a large commercial unit with associated car parking (169 spaces) and servicing yard, as such the proposals for a residential use with lower levels of car parking would not give rise to cumulative impacts on the road network that would be severe or would cause any significant impacts above and beyond the levels of traffic and activity generated by that existing retail offer.

#### *Sustainability*

The application is accompanied by a sustainability report which indicates that energy use and efficiency would be maximised through a fabric first approach to the design and construction with the intention to minimise carbon emissions over the extent of the life of the buildings. The most suitable low and zero carbon technologies for incorporation within the buildings would be Air Source Heat Pumps for the generation of hot water to all houses and apartments, waste water heat recovery and photovoltaics to generate electricity for a number of plots. This would achieve a minimum of 20% from on-site renewables.

#### *Flood Risk*

The application is supported by a Flood Risk Assessment of the site. This confirms that a majority of the application site falls within flood zone 1 whilst an area within the northern portion of the site is located within flood zone 2, the site has a low to medium probability of flooding. In this instance none of the proposed dwellings are sited within the flood zone 2 area of the site although recommendations are made with regards to finished floor levels of dwellings. A condition would be required to ensure that a detailed final surface water drainage scheme was developed for the proposals based upon an assessment of infiltration tests to confirm whether ground conditions could support infiltration of surface water.

### *Waste Management*

Areas for bin stores are identified on the submitted drawings and dwellings are of an adequate size to enable the storage of waste within properties prior to their disposal into external bins. Final details to ensure that adequate size of bin stores are provided for those dwellings without external private amenity areas and apartments would need to be required via a planning condition.

### *Loss of employment and local facility*

The proposal would result in the loss of a local facility which provides access to a number of retail goods in close proximity to a high number of residential properties. The responses to the notification process indicate that residents value this store. The facility also provides direct employment opportunities, the applicant has indicated that 15 full time equivalent jobs are currently employed at the site.

There are no adopted planning policies in place that would protect this out-of- centre retail facility and whilst its loss both in terms of a local facility and as an employer would be regretted, its closure would largely be a commercial decision by the operator/owner. The application submission indicates that the construction phase of the proposal would generate jobs and had the proposal been acceptable in other regards further information would have been requested regarding what measures would have been in place for those employed at the store to assist them after the stores closes and also to ensure construction jobs were made available to local people.

If the proposals had been acceptable, they would have resulted in the demolition of the existing building on site, there would be no objection to its loss.

### *Conclusion*

It is noted that the proposals would deliver benefits through the provision of additional residential properties in this part of Manchester where there is a need for further housing provision. The principle of the residential development of the site is accepted.

In this instance the proposals are not considered to be of good design, the form, and layout of the proposed would lead to a number of poor relationships between proposed and existing buildings, and areas of communal parking; whilst the design and appearance of the proposed properties would fail to create a place that would function well over the lifetime of the development and would not be visually attractive. As such the benefits of the proposal are not considered to overcome the identified harm.

### **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**                      REFUSE

### **Article 35 Declaration**

The application has been determined in accordance with article 35 of the Town and Country Planning (Development Management Procedure) England Order 2015. In this instance consultee comments and representations have been communicated to the applicant during the course of processing of the planning application. The proposal is not considered to be acceptable due to the form, layout and appearance and is contrary to the development plan and national planning policy, the application has been determined in a timely manner.

### **Reasons for Recommendation**

1)The proposed development due to its layout, loss of important trees, and appearance would result in a poor-quality of design that would not be visually attractive. The architectural design and proposed materials would fail to create a high quality and beautiful place on this prominent site. The proposals are not considered to add to the overall quality of the area or have a visually attractive architectural form which is sympathetic to local character. The proposals would therefore be contrary to policies SP1 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD, saved Unitary Development Plan policy E3.3, and section 12 of the National Planning Policy Framework (NPPF).

2)The proposed layout of the development by virtue of the siting of residential properties immediately adjacent to communal car parking areas without provision of private amenity or defensible space, would fail to create a well-designed high-quality place compatible with family living contrary to policies SP1 and DM1 of the Core



Strategy, the Guide to Development in Manchester SPD and section 12 of the National Planning Policy Framework (NPPF).

3) The close relationship between proposed buildings (plots 101-112 and plots 96, 98 and 100) and existing buildings adjacent to the site to the south-west would give rise to an unacceptable form of development that would result in an oppressive outlook for future occupiers of the development and create isolated properties failing to create a high quality and beautiful place in which to live, which would prejudice the future redevelopment of neighbouring sites contrary to policy SP1 and DM1 of the Core Strategy, the Guide to Development in Manchester Supplementary Planning Document and section 12 of the National Planning Policy Framework.

4) The siting of the proposed House Type 1 as identified on plots 67,68,77,78,87 and 88 would give rise to unacceptable impacts on the residential amenity of future occupiers by virtue of the comings and goings and associated activity from adjacent communal car parking areas contrary to policy DM1 of the Core Strategy.

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

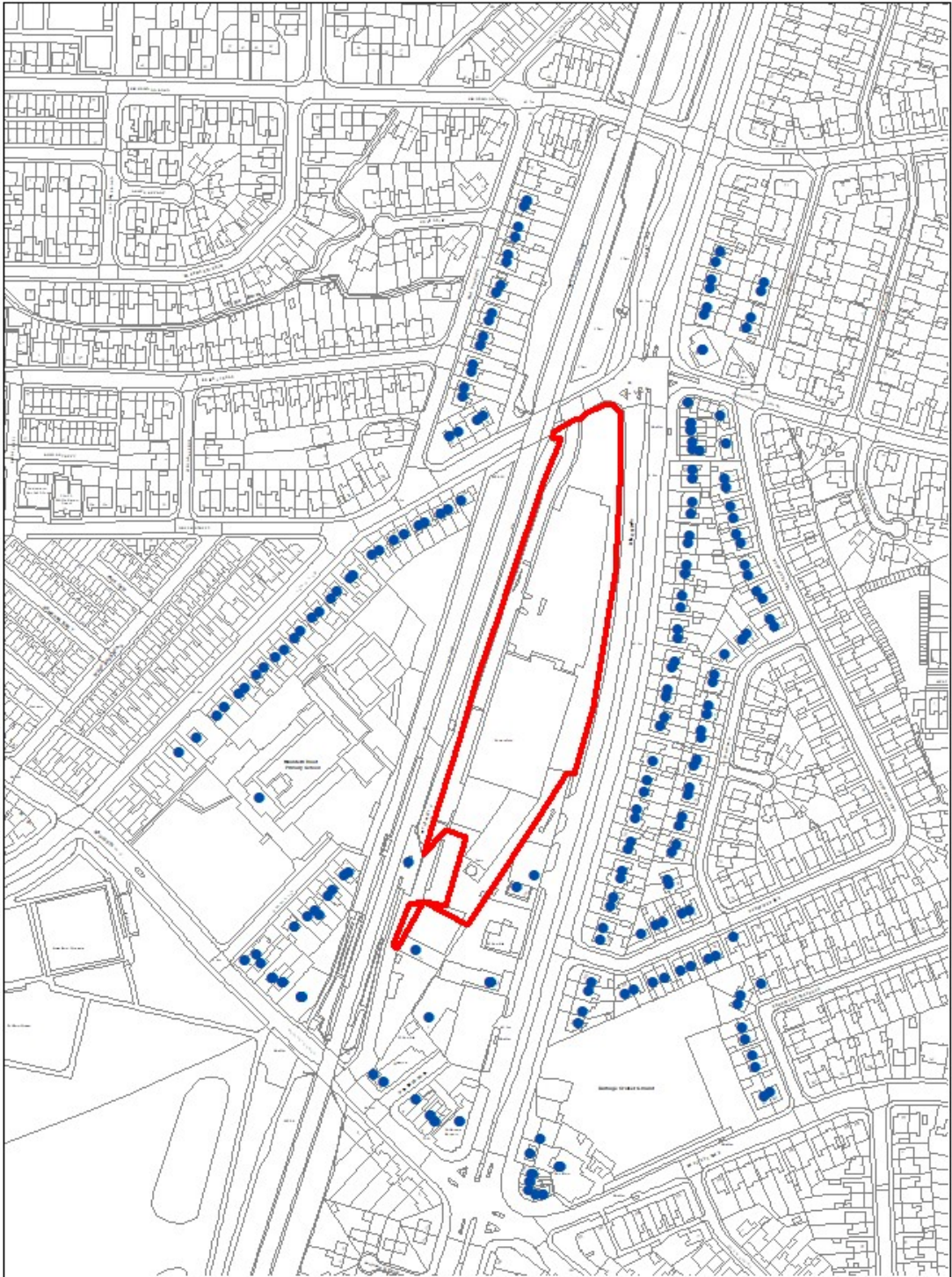
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 138712/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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:**

**Electricity Northwest  
Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
MCC Sustainable Travel  
Greater Manchester Police  
Environment Agency  
Transport For Greater Manchester  
United Utilities Water PLC  
Network Rail**

**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



**Legend**

-  Site Location
-  Neighbours notified

© Crown copyright and database rights 2024. Ordnance Survey 100019568

