

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
123364/FO/2019	19th Jul 2019	14th Nov 2019	Longsight Ward

**Proposal** Erection of 2 no. three storey buildings providing 6 no. apartments in each (12 no. in total) including 12 car parking spaces and associated cycle shelter, landscaping and boundary treatments following demolition of existing buildings

**Location** 15-19 Slade Lane, Manchester, M13 0QJ

**Applicant** Mr Khalid Din, KD Properties, 1A Egerton Road, Manchester, M14 6XY

**Agent** Mr DK Seddon, Howard & Seddon ARIBA, 64 Washway Road, Sale, M33 7RE

## Description

The application site which measures 0.15 hectares in area, is of a roughly rectangular shape and is bounded by a functioning railway line to the rear (east), two storey semi-detached dwellinghouses to the north and a children's day nursery to the south. Opposite the site on the other side of Slade Lane is a church and associated church hall, occupied by The Church of God Seventh Day.



**View of application site (centre)**

The site relates to a disused haulage yard which incorporates a couple of industrial type outbuildings, including a single storey, double height shed and an inspection pit to the side of 17 Slade Lane, together with a single pair of two storey, semi-detached, bay fronted residential properties to the southern half of the site at 17-19 Slade Lane.

No.17 is occupied by 3 self-contained flats, whereas No.19 relates to a vacant, two bedroom dwellinghouse.

The site which is dissected by a panel fence running horizontally along the centre of the site, includes a forecourt which is entirely hard landscaped and used for parking and bin storage.

Vehicular Access is presently achieved from a central, ungated position off Slade Lane, with separate, gated, pedestrian access to the front of No. 17. As No. 19 is currently vacant, there is presently no access, with the site perimeter fenced off with low level chipboard fencing across the entire frontage.

The site is situated within a predominantly residential neighbourhood comprising a combination of two and three storey family dwellinghouses and apartments of traditional architectural styles.

A short distance to the south of the site is a small commercial parade of ground floor units, whereas within walking distance to the north is Longsight district centre which is focused around the main junctions of Slade Lane and Dickenson Road with the main arterial route of Stockport Road (A6). Stockport Road provides regular access by bus into and out of the city centre.

## **The Proposal**

In the case of this application, planning permission is sought for the erection of two x three storey buildings (including roofspace) to form a total of 12 residential apartments (Class C3), following the demolition of existing structures and semi-detached properties at 17-19 Slade Lane.

The proposal includes new boundary treatment, communal garden areas, bin storage hard and soft landscaping, cycle storage and car parking provision for 12 cars.

The application represents a revised proposal to that originally submitted.

Due to the Council's concerns about a lack of amenity space and soft landscaping, front roof dormers and the ridge height of the original proposal, revised plans were submitted to overcome such concerns.

## **Consultations**

Local Residents/Occupiers – In response to the original proposal 11 responses were received, including 10 objections and 1 neutral response. Principal comments are summarised below:

- It is questioned what will happen to existing tenants.
- Concern is expressed about the scale of the buildings, potential loss of light and overlooking to neighbouring properties from the windows on the rear elevation.

- The proposed buildings and the inclusion of dormers are out of keeping for the area.
- The width of the proposed properties are greater than the semi-detached houses around the site, giving the appearance of terracing.
- The first floor bay windows and front and rear dormers are out of character with the road.
- The proposal is of an unacceptable density and represents over development of the site.
- The proposal will lead to increased competition for on-street parking places and underprovides for parking taking into account visitors or guests of residents.
- The proposal and the communal space will lead to increased noise from residents congregating, as well as changing the character of the area.
- The proposal will result in increased traffic and congestion along Slade Lane.
- The proposal will not meet the needs of the community. 3-4 houses are required, rather than flats. Flats are also not in keeping with the area.
- The refuse storage areas will entail a greater number of bins and lead to increased smells and vermin.

Following the submission of revised drawings and a further period of neighbour notification, 8 further comments have been received, many from previous responders. Comments are summarised below:

- The proposed car parking is inadequate and will entail tricky manoeuvring for some spaces.
- The proposal will lead to increased competition for on-street parking.
- Although the buildings appear small, they are still higher than adjacent properties. The rear elevation has multiple dormers which is out of keeping with the area.
- The proposed development is overly dense and will change the character of the neighbourhood.
- The amount of amenity spaces is inadequate for the number of occupiers proposed.
- More flats will lead to increased noise and parking difficulties.
- The proposed boundary treatment will result in the loss of an historic stone pillar.

- The majority of people want more houses and not flats.
- The proposed buildings are too close to the common boundary and will reduce the feeling of space and openness in the street-scene as well as leading to the over-dominance of the adjoining property.
- The proposed rear windows and dormers will lead to an unacceptable loss of privacy, particularly affecting the enjoyment of the neighbouring rear garden area.

Highway Services – The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities, including bus and rail.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

The parking proposals for 12 parking spaces is acceptable, as is the provision of secure cycle storage for 18 cycles.

Whilst the waste storage proposals are acceptable, it is not clear how collections will take place. If it is intended that the refuse collection vehicle enters the rear of the site then it should be verified through swept path analysis that an 11.5m vehicle can enter, turn and exit the site in forward gear.

Pedestrian access will be from Slade Lane and from the rear car park for the upper floors which is acceptable from a highway perspective.

If the planning application is approved then the perimeter footway will require resurfacing and is to be undertaken through S278 agreement between the developer and the Council.

The revised layout requires three separate vehicle entrance points off Slade Lane as opposed to a single point of access on the original proposal. From a highway perspective the original is preferred. However, subject to vehicle tracking verification by the applicant that parked vehicles can manoeuvre within the site and exit in forward gear, there is no objection.

Subsequently, vehicle tracking was submitted to demonstrate vehicular access to the car park. Location bays are to be provided to the front of the site to allow for kerbside waste collection.

The submitted Construction and Demolition Management Plan is acceptable.

Network Rail – No objection in principle. Advice is provided in relation to working within 10 metres of a railway boundary. The applicant will be required to submit a Risk Assessment and Method Statement (RAMS) for all such works and this needs to be submitted directly to Network Rail to ensure the safety of the operation of the railway is not compromised. Various other measures are stipulated including the need for the applicant to provide a suitable trespass proof fence adjacent to railway land

and to ensure all foundations and any scaffolding are constructed wholly within the applicant land ownership.

Environmental Health – No objection. Conditions are recommended in relation to construction management, waste management, acoustic insulation, and air quality.

Contaminated Land – The submitted Phase 1 Desk Study and Phase 2 Site Investigation are inadequate. Further information is requested in relation to site investigation, risk assessment, site remediation and verification that all works confirm the remediation proposals to be submitted and agreed. A condition in this regards is recommended.

MCC Flood Risk Management – A condition is requested which requires the submission and approval of a detailed surface water drainage scheme and its future maintenance.

United Utilities – Foul and surface water should be drained on separate systems.

Greater Manchester Ecology Unit (GMEU) – The submitted bat survey found the buildings to be demolished to have negligible bat roosting potential. However as bats are highly mobile creatures, an informative is recommended in relation to the risk of disturbing bats during construction/demolition works.

The scheme should include measures to enhance biodiversity at the site, in line with the requirements of the National Planning Policy Framework. A condition in this regard is recommended.

## **Other matters**

### **Consultation & Publicity**

The proposal, by virtue of the number of units and floor space created has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development as well as affecting the setting of a Conservation Area. A site notice has been displayed at the application site.

## **Policy**

### **Local Development Framework**

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

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

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

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) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H2 (Strategic Housing Location) states that the key location for new residential development throughout the plan period will be within the area to the east and north

of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

The proposal will comply with the densities identified within this policy and bring about significant regeneration in an area identified for change.

Policy H5 (Central Manchester) – states that this part of the city will accommodate 14% of new residential development. Priority will be given to family housing and other high value, high quality developments where this can be sustained. High density housing will be permitted within or adjacent to the regional centre, as well as Longsight district centre as part of mixed use schemes.

The narrative to the policy goes onto state that ‘The emphasis will be on increasing the availability of family housing and diversifying housing stock in mono-tenure areas, preserving and improving the quality of the existing housing stock and the management of areas where HMOs predominate’.

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

Policy EN4 (Reducing CO<sub>2</sub> Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO<sub>2</sub> emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

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

Policy EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

#### Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC7.1 (New Housing Development) state that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disable people, including those that use wheelchairs wherever this is practicable.

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

#### The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.



## Manchester Residential Quality Guidance (2016)

The City Council's Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

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

## The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

#### Greater Manchester Spatial Framework (GMSF)

GMSF is a joint plan for Greater Manchester that seeks to provide land for jobs and new homes across the city region and will ensure that the right land is available in the right places for such needs.

Part of the site, 15 Slade Lane was recognised within the framework has being 'land identified for future housing developments.

#### National Planning Policy Framework (2018)

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

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

Relevant to this application, Section 11 underlines the need to 'Make Effective Use of Land, whilst Section 12 provides design guidance – 'Achieving Well-Designed Places'

#### National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

*Noise* - Local planning authorities' should take account of the acoustic environment and in doing so consider:

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

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

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

*Design* 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* – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

### Other legislative requirements

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

### **Issues**

#### Principle

The principle of the development is considered acceptable and will make efficient use of a previously developed site, currently in a poor condition, whilst contributing to local and national residential growth objectives.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and

2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the city will therefore be expected to contribute towards this growth strategy, ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policies SP1 and H1 seek to encourage development on previously developed land, including the renewal of areas characterised by poor quality housing.

Policy H5 which specifically relates to housing in this part of the city states that whilst priority will be given to family housing and other high value, high quality developments where this can be sustained. High density housing will be permitted within or adjacent to the regional centre.

In this case, it is considered that whilst part of the site is occupied by a pair of semi-detached properties providing accommodation for 3 flats and a single dwellinghouse, the remaining half of the site formerly used as a haulage yard, is in a poor condition and the extent of hard landscaping and dilapidated structures across much of the site contribute negatively to the street scene and the appearance of the area.

The proposed development represents the opportunity to regenerate an untidy, infill site, remove a non-conforming use from a principally residential area and to diversify the housing stock on the fringe of Longsight district centre, by providing a mix of apartment types across a range of formats.

The site is situated a short distance from the amenities located within Longsight district centre and within walking distance of Stockport Road and the transport links this offers to and from the city centre. The highly sustainable and accessible nature of the site means the site is well connected to employment, educational and recreation opportunities.

Consideration of the more specific planning issues and the impact of the proposal upon its surroundings and adjoining occupiers is outlined further below.

### Site Layout

The proposed development comprises two detached, three storey buildings which lie adjacent and perpendicular to the highway, reflecting the prevailing character and pattern of development found in the immediate area.

The buildings are set in from each of the side boundaries to provide continuity of spacing between buildings in the street-scene, with the buildings sited centrally within the site, dissected by a vehicular access of Slade Lane, which provides access to 10 car parking spaces to the rear. A further space is provided to the front of each of the two buildings, forming 12 spaces in total. An area adjacent to rear perimeter of the site accommodates separate bin storage and cycle storage areas.



## Site Layout

To the front of each block are areas of lawn to provide a garden setting to the development, which helps soften the appearance of the buildings in the street. To the rear, are similar sized areas of lawn to provide communal amenity space and further soft landscaping.

It is considered that the proposed layout provides a satisfactory balance between built form, off road car parking and amenity space/soft landscaping.

The arrangement maximises the main street frontage that the development addresses, reinforces the suburban grain and fulfils the potential of the site, without compromising the character and appearance of the area, or the setting of adjoining buildings.

## Design, Scale and Appearance

The proposed development comprises two separate blocks of accommodation, incorporating gable roofs and ground floor bay windows. The blocks are separated by a central vehicular access which leads to a rear car parking area, bin stores and communal lawned areas.

The buildings when viewed from Slade Lane appears as two storey, with accommodation provided in the roof space, served by a series of roof lights along the front plain of the roof.

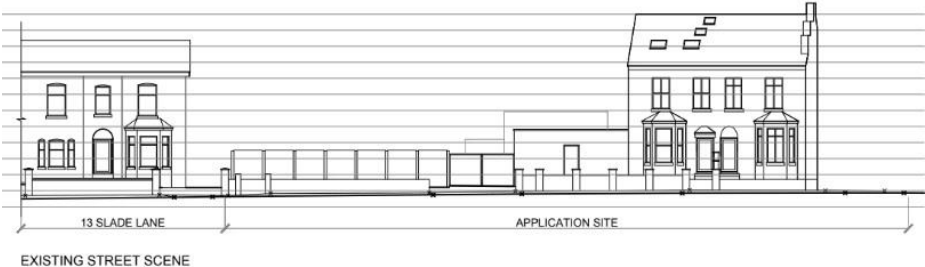
To the rear, the blocks would appear as three storey, with two pitched roofed dormers either side of a central three storey element which projects beyond the main rear elevation of the building. This element also incorporates a pitched roof to mirror the two roof dormers. The rear also includes a partial single storey element which

wraps around the outside corner of each of building, terminating at the two storey central element.

The application as originally submitted also incorporated two front gables, extending into the roof space, giving the building a far bulkier appearance and read as three storey blocks fronting the road.

Following concerns about the overall scale and mass of the blocks, the design was revised by removing the front gable elements and lowering the roof ridge slightly. The building frontage now appears at two storey fronting the road, to not only lessen the any potential over-dominance of the buildings in the street-scene, but to also more closely reflect the scale of buildings along this part of Slade Lane.

To the rear, the three storey elements have been retained, but as the site overlooks an immediately adjoining railway line, the increase in height can be sustained with minimal impact in terms of any over dominance or intrusiveness.



**View of proposed street-scene (outline of existing building to be demolished shown by dashed line)**

Whilst some concerns have been expressed by neighbouring occupiers about the overall size of the buildings, the building frontages respond to the roofline of adjoining buildings and provide a comparable eaves and ridge height. The roof and overall building height is slightly higher than the neighbouring property at No. 13 Slade Lane, but also slightly lower than the existing buildings proposed to be demolished and 17-19 Slade Lane.

On balance, it is considered that the although the blocks would have some presence in the street-scene, the slight changes in height is minimal and the differing building heights would still respond appropriately and sympathetically into immediate street-scene which contains a variety of building heights, including the church opposite which is of much greater scale. The use of gable roofs and the ground floor bay windows would also complement and reflect the design of neighbouring properties

and therefore the buildings would appear comfortable in their context and not be unduly out of scale or proportion.

In terms of appearance, it is proposed the two blocks would use traditional brickwork, glazing and slate pitched roofs to create a traditional scheme that respects the character of the area, whilst incorporating a modern use of the elements that responds positively to the street scene, such as the use of grey aluminium window frames and doors.

The appearance of the buildings has sought to reflect the characteristics, colour palette and materials used on neighbouring buildings, through the use of materials typical of a domestic setting. The overall impact would be a high quality design which would significantly improve the appearance of the site in the street-scene, without being strident or out of character.

### Access

The proposed building incorporates measures to aid ease of access for all. The site itself is relatively flat providing no obstacle to level access across the site and to the entrance doors themselves.

Level access will be afforded to all entrance doors to incorporate level thresholds for wheelchair access, with separate access provided to the ground floor apartments and with a clear opening width of 910mm to allow a wheelchair user to pass through easily.

Vehicular access to the application site will be gained via Slade Lane, with a main parking areas to the rear and two parking spaces provided to the frontage to allow a choice of access.

All ground floor communal areas and apartments would be on one level, affording adequate disabled access and include satisfactory circulation space. The proposal would accords with current access standards contained within Part M of the Building Regulations.

### Density/Balance of Accommodation

The proposed development seek to create 12 residential units comprising 4 x 3 bedroom, 4 x 2 bedroom and 4 x 1 bedroom apartments. The ground floor of each building contains the 3 bedroom apartments with the 2 bedroom apartments situated at first floor level and the 1 bedrooms apartments in the roof-space.

Policy H1 of the Core Strategy states that developments of over 75 units per hectare are appropriate in both the city centre and parts of the regional centre given the accessible location. The type size and tenure of housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability.

In terms of the type and standard of accommodation, policies SP1, H1, H2 and H5 of the Core Strategy seek to ensure that the right type and standard of accommodation

is created in the city. This is reiterated within the Residential Quality Guidance which outlines space standards for new accommodation across the city.

Paragraph 122 of the NPPF recognises that planning decisions should support developments that make efficient use of land, taking into account the need for different types of housing, local market conditions and viability, proximity of existing infrastructure, as well as the need to respond to an area's prevailing character and setting or promoting regeneration and change.

In this case, the development represents an appropriate density of 80 unit per hectare.

Given the location of the site on the edge of Longsight district centre and the main thoroughfare of Stockport Road, the highly sustainable and accessible location of the site, coupled with the regenerative benefits the proposal would bring, as well as the contribution of the proposal to the amount and range of housing stock in the area, a development of a greater density that would typically be expected for a suburban location can satisfactorily be accommodated. This is a view also recognised within the Council's Strategic Housing Land Availability Assessment (SHLAA) which identifies 15 Slade Lane in particular as being capable of being developed at a density of 91 dwellings per hectare. It should also be noted that half of the site already accommodates 4 units and therefore the redevelopment of the entire site for 12 units, represents a modest increase of 8 units.

The development itself comprises a variety of apartment sizes, ranging from 73-90 sqm for the 3 bedroom apartments 68.5 sqm for the 2 bedroom apartments and 61 sqm for the second floor apartments. This accords with the Council's space standards.

#### Demolition of the Existing Buildings

It is necessary to consider the impact there would be on the character and appearance of the area as a consequence of the proposed demolition.

The site is not situated within a conservation area and none of the existing buildings, including the principal buildings at 17-19 Slade Lane are listed. The buildings are of a relatively neutral architectural quality, with no overwhelming features of value and could not therefore be described as non-listed heritage assets. The loss of the buildings, as well as the ancillary storage structures would not therefore have a significant or harmful impact upon the appearance of the street-scene or the character of the area in general.

Whilst the starting point for new development would be to try and retain and refurbish existing structures where possible, there needs to be an appropriate balance between the preservation, regeneration and viability.

In this case, the proposed demolition is necessary to facilitate the overall comprehensive redevelopment of the entire site. The site currently comprises previously developed land and the proposed development would significantly uplift the appearance of the existing streetscape, adding and enhancing the overall quality



of the area, whilst contributing to residential growth objectives. As such, it is believed that demolition of existing buildings should not necessarily form a barrier to redevelopment of the site and provide an opportunity to enhance the appearance of the area.

In essence, it is considered that the loss of the buildings to facilitate redevelopment would offer public benefits by leading to environmental improvements, meet housing growth aspirations for the area, lead to increased vibrancy in the area and create direct and indirect employment through the construction of the proposed replacement building.

### Redevelopment of the Site and Contribution to Regeneration

As mentioned above, the proposed development would regenerate a partially derelict, under used site and lead to the removal of the haulage yard which could be described as an inappropriate use in the area, given the predominantly residential context.

Government guidance and Development Plan policy aspires to redevelop brownfield sites for new residential uses where urban renewal benefits are realised. The proposed development would make a modest contribution towards housing growth targets for central Manchester and would optimise the potential of an under used and partially unused, unattractive site which is situated within an accessible and sustainable location on the edge of a district centre.

The proposed development would significantly improve the appearance of a site which could otherwise be left to further deteriorate and will substantially uplift the appearance of the area, by providing a high quality development which will enhance the appearance of the street-scene.

### Residential Amenity

The proposed development would lead to the loss of a commercial, haulage yard use from part of the site. Potential levels of activity and associated noise and disturbance would therefore be replaced with activity levels associated within a residential use, and reasonable within the context of a predominantly residential the area.

Whilst activity in the form of the car park, cycle store and bin store would be introduced to the rear of the site, frequency of movements for a development containing 12 flats is unlikely to be significant and soft landscaped areas form a buffer between such areas and the common boundaries.

Due to the relationship of the buildings between the application site and the nearest, neighbouring residential occupiers, it is not considered that there would be any undue overshadowing, over-dominance or overlooking, as a result of the size, design and position of the buildings - including the positioning of windows.

The proposed buildings are situated centrally within the site, with the front and rear buildings lines directly comparable to the adjoining buildings. The projection of the

buildings and the lack of any windows within the side gable elevations, means the impact upon neighbouring occupiers is minimal.

Whilst a concern has been raised about the potential for loss of light and over-dominance, as the consequence of the siting of the buildings, this is considered unlikely.

Although the buildings do incorporate three storey elements which project a few metres beyond the main rear elevation of each building, the central position of these elements, as well as their rearward projection and distance and relationship with neighbouring buildings, means the impact would not be significantly harmful in terms of intrusiveness or loss of daylight/sunlight.

Similarly, concern from a neighbouring occupier has been expressed about the rear roof dormers and the potential for overlooking.

The proposed dormers face directly onto the adjoining railway line and face the same direction of windows on the main rear elevation of the proposed buildings. Any impact would therefore be similar to the other rear windows proposed, albeit at a slightly higher level.

The position and inclusion of such windows is not unusual for residential areas and it could be reasonably expected that a building of the size and design proposed would be possible on infill site such as this. Moreover rear dormers could be incorporated within the rear roof space of neighbouring building via permitted development legislation, whereby the relationship would be similar. As such, it is not believed the roof dormers would be overly intrusive to neighbouring occupiers to an extent that living conditions would be unreasonably undermined.

In addition to the above, it is important to protect future occupiers from any undue noise and disturbance, particularly from the neighbouring railway line.

The applicant has submitted a Noise and Vibration assessment which has been reviewed by Environmental Health.

It is considered that provided the mitigation measures and acoustic insulation measures detailed within the report are successfully implemented, the impact of noise is satisfactory. A condition has been included which will require a post completion noise assessment to be undertaken, in order to ensure the scheme accords with the agreed measures.

A further condition has been included which prevents any of the apartments being used for multiple occupation, in order to stop any of the units from being over intensively occupied.

### Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares

and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

In this case, as only 12 units are proposed and the site measures 0.15 hectares in area, there is no policy requirement to provide units on an affordable basis.

### Ecology

The application site largely comprises hard areas of landscaping, with limited ecological potential. However, as it is proposed to demolish an existing pair of semi-detached properties and outbuildings, it necessary to assess whether there would be any undue impact upon the local bat population

The applicant has submitted a Preliminary Roost Assessment to exam whether the buildings proposed to be demolished will pose a threat to bat activity, including noise and light pollution affecting any nearby habitat or foraging opportunities as a consequence of the proposed development.

The assessment indicates that the buildings are set in an area which provides low quality habitat for bats and is surrounded by dense urban housing, railway and busy, well-lit roads.

The existing buildings have few features externally which are suitable or likely to be used for roosting bats. The roof voids have no gaps which give direct access and no evidence was found during inspection. No. 19 was found to have gaps around the window boarding to the rear which could allow potential access for bats, but no such evidence was found.

In conclusion it is considered that the buildings are unlikely to be used by roosting bats, as the surrounding habitat is poor and there are few suitable features present to the buildings themselves. The proposed demolition of the buildings and the redevelopment of the site is therefore unlikely to directly impact upon bats.

The Assessment has been reviewed by Greater Manchester Ecology Unit (GMEU) who agree that the site has negligible potential to support roosting bats. However, as bats are highly mobile creatures an informative is recommended in relation to the risk of disturbing bats during construction/demolition works.

The scheme should include measures to enhance biodiversity at the site, in line with the requirements of the National Planning Policy Framework. An appropriate 'informative' relating to bat disturbance, as well as a condition requiring bio-diversity enhancements at the site have been included accordingly.

### Impact upon the Highway

The site is located within a short walking distance of Longsight centre (220 metres), where a wide range of public transport and services are available, as well use of the cycle network and local amenities.

Stockport Road (A6) which is situated a similar distance away, operates numerous bus services providing access to the city centre, Stockport and beyond. Levenshulme train station is situated approximately 0.8 miles away. The site is therefore situated within a sustainable location.

In terms of off road parking provision, 12 off road car parking spaces are provided, equating to 100% provision. A proportion of these spaces are to be served by electric charging points which is a requirement of an attached planning condition. These spaces are complemented by 2 secure cycle stores containing space for 18 bicycles.

Highway Services consider that the proposals is unlikely to generate a significant increase in the level of vehicular trips and therefore they do not raise any network capacity concerns.

The Council do not have any minimum parking standards enshrined in policy for new residential developments, although it would ordinarily be expected that one parking space is provided per unit, which the proposed development provides. The parking ratio is therefore considered acceptable by Highways.

Some local residents have raised concerns that the development under provides for car parking and will lead to increased competition for on-street spaces and localised congestion.

Whilst it is acknowledged that on-street parking demand can be high due to the proximity of the district centre and local mosque, the proposal does offer 100% provision and the accessible location of the site means a range of transport options are available. Planning guidance advocates that new development should not over-provide for parking, particularly in sustainable locations where public transport should be encouraged. It is therefore maintained that an acceptable level of provision has been proposed in this case and any uplift in on-street car parking is unlikely to be significant. To lessen any impact further, a condition has been included which requires the submission and approval of a Travel Plan to promote alternative means of travel other than by private car.

#### Landscaping and Boundary Treatment

In contrast to the existing condition of the site which is entirely hard landscaped, the proposed development introduces grassed areas to the building frontage and to the rear of the site which provide both a setting to the buildings and communal amenity space. These areas include new tree planting for 5 new trees.

In terms of boundary treatment, the submitted drawings indicate a new brick wall and brick piers to the front boundary, interspersed by pedestrian access gates and vehicular access points. New gates are also proposed in-between the proposed buildings, to secure the rear car park. The remaining boundaries are to be maintained.

To ensure the landscaping and boundary treatment are satisfactorily implemented and to control the use of materials and tree species, appropriate planning conditions

have been included. A further condition has been inserted which will require the redundant vehicle crossover to be reinstated with footpath.

### Waste Management

The application has been accompanied by a waste management strategy which indicates dedicated bin storages to both the rear and front areas of the building within enclosures.

The proposed bin stores provide capacity for all waste streams, including organic waste and demonstrates sufficient capacity for the required number of general waste and recycling receptacles based on the volume of calculated waste. The bins will comprise a combination of 6 x 1100L Eurobins and 2 x 140L containers.

Internally, the apartments incorporate sufficient storage to accommodate waste, food caddies and recycling containers, until the need to transport the waste by residents to the dedicated waste stores. A management company is to be appointed to ensure the bins are moved to the collection point

The indicative arrangement is considered acceptable and to the satisfaction of Environmental Health.

### Flood Risk/Surface Water Drainage

The application site is located in flood zone 1 '*low probability of flooding*'.

In line with the strengthening of Government guidance relating to the provision of sustainable drainage systems (SuDs) for major planning applications, it will be necessary to incorporate appropriate surface water drainage.

The application has been considered by the City Council's Flood Risk Management section who advise that conditions should be included to ensure the submission and approval of a submitted surface water drainage works, the submission of further design details and details of a clear adoption policy to ensure effective management and maintenance of the scheme thereafter. Conditions have therefore been included in this regard which requires the submission and approval of a detailed surface water drainage scheme prior to the commencement of development.

### Air Quality

An Air Quality Assessment has been submitted as part of the application to determine baseline conditions, consider site suitability for the proposed end use and assess potential impacts as a result of the scheme.

The Assessment considers the potential effects during the construction phase, including dust emissions and the impact during the operational phase, taking into account fugitive dust emissions. The Assessment determines the potential air quality concentration that prospective residents would experience.

The submitted assessment includes dispersion modelling and concludes that the site is suitable for the development type proposed.

Given the proximity to an existing rail line there is potential for moving diesel locomotives to give rise to NO<sub>2</sub> concentrations across the application site. A screening assessment was therefore undertaken to determine the potential for new exposure. The process indicated that appropriate background concentrations were below the specified thresholds and the use of suitable background monitoring data effectively accounts for localised locomotive exhaust emission contributions. Subsequently, no further assessment was required.

Potential impacts during the operational phase of the development may also occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. A screening assessment was therefore undertaken using relevant criteria to determine the potential for trips generated by the development to affect local air quality. This indicated that anticipated development traffic generation would be below the specified threshold and subsequently impacts are likely to be not significant throughout the operational phase.

Based on the assessment results, air quality is not considered a constraint to planning consent and is considered suitable for residential use

Environmental Health have reviewed the submitted assessment and consider that if the mitigation measures during the construction and operational phases are adopted, air quality is not considered to be a constraint to development will accord with the relevant local policy and national guidance. Mitigation during construction includes site monitoring, maintaining the site, avoid the use of idling vehicles, the use of water limit the dispersal of dust, the covering of loose material and suitable waste management.

To ensure mitigation measures implemented, conditions have been included which will require the measures detailed within assessment to be implemented and for a separate, detailed construction management plan to be submitted and agreed.

### Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new development. A condition has been included which will require the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development.

Whilst a Phase 1 Desktop Study and Phase 1 and 2 Site Investigation Report has been submitted which indicates likely acceptability, further detail is required prior to the commencement of development. An appropriately worded condition has been included.

### Crime and Disorder

The applicant in partnership with Greater Manchester Police (Design for Security) has provided a 'Crime Impact Statement' as part of the application. This enables measures to be incorporated within the scheme in order to be able to design out crime.

In order to ensure design measures are introduced to limit the potential for crime and to enhance security for prospective occupiers, a condition has been included to ensure the proposal achieves 'Secured by Design' accreditation.

### Climate Change

As the proposal would result in a modest number of additional residential units within the context of a principally residential environment and will also result in the removal of a former industrial use, the impact upon climate change is considered negligible.

The site is located close to a busy, main arterial route and transport corridor, and is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity.

The submitted Air Quality Assessment concludes that whilst there would be some limited impact upon air quality during the construction phase, the impact during the operational phase of the development post implementation, is not considered significantly harmful. Through effective mitigation and construction management during the construction phase, the impact upon air quality will be further controlled.

The proposal includes the provision of 4 electric car charging points, more than 100% ratio of cycle storage and the need for a Travel Plan. Such measures will serve to limit the impact upon climate change. The development will also incorporate energy efficient measures as part of the development as outlined in the section below relating to environmental standards.

### Environmental Standards

Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments.

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

The site is situated within a highly sustainable location with excellent access to a range of shops, amenities, transport services and job opportunities.

The site is situated within an existing residential neighbourhood, where existing infrastructure and services can be utilised. It is believed that the proposal harnesses the objectives of sustainable development advocated by the National Planning Policy Framework (NPPF) which seeks to provide development in sustainable locations

which will support strong, vibrant and healthy communities and contribute to building a strong, responsive and competitive economy.

The submitted Environmental Standards statement indicates adequate levels of building insulation, A rated, energy efficient central heating, water and electric efficient appliances and the potential inclusion of bat boxes to increase bio diversity.

This has been supplemented by a Sustainability Statement which highlights the energy efficiency of the proposed development, both during construction and the building fabric, as well as the continued operation of the development, to include waste recycling and electric vehicular charging points

### Construction Management

To make sure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, a condition is included which requires the submission and approval of a construction management plan which details working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

### Other Matters

#### *Gate posts*

An objection was received by a local resident concerning the loss of stone pillars within the front boundary wall.

The pillars concerned are situated to the left hand side of the site when viewed from Slade Lane, with the gap between the pillars bricked up.

The pillars currently serve no purpose and whilst older than other nearby gate posts are unremarkable from both a heritage and architectural perspective. It is also not clear whether the gate posts are original to the site or within their original position. The gate posts are also unprotected and there would be no control over their removal. As such, it is believed the removal of the gates posts is satisfactory and should not form an obstacle to the redevelopment of the site.

#### *Car parking spaces*

Concern has been expressed about vehicular manoeuvrability within the site and whether all the parking spaces can be satisfactorily accessed.

The applicant has submitted vehicular tracking details to show the show the spaces can be appropriately accessed.

### Conclusion

On balance, it is considered that the proposal represents an appropriate and satisfactory form of development that fulfils the criteria set down in policy which seeks to provide high quality residential accommodation which will contribute to a



vibrant and sustainable neighbourhood with a high level of connectivity to adjoining neighbourhoods.

It is felt that given the surrounding environmental context, coupled with the design, scale and appearance of the building, the proposed development will enable the development to make the most efficient use of the land and will assimilate effectively into its surroundings to offer substantial environmental and economic improvements.

It is further believed that the proposed building has been designed to an acceptable standard and reflects the nature and scale of buildings within this highly urbanised environment.

There will be less than significant impact upon either residential amenity or the operation of the highway and as a consequence of the proposed development and on this basis, the proposed development accords with all relevant local policy and national guidance.

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

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

**Recommendation      APPROVE**

### **Article 35 Declaration**

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

### **Reason for recommendation**

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

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

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

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

Location Plan numbered 13,586/110/A received by the City Council as Local Planning Authority on 17 April 2019, drawings numbered 13,586/102/E and 13,586/108/E received by the City Council as Local Planning Authority on 3 October 2019 and drawing numbered 13,586/101/J received by the City Council as Local Planning Authority on 4 November 2019.

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

3) No above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be implemented in accordance with the agreed materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning authority, in the interests of the visual amenity, pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

4) Notwithstanding details submitted, prior to the commencement of development, a construction management/demolition plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

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

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

5) 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 Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

6) Notwithstanding the details outlined in the submitted Phase I Geo-environmental Desk Study (Ref: A180812-CL) and Phase 1 and 2 Geo Environmental Investigation report (A180812LC-1202) produced by Adeptus Consulting and received by the City Council as Local Planning Authority on 18 July 2019, the development shall not commence until a more detailed 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. This shall include:

- Reference to historical maps and an appraisal of the sites history - No historical maps submitted.
- A geological, hydrogeological and hydrological assessment of the site.
- Information of coal workings and other mining or quarrying activities.
- Information from the Environment Agency and Local Authority on abstractions, pollution incidents, water quality classification and landfill sites.
- An assessment of current site use and surrounding land uses.
- A review of any previous site contamination studies (desk based or intrusive) or remediation works.
- A preliminary (qualitative) assessment of risks based on proposed site use including an appraisal of actual and/or potential contaminant sources, pathways and receptors, along with the production of a conceptual model (visual and/or written).
- Recommendations for intrusive contamination investigation and/or ground gas monitoring, if necessary.

With respect to the site investigation methodology, the following issues require further clarification:

- Details for methods of investigation used.
- A plan showing exploration locations.
- Justification for exploration locations.
- Justification for sampling and analytical strategies.
- With respect to the results and findings of the investigation, the following issues require further clarification:
  - A discussion of the possible presence of ground gas is required, including visual, olfactory, analytical and monitoring data.

The measures for investigating the site identified in within an agreed Site Investigation Proposal shall be carried out in accordance with a detailed schedule and a report prepared outlining what measures, if any, are required to remediate the land shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be implemented in accordance with the agreed details.

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.

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

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

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

8) Prior to above ground works commencing, full details of the proposed window design of the buildings hereby approved (including section drawings), shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning authority, in the interests of the visual amenity, pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

9) No development with the exception of demolition and any necessary remedial works shall take place until surface water drainage works, designed 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 City Council as Local Planning Authority.

The following additional information should be provided:

- Evidence that the use of green SuDS have been maximised in the design;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within a Critical Drainage Area;
- 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 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. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. 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.

- Hydraulic calculation of the existing and proposed drainage system;

- Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

10) 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.

11) Notwithstanding the submitted waste management strategy, prior to the apartments hereby approved first being occupied, full details of the bin enclosures shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details shall include means of ventilation, access and materials. The bin enclosures shall only be implemented in accordance with the agreed details and retained thereafter.

Reason - In the interests of residential and amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy

12) The development hereby approved shall only be implemented in accordance with the submitted Waste Management Strategy received by the City Council as Local

Planning Authority on 18 July 2019 and layout drawing numbered 13,586/101/J received by the City Council as Local Planning Authority on 4 November 2019. 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. No bins shall be stored on the highway, other than on the day of collection.

Reason - In the interests of residential amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

13) Notwithstanding the bicycle storage areas indicated on drawing numbered 13,586/101/J received by the City Council as Local Planning Authority on 4 November 2019, full details of the cycle stores, including security measures and means of enclosure, shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupation of any of the residential apartments hereby approved. The approved scheme shall remain available for use whilst the apartments are occupied and retained thereafter.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

14) The car parking areas indicated on drawings numbered 13,586/101/J received by the City Council as Local Planning Authority on 4 November 2019 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 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.

15) Prior to first occupation of the apartments hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

16) Notwithstanding details submitted, prior to the first occupation of the residential development hereby approved, full details of 4 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 any of the residential units and be retained thereafter.

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

17) Notwithstanding details submitted, the apartments hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of all boundary treatment to be erected. The boundary treatment shall be completed prior to first occupation of the apartments hereby approved. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

18) Notwithstanding the indicative details submitted, the development hereby approved shall not be occupied until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as Local Planning Authority. Such a scheme should include tree planting as shown on the layout drawing numbered 13,586/101/J received by the City Council as Local Planning Authority on 4 November 2019. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

19) Within one month of any part of the development first being occupied, a repaving strategy for the public footpaths and redundant vehicular crossing to the front of the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with a timescale and programme to be approved by the City Council as Local Planning Authority.

Reason - In the interests of residential and visual amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

20) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement received by the City Council as Local Planning Authority on 18 July 2019 and Sustainability Statement received by the City Council as Local Planning Authority on 4 November 2019. A post construction review certificate/statement shall be submitted for approval prior to first occupation of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles

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

21) The approved scheme shall be fully implemented in accordance with the measures outline within the submitted the Noise Impact and Vibration Assessment (Ref: AC107642-1R0) produced by REC, received by the City Council as Local Planning Authority on 18 July 2019.

Upon completion of the development and prior to first occupation of the apartments hereby approved, a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to validate the works undertaken conform to the recommendations and requirements contained within the report. The report should contain details of post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations contained within the report shall be detailed, along with any measures required to ensure compliance with the internal noise criteria.

Reason - To safeguard the amenities of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

22) The development hereby approved shall include a lighting scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority prior to commencement of any lighting works. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

23) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

24) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by REC (Ref: AQ107628) dated June 2019 received by the City Council, as Local Planning Authority on 18 July 2019.



Reason - To minimise the impact upon air quality and In order to minimise the environmental impact of the development, pursuant to policy EN16 of the Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

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

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

The agreed Travel Plan shall be implemented in full at all times when the development hereby approved is in use.

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

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) none of the apartments 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 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of 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.

### **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: 123364/FO/2019 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  
Greater Manchester Ecology Unit  
Network Rail

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

**Representations were received from the following third parties:**

Highway Services  
Environmental Health  
MCC Flood Risk Management  
Greater Manchester Ecology Unit  
Network Rail  
United Utilities

**Relevant Contact Officer :** Steven McCoombe  
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□ Application site boundary ● Neighbour notification  
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