

Application Number	Date of Appln	Committee Date	Ward
119242/FO/2018 and 119243/LO/2018	1st Mar 2018	20th Sep 2018	Didsbury East Ward

Proposal Erection of 22 No. (2 x 3 bed, 18 x 4 bed, 2 x 5 bed) houses (C3), conversion of Parklands (use class B1a) to 39 No. (16 x 1 bed, 20 x 2 bed, 3 x 3 bed) apartments (C3), conversion of and extensions to The Cedars (use class B1a) to 21No (8 x 1 bed, 10 x 2 bed, 3 x 3 bed) apartments (C3), conversion of The Coach House into 2 No. (1 x 1 bed, 1 x 2 bed) houses (C3) and conversion of The Lodge into 1 No. (1 x 2 bed) house (C3), totalling 85 units, including demolition works, works to highways, provision of parking, landscaping and other associated works.

and

Listed Building Consent for the erection of 22 No. (2 x 3 bed, 18 x 4 bed, 2 x 5 bed) houses (C3), conversion of Parklands (use class B1a) to 39 No. (16 x 1 bed, 20 x 2 bed, 3 x 3 bed) apartments (C3), conversion of and extensions to The Cedars (use class B1a) to 21No (8 x 1 bed, 10 x 2 bed, 3 x 3 bed) apartments (C3), conversion of The Coach House into 2 No. (1 x 1 bed, 1 x 2 bed) houses (C3) and conversion of The Lodge into 1 No. (1 x 2 bed) house (C3), totalling 85 units, including demolition works, works to highways, provision of parking, landscaping and other associated works.

Location 825 Wilmslow Road, Manchester, M20 2SN

Applicant P J Livesey Group & Tameside Metropolitan Borough Council, C/o Agent

Agent Miss Alice Routledge, GVA, Norfolk House, 7 Norfolk Street, Manchester, M2 1DW

Description

The property that is the subject of the application and listed building application is known as 825 Wilmslow Road.

The original focal building to the west of the site is known as The Cedars and is a Grade II Listed Building built in 1857 (totalling 7,300.00m³ including later extensions built c. 1940). The building can be seen across the deep landscaped frontage from Wilmslow Road over a low level brick wall between mature protected trees to the southern boundary.



The Cedars

Parklands to the east of the site is a 1980's three storey red brick structure with a fourth floor provided within a mansard roof.



Parklands

The Lodge building is sited adjacent to one of the three vehicular entrance/exits onto Wilmslow Road, it is a Grade II Listed Building listed in its own right that was built in the 1850's to be ancillary to Didsbury Lodge which is located to the east and lies outside of the site edged red for the applications that are the subject of this report. Adjacent to The Lodge is a set of gate piers which are Grade II Listed. All other structures within the grounds (including the Coach House) are listed by association with The Cedars.



(The Lodge)



(The Coach House)

The whole of the proposed development site, which measures 1.75 hectares, sits within Didsbury St James Conservation Area in Didsbury. The western and northern boundary are defined by high level timber fencing, Didsbury Lodge Hall sits to the east.

To the rear of The Cedars and Parklands the site is given over entirely to parking and hardstanding associated with the historic use of the buildings and their extensions as offices.



(View from the rear of The Cedars to the north)

The immediate site is located in a predominately residential context with other uses nearby, such as the Towers Business Park and Francis House Children's Hospice. The site is not far removed from Didsbury Centre and the commercial properties

associated with the A34, it lies in a highly sustainable location with access to the bus, Metrolink and Rail network.

The proposal would provide:

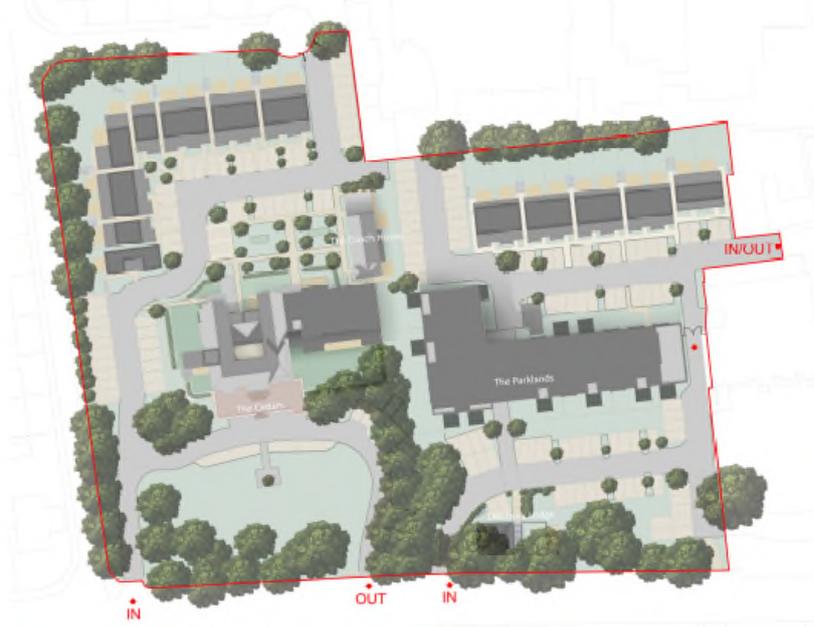
- 21No (8 x 1 bed, 10 x 2 bed, 3 x 3 bed) apartments (C3) within The Cedars
- 39 No. (16 x 1 bed, 20 x 2 bed, 3 x 3 bed) apartments (C3) within Parklands
- 22 No. (2 x 3 bed, 18 x 4 bed, 2 x 5 bed) new build houses (C3)
- 2 No. (1 x 1 bed, 1 x 2 bed) houses (C3) within the conversion of the Coach House and 1 No. (1 x 2 bed) house (C3), within the conversion of the Lodge, totalling the provision of 85 residential units.

Demolition proposed primarily constitutes the removal of the extensions to the eastern and western elevations of The Cedars and the removal of the toilet block to the northern elevation of The Cedars. 3,300.00m³ in total would be demolished. There are also smaller scale demolitions of extensions to the Coach House and Lodge buildings, an entrance to the north of the existing Parklands building and two freestanding single storey outbuildings in the car park (substation and Block E).

The applicant has had vacant possession of the site since July 2018. Until July Parklands and Aspen House (the extension to the western elevation of The Cedars) were used as office accommodation. The Cedars is vacant office accommodation, The Lodge and the Coach House are vacant.

The site would effectively operate as two separate sites. The western part of the site, including refurbishment of The Cedars, The Coach House and 12 No. new build houses will be served by the existing separate in and out access from Wilmslow Road.

The eastern part of the site namely the Parklands, the Lodge and 10 No. new build houses would be served by the existing listed gate and piers centrally located in the frontage from Wilmslow Road and from the existing two way access from Parrswood Road.



Consultations

Publicity – The development was advertised in the Manchester Evening News as a major development, as affecting the setting of a conservation area and as affecting the setting of a listed building. A site notice was placed next to the site boundary. A map showing the extent of residents and businesses notified of the application is set out at the end of this report.

Two objections have been received on the grounds that:

The proposed development will result in very significant extra traffic congestion and pollution to an already congested and polluted area. Specific reference is made to increase in congestion and pollution at peak hours. Detailed concerns are expressed that the development and other developments will adversely impact upon the operation of the highway leading to gridlock.

The scheme does not include affordable housing or any other Section 106 contribution to the public good.

Two comments have been received from one address stating that:

They approve of the plans subject to caveats if the planning application goes ahead:

1. The tree in the grounds of 825 at the end of the part of Wingate Drive at right angles to Wilmslow Road should be removed. It has a multiple trunk and has caused drainage problems in Wingate Drive for over 30 years. Some of the other trees need major attention.
2. The drains on Wingate Drive should be sorted out as part of the development as floods occur.
3. No construction traffic should use Wingate Drive during the demolition of the old buildings or building of the new houses.
4. There should be no floodlights during demolition or construction work shining onto Wingate Drive.
5. There should be no work before 7.30m on weekdays or 8am at weekends
6. The fencing dividing Wingate Drive from the construction site is in poor condition and should be replaced. The gate from Southway into Wingate Drive should be sealed up.
7. Any vehicles associated with the demolition or construction firms should be parked on site not on Wingate Drive. The road is congested with other vehicles parking there and it is a cul-de-sac.
8. Sufficient car parking must be provided for new occupants of the flats and houses given the density of the development.

The second email stated that they hoped that the development would not become a gated community as this would have implications for traffic movement.

Comments were made from one address on behalf of properties in Didsbury Lodge Hall which they copied to the developer about:

1. The access to Parrswood Road requesting traffic regulation orders on Parrswood Road

2. The maintenance of the access road to Parrswood Road
3. The impact of the use of the route between Parklands and Didsbury Hall Lodge upon the occupant of Flat 4 who has three bedroom windows at lower ground floor level with the increase in noise and lights from vehicles. Possible overlooking and loss of privacy to flats 5, 11, 12 and Silver Cottage as they will now be overlooked throughout the day and evening rather than during office hours only. If the route is deemed necessary we support the inclusion of the gate to prevent use as a “rat run” between Wilmslow Road and Parrswood Road.
4. Consultation over joint boundary treatments and assurances that trees in their site are not affected.
5. Impact on the recycling storage area of the neighbouring Didsbury Hall Lodge
6. Noise and disturbance during construction and request for details of the site manager, the residents would like to know the hours of work and that these will be observed.
7. Assurances sought over the conduct of contractor traffic during construction

A complaint was received from Francis House Children’s Hospice that no notification letter had been received. A notification letter was sent to Francis House, it is noted that they state that they were involved in the public consultation and the developer has agreed to pay for alterations to be made to the driveway at Francis House.

Didsbury Civic Society – Request that Cedar Lodge is protected from the rigours of the building site processes when the site development takes place. A request is made that heritage of this building is maintained and that public access to the site for annual Heritage Open Days is a condition of any planning consent granted.

John Leech – Councillor for Didsbury West – Suggests that the applicant pays for the resurfacing of a section of Wilmslow Road due to construction traffic associated with the redevelopment of the former MMU campus nearby by the same developer. He also made contact in support of three residents, stating that a gated community should not be provided, setting out concerns in relation to a need for additional parking restrictions on Parrs Wood Road and requesting that H bars are placed on Wingate Drive.

Friends of Fletcher Moss Park and Parsonage Gardens - Requested Section 106 monies for contribution to local facilities.

Highways – The scheme totals 85 residential units and the proposed car parking provision is 150 car parking spaces. The development has most recently been occupied by offices with 115 car parking spaces.

Adopted highway extends to the back of footway along Wilmslow Road. Adjacent to the site, on the north side of Wilmslow Road there are No Waiting and No Loading restrictions operational Monday to Saturday 8 – 9.30am and Monday to Friday 4 – 6.30pm.

The applicant has undertaken a trip generation exercise using the TRICS database to establish the current and expected level of trips. The information provided suggests that there would be a significant reduction in the number of trips generated

by the housing development when compared with the existing office use. In the AM peak there is expected to be a decrease of 103 no. 2 way trips and in the PM peak there would be a decrease of 78 no. 2 way trips.

TfGM have reviewed the trip generation exercise and agree the predicted trips are appropriate. Based on this it is accepted that there is likely to be a reduced impact on local highway operation and no further assessment is required.

The site is considered accessible by sustainable modes including regular bus services along Wilmslow Road. Metrolink and rail services are also located within a walkable radius of the site.

Access to the site is from the adopted highway however it appears that the internal highway will remain unadopted.

There are 150 car parking spaces (including 4 disabled spaces) located within the sites' curtilage, thus equating to a provision of 176%. It is recommended that c. 7 spaces are allocated for disabled users as this represents 5% of spaces which is considered more appropriate. The overall allocation is acceptable in principle.

The application suggests cycle parking for 60 cycles. It appears that cycle parking has been provided within the apartment blocks. Clarification is sought that 100% cycle parking has been provided within the apartment blocks and the cycle parking arrangements at the houses should also be confirmed.

It is proposed that the locations of the points of access/egress to the development will remain.

To encourage sustainable travel it is recommended that a Travel Plan is prepared for the site. This should include initiatives to reduce independent car travel and include targets and monitoring.

Designated refuse storage has been accommodated for each individual dwelling with kerbside collection to be from within the site (except for one of the lodges). Residents of the houses will be responsible for bringing their bins to the carriageway on collection days. These arrangements are considered appropriate. There are communal bin/stores for the apartments and these will also be brought to the carriageway for collection.

A construction management plan should be provided by the applicant prior to any construction work beginning.

Greater Manchester Police - Raised concerns about the permeable layout of the site. Concerns related to members of the public using the development as a short cut between Wilmslow Road and Parrswood Road, as a high proportion of criminal damage is often attributable to people taking short cuts.

An automated vehicle barrier operated by residents' fob in between the Parklands Building and Didsbury Hall Lodge to stop people and vehicles using the site as a shortcut between Wilmslow Road and Parrswood Road has been included.

Greater Manchester Police require that there is signage in place discouraging the public from entering the site, signage, which states the name of the development, the private nature of the development and directs visitors to the appropriate entrance, should be erected at the relevant entrances. Visitors to The Parklands should be directed to the Parrswood Road entrance. A condition is recommended for a signage strategy to be agreed to address this requirement, the applicant has indicated they are amenable to these requirements.

A meeting was held with Greater Manchester Police to discuss the proposals in detail. A condition is recommended to ensure that the development accords with the recommendations of the Crime Impact Statement and received Secured by Design accreditation.

Environmental Health – Recommend conditions are attached to any approval relating to refuse (as applied for), acoustic insulation for the proposed residential accommodation, external equipment insulation, air quality, contaminated land and a construction management plan.

Neighbourhood Team Leader (Arboriculture) – There are no objections from an arboricultural perspective subject to the mitigation / soft landscaping for the trees lost on site.

MCC Flood Risk Management - Conditions are recommended relating to surface water and maintenance of a sustainable urban drainage scheme.

Greater Manchester Ecology Unit – Bats - The bat survey identified a small common pipistrelle day roost in one of the buildings on site, Parklands. As the works will destroy the roost a licence from Natural England will be required. The ecological consultants have proposed mitigation measures and while these are generally acceptable, no permanent replacement roosting facilities are proposed for the roost; the replacement roost is proposed for a tree and is therefore not considered like-for-like replacement.

GMEU advised that mitigation details were amended to include a permanent roosting feature in the Parkland building. On this basis and if other mitigation measures are implemented in full, the favourable conservation status of bats would be maintained at the site.

The bat survey also makes recommendation for reasonable avoidance measures during tree removal/pruning works to facilitate the development. GMEU advised that these measures be required by condition should permission be granted.

Nesting birds/Biodiversity Enhancement - The buildings and vegetation on site are used by nesting birds. As all wild birds, their nest and eggs are protected under the Wildlife and Countryside Act 1981 (as amended) GMEU recommended a condition with regards to the protection of breeding birds.

As house martins are nesting on the site, replacement nesting features should be provided. These could be incorporated in with the biodiversity enhancement

measures required for the site. The ecological survey makes some recommendations for such measures and these should be required by condition.

Greater Manchester Archaeological Advisory Service – There is no requirement for archaeological mitigation for this proposal.

Manchester Conservation Areas and Historic Building Panel –
The Panel welcomed the demolition of inappropriate buildings on the site.

The Panel felt that the new extension to The Cedars did not provide a good contextual response. They would like to see a much higher quality extension that is both contemporary but designed in a way that takes cues from the existing listed building. They noted that the windows bore little relationship to the vertical proportions of The Cedars and this would be an easy matter to resolve.

The Panel would like to see a greater degree of visual separation between the existing building and the new extension.

The Panel noted that the existing office building made a good contribution to the site and was respectful of the neighbouring buildings. They felt that the proposed alterations were somewhat frenetic and should be more restrained. The Panel stated that the proposed balconies and alterations to the windows contributed to the loss of clarity in the original building.

The Panel referred to the proposed new housing as having a generic feel across the site and suggested that the two blocks should be given different design solutions and should consider their individual contexts.

The Panel felt that the new housing behind The Cedars was a missed opportunity to provide a more disciplined symmetrical design. They felt that the housing should be less asymmetrical and could work better as a terrace with more uniformity, and observed that semis that are not handed make them appear more dominant. They observed that the double fronted house on the corner nearest to The Cedars was the most successful as it had more symmetry.

The Panel felt that the design of the houses was bland and would like to see more features of interest in the elevations.

The Panel commented that the rear extension to the Coach House was well considered. They would like to see as many features as possible retained.

The Panel would prefer to see the extension to the Lodge building removed completely and the building returned to its original form and footprint. They felt that the proposed glass box was of a poor quality with poor eaves detail that appeared to lack any finesse in its detailing. They would like to see a more considered architectural solution and suggested more solid, rendered elements rather than the large glass box being proposed.

The Panel felt that the proposals currently diminished the setting of the listed building and should be of a much higher design quality and given greater design consideration and discipline.

Since the application was presented to panel a site visit was conducted with the Group Manager of Urban, Design and Conservation and revised plans have been submitted to address concerns raised, this is dealt with elsewhere in this report.

Policies

Relevant Local Policies

Local Development Framework

The relevant development plan in Manchester is the **Core Strategy Development Plan Document 2012-2027 (the “Core Strategy”)**, adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The proposals are considered to be consistent with the following Core Strategy Policies SP1, H1, H6, H8, T1, T2, EN1, EN3, EN4, EN6, EN9, EN14, EN15, EN16, EN18, EN19, DM1, PA1 and for the reasons set out below.

Policy SP1 - Spatial Principles. This sets out the key special principles which will guide the strategy. Development in all parts of the City should “make a positive contribution to neighbourhoods of choice including creating well-designed places that enhance or create character, make a positive contribution to the health, safety and wellbeing of residents, consider the needs of all members of the community regardless of disability and protect and enhance the built and natural environment.” The development would reuse previously developed land to improve the built environment and local character.

Policy H1 – Housing Provision. This policy identifies that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027 equating to an average of 3,333 units per year although this rate will vary across the identified period. The policy identifies that the emphasis outside of the City Centre and the City's Inner areas is to increase the availability of family housing. It is expected that 90% of residential development will take place on previously developed land and sites in close proximity to centres and high frequency public transport routes. The application proposals would contribute to the overall provision of new residential units in the City on previously developed land in a sustainable location close to services and public transport routes including the Bus, Metrolink and Rail network. The proposals incorporate dwelling houses. On this basis the proposals are considered to accord with the policy H1 of the Core Strategy subject to consideration of matters set out within the issues section of this report.

Policy H6 - Housing in South Manchester. This policy indicates that 5% of new residential development will take place in South Manchester over the lifetime of the Core Strategy. High density development will generally only be appropriate within district centres. Outside the district centres priorities will be for housing meeting identified shortfalls, including family housing and provision that meets the needs of elderly people with schemes adding to the stock of affordable housing. The application proposals would provide residential accommodation across the site including larger family housing which is identified as required in South Manchester. On this basis the proposals are considered to be in general accordance with policy H6.

Policy H8 – Affordable Housing. Sets out the Council’s approach to assessing applications of greater than 15 residential units and provision of affordable housing or an equivalent financial contribution. Consideration of matters with regards to this policy are set out within the issues section of this report.

Policy T1 – Sustainable transport. This policy embeds the delivery of a high quality integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. It indicates support for proposals that: improve choice by delivering alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; improve access to transport services and facilities for all; improve pedestrian routes and the pedestrian environment; facilitate modes of transport that reduce carbon emissions; reduce the negative impacts of road traffic

Policy T2 - Accessible Areas of Opportunity and Need. The Transport Assessment submitted in support of the application concludes that the application site is highly accessible. Given the location of the application site, pedestrian accessibility to and from the surrounding area is very good. There is access to bus, Metrolink and rail networks. The quality of cycle links is good, cyclists within the development would benefit from 60 cycle parking spaces within the public realm for the apartments and cycles are capable of being stored within the grounds of the proposed housing.

Policy EN1 – Design Principles and Strategic Character Areas. Developments in Manchester are expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The application site is located in the southern character area where development is expected to retain the identity and focus of activity associated with the historic district centres and along the radial routes should be commensurate in scale with the prominence of its location. The application proposals have been designed to reflect the context and residential character of the area. Consideration of this matter is set out in more detail within the issues section of this report.

Policy EN3 - Heritage. The proposal would have an impact on the settings of the Listed Buildings that are the subject of these applications and upon Didsbury St James Conservation Area. This is discussed in more detail later in the report.

Policy EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon

Development. The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:

All development must follow the principle of the Energy Hierarchy, being designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies

Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings. Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.

Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies. This policy sets out that major developments are expected to meet the targets set out in the policy which are to be demonstrated through an energy statement.

The applicant has prepared an Environmental Standards Statement which sets out the energy strategy for the development.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given practicably according to the principles of sustainability. The development is on track to secure a 9.28% improvement upon building regulations Part L 2016.

Policy EN9 – Green infrastructure. This policy indicates that new development will be expected to maintain existing green infrastructure in terms of quantity, quality and function. Opportunities to encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

The development proposals maintain the deep landscaped frontage to The Cedars and Parklands. They offer an improvement to Green Infrastructure to the rear through the introduction of a formal garden and amenity space for the housing where there is currently a large unrelenting amount of hard landscaping for car parking for the former office uses on site.

The application site contains existing trees and the development proposals would result in the loss of 48 trees on site, 6 of these are category B. The applicant has submitted a landscaping scheme to mitigate the loss of trees and enhance the green infrastructure.

Policy EN14 – Flood Risk. The policy reflects national planning policy to direct development away from sites at greatest risk of flooding, and towards sites with little or no risk of flooding. Site specific flood risk assessments are required for all development proposals on sites greater than 0.5 hectares.

Policy EN15 – Biodiversity and Geological Conservation. This policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the city. Developers are expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The applicant has provided an ecological impact assessment alongside the application and further bat activity assessments. The conclusion of these reports identifies the presence of bats in existing buildings on the site. Consideration of this matter is set out in more detail within the issues section of the report.

Policy EN16 – Air Quality. This policy indicates that the Council will seek to improve the air quality within Manchester and particularly Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport.

Developers are expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality this includes cumulative impacts, particularly in AQMAs.

Environmental Health have requested that an Air Quality assessment be undertaken, to be conditioned as part of any scheme approved.

Policy EN18 – Contaminated Land. The policy outlines that the Council gives priority for the remediation of contaminated land to strategic locations. Proposals for development of contaminated land must be accompanied by a health risk assessment.

The application is accompanied by a ground conditions report that has been assessed by Environmental Health and it is recommended that a suitably worded condition be attached to any approval.

Policy EN19 – Waste. The proposed arrangements for management of waste are set out within the Waste Strategy. This confirms that these arrangements are appropriate for this scale of development and that servicing and waste collection can be undertaken in an efficient manner. Measures to control construction and demolition waste will be managed in accordance with a Construction Management Plan produced prior to work starting on site.

Policy DM1 - Development Management. This sets out the requirements for developments in terms of sustainability and outlines a range of general issues that all

development should have regard to. Of these, the following issues are or relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- That development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes;
- Impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These issues are considered full, later in this report.

Policy PA1 – Developer Contributions. Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance.

Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. In this instance no works are required to the highway and a section 278 agreement will not be required. Consideration of other matters raised by objectors are set out within the issues section of this report.

Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application.

DC18.1 Conservation Areas – It is considered that the proposal would maintain the character and appearance of the Didsbury St James Conservation Area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposals would preserve and enhance the Listed Buildings that are the subject of the applications.

DC26 Development and 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. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources.

It is considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was revised in July 2018 and is a material consideration in the determination of all planning applications.

There are three overarching objectives to sustainable development: economic, social and environmental:

- an economic objective, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation; and improved productivity ; and by identifying and coordinating the provision of infrastructure;
- a social objective, supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective, contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, use natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context paragraph 110 states that applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

Paragraph 117 indicates that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and

improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Paragraph 127 confirms that planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 185 of the Framework stipulates that local planning authorities should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

Paragraph 189, requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 190 states Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage assets conservation and any aspect of the proposal.

Paragraph 192 states that in determining planning applications, local planning authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

- the desirability of new development making a positive contribution to local character and distinctiveness.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals would create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles and expectations of the revised National Planning Policy Framework.

Other Material Considerations

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007)

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity. In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

Residential Quality Guide

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

South Manchester Regeneration Framework

South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the SRF is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness.

The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods.

The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

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.

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

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.

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

Issues

Principle of residential development

The application site is unallocated previously developed land, located within a sustainable location characterised by a range of types and sizes of residential accommodation and commercial premises. Therefore subject to consideration of the detailed matters set out below the principle for the redevelopment of previously developed land for residential dwelling houses is considered to be acceptable.

Heritage Impact of the proposals

A detailed Heritage Statement has been submitted by Marion Barter Associates, the applicant describes the significance of heritage assets affected as required by paragraph 189 of the NPPF.

Paragraph 193 states that “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”

Paragraph 194 states that “Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional”.

The key building identified within the submitted Heritage Assessment is the Grade II Listed Cedars building which is attributed to architect Edward Walters (who designed the Free Trade Hall). The heritage significance of The Cedars is assessed as high significance for historical value as a mid-Victorian villa, but its architectural value is at a medium level due to the impact of alterations, particularly to the former west entrance, the east elevation and the interiors. The 20th century Parklands building and car park areas to the north are assessed as having no heritage value and are adjudged to harm the setting of the Listed Building, seriously detracting from the significance of the listed building. The gardens to the front, including the boundary walls, west gate piers, the Grade II listed Lodge with adjoining gate piers and gate have high significance and are important for the setting of The Cedars.

The Didsbury St. James Conservation area, designated in November 1970 centres on the historic core of Didsbury. The Conservation Area is assessed as a heritage asset of high significance. The character of the area is underpinned by the presence of large 18th and 19th century mansion houses in wooded settings, such as the site that is the subject of the planning application.

As the application site contains two listed buildings and pair of listed gate piers and is located within Didsbury St James Conservation, consideration is required, as part of this planning application, to determine whether the demolition works and proposed development works will have any harmful impacts on the significance of the designated heritage assets, those being the Grade II listed buildings/structures and the Conservation Area. The impact of the demolition works on surrounding residential amenity will be considered elsewhere within this report.

The description of the significance of the heritage assets is correctly set out in the Heritage Statement submitted with the planning application.

The development proposal will refurbish, repair and bring back into a sustainable use the former villa, retaining features of the building, such as the principal staircase and Victorian and early 20th century features. There are some losses to the fabric such as a secondary staircase and a rear porch, however this will lead to less than substantial harm to the significance of primary designated heritage asset that is the subject of this application.

The proposals remove harmful elements of built form and proposes improvements to the setting of the Grade II listed building and the character of the Didsbury St. James Conservation Area by reintroducing landscaping where there is currently surface level car parking, reinstating a more spacious and landscaped character to this particular part of Didsbury.

It is considered, therefore, that any harm caused by the proposed development would be less than substantial and would be outweighed by the significant public benefits of the scheme, including the creation of 85 new homes to support housing growth in this part of the City and meet the requirements set out in paragraphs 193

and 194 of the NPPF. In addition, the proposed development would make a positive contribution to local character and distinctiveness.

Demolition

It is not considered necessary to impose a condition requiring a contract to ensure development commences prior to demolition works, as the demolition of the structures set out in the applications would be beneficial to both the listed buildings and the character of the Didsbury St. James Conservation Area. If the demolition occurred this would not create a gap nor would it cause any harm to the character of the area.

The Cedars



Works to The Cedars have been the subject of negotiations to ensure that the internal conversion works and the proposed extensions to the eastern and western elevations respect the designated heritage asset that is the Grade II Listed Building.

The development would see the demolition of the extensions to the eastern and western elevations.

The three storey extension to be demolished to the western elevation is known as Aspen House which is a substantial wing that is visible from Wingate Drive.

The three storey extension to be removed to the eastern elevation would be replaced with an extension largely on the same footprint, it projects to the east by 4m less than the existing extension to allow more light to and better views from the western elevation of the retained Parklands building. The extension has been designed to ensure that The Cedars building remains dominant.

The existing lower ground floor of the Cedars is proposed to be used as residential space, this will be achieved through the excavation of a landscaped bank around the building.

A new roof terrace would be created within an existing roof valley, this would not be perceptible from any long range views towards the building.

All apartments in The Cedars would meet the standards set out in the Residential Design guide in that they measure between 57m² and 156m², the units would have either a balcony or terrace.

Listed Building works –

Externally the existing render would be removed and replaced. The UPVC downpipes would be replaced throughout with dark grey cast aluminium. The windows to the building will be replaced with double glazed timber sash windows to match the existing, the downstairs windows would have the glazing bars removed to adopt the style of the windows of the above first floor windows. All of the above works to the Cedars are considered to constitute improvements over and above the unsympathetic interventions that have occurred throughout the history of the building.

Internally the works largely are within the historic planned form of The Cedars, with the exception of the loss of the former servant's stairs located to the east of the building, which is regrettable. The reasoning behind the removal of the stairs is that it blocks access from the circulation area of the listed building from the proposed extension to the east.

The Parklands



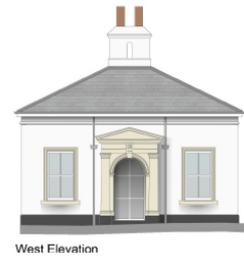
SOUTH ELEVATION 3

The Parklands building is a 1980's building, of its time. It was considered the most environmentally sustainable solution by the applicant to reutilise the existing structure to provide the proposed apartments with a facelift scheme.

Rather than the provision of a fourth floor within the mansard roof, a new set back contemporary fourth floor would be introduced, to be constructed utilising a mix of metal and glass.

All apartments in The Parklands would meet the standards set out in the Residential Design guide in that they measure between 56m² and 140m², the units would have either a balcony or terrace.

The Lodge



Works to the Lodge would involve the removal of an unsympathetic flat roof extension and replacement with a small scale extension on the same footprint, the design, form and scale of the modern replacement extension has been the subject of negotiation. The resultant dwelling would be a two bedroom house measuring 92m² with private amenity space to the east.

The Coach House



The Coach House was previously in a poor state of repair but has been recently refurbished under listed building consent 108397/LO/2015/S2.

Works to the two storey Coach House would involve the removal of a poor quality lean-to extension, which was originally part of extensive greenhouses for the house and the construction of a contemporary extension in glass and metal to the rear.

The resultant dwellings would be one two bed house measuring 80m² and one three bed house measuring 114m² with private amenity space to the east.

Proposed New Build Houses



The new build houses that are proposed sit on land that is given over to the extension to the western elevation of The Cedars, known as Aspen House and upon land that was utilised as car parking in association with the historic office uses on site.

It was identified early in pre-application community engagement that any new build housing to the north of The Cedars would have to be respectful of the relationship to existing residential accommodation on Wingate Drive.

In housing design terms it is always encouraged to access housing from established road networks. However, to turn the development to face Wingate Drive in this instance provided difficulties having regard to the retention of the mature tree to the western boundary. The provision of vehicular accesses to Wingate Drive was also problematic.

The properties therefore face into the site, providing large rear gardens to the boundary with Wingate Drive, without any access from Wingate Drive. The houses facing into the site would provide surveillance towards the rear of the Cedars and its associated amenity space (in the form of a formal garden) and towards the Coach House. The first house when entering the site would be dual aspect facing down the access driveway past the side of The Cedars. All properties would have defensible space to their frontages.

The houses would be three storey in scale, constructed using red brick with timber cladding to highlight entrances and balconies. The design of the building has taken the design of Parklands as its lead.

The materials selected and the scale of the proposals are considered to be appropriate in the context.

The housing units proposed meet the standards set out in the Residential Design guide in that they measure between 97m² and 189m² and provide adequate amenity space for the enjoyment of future occupants. A condition is recommended to restrict permitted development rights for extensions and outbuildings in order to retain adequate provision.

Public Realm

The setting for Grade II listed Cedars would be greatly improved by the works to the public realm which is dominated by car use and hard landscape when viewed from the rear. There is a formal garden to be introduced to the rear and landscaping to the frontage is to be retained and supplemented by further planting.

The existing gate and posts will be widened to the Wilmslow Road access and egress to the western part of the site by 0.3m to allow access for refuse vehicles, these gates and posts are not listed.

Residential Amenity

To the west and to the north of The Cedars, the closest residential property is on Wingate Drive will be approximately 24 metres from the development proposals, consequently it is unlikely that the development proposals will have any significant impact on levels of daylight or sunlight amenity to neighbouring residential properties on Wingate Drive. The visual amenity of residents on Wingate Drive will be improved by the demolition of the extension to the west elevation of The Cedars, known as Aspen House. This extension detracts from the appearance of the Grade II listed building to which it is attached and from the character of the Didsbury St James Conservation Area in this location.

To the south lies neighbouring uses at the Towers Business Park, the Didsbury Cricket Ground and No.'s 860a and b Wilmslow Road would be unaffected by the development proposals as the separation distances remain the same. There would be improved visual amenity from a distance by virtue of the loss of unattractive extensions to The Cedars and the change in treatment to Parklands.

To the east and to the north of Parklands lies Didsbury Lodge Hall, No.'s 396 and 398 Parrswood Road and the Francis House Children's Hospice.

No objections have been received from the Hospice to the north, the distance standards provided from the new building housing nearer to the shared boundary are acceptable at 13.2 – 18.5m.

The new building properties provide natural surveillance to the north facing apartments within the Parklands conversion and to properties within Didsbury Lodge Hall, who currently look out upon a single storey flat roof building (known as Block E) within the car park that is to be demolished.

Concerns have been expressed in relation to the provision of an access route between the end of Parklands and the neighbouring property at Didsbury Lodge Hall,

with regards to an increase in traffic passing those properties and the associated increase in noise and light disturbance. However, traffic passing through to Parrswood Road is restricted to residents only by a fob accessed gate.

It is noted that there is a large surface area car park to the north of Parklands in existence that has a level of traffic associated with an office use, the residential use proposed would have a less intrusive level of activity. It is not considered that residential amenity would be adversely impacted upon by noise or lights associated with cars over and above the existing arrangement.

Comment has been made about overlooking from the east elevation of the refurbished Parklands building towards Didsbury Lodge Hall, there are fewer windows proposed for the residential use than in the existing office building to this elevation. The windows proposed at ground and first floor level are high level windows, the fourth floor which is glazed and has two bedroom windows, is stepped in by 6m from the eastern most part of the Parklands building, providing a 11.5m separation distance, with the bulk of the remaining three storey projection obscuring views towards windows to the western elevation of Didsbury Lodge Hall.

A query has been raised about the impact that the development proposals would have on residential bin storage for Didsbury Lodge Hall. The applicant has clarified that Didsbury Lodge residents will still have access to the bin and bike store. Each apartment will also have a fob to use the gate so they will be unaffected.

Comments were made about the presence of a tree on Wingate Drive and pre-existing drainage issues. The development does not provide an access onto Wingate Drive, would not impact upon drainage issues on Wingate Drive and cannot be relied upon to address pre-existing issues that will not be exacerbated as a result of the development proposals.

Construction Works

A condition is recommended relating to the submission and approval of a construction management plan for the site which should detail the construction access into the site, installation of tree protection measures in advance of construction activity and equipment coming onto the site and the use of a suitable wheel wash facility to ensure mud and debris is not tracked onto the public highway.

Highways

The development proposals maintain the existing access arrangements for the site and would result in a reduction in surges of peak traffic to and from the development. The Transport Statement has been assessed by Highways and Transport for Greater Manchester as having an acceptable impact upon the highway network. It is considered that the proposal would represent an improvement over and above previous operations from the site.

Parking

The scheme totals 85 residential units and the proposed car parking provision is 149 car parking spaces. The development has most recently been occupied by offices with 115 car parking spaces.

Throughout the development, all one bed properties have one car parking space, all other properties have two parking spaces. The level of car parking provision originates from the pre application consultation comments of residents in the area who had concerns that inadequate car parking provision could place pressure on the highways network in the locality. There are four allocated disabled car parking spaces, which is considered to be an appropriate level.

Bicycle Parking

The Cedars has a secure, internal storage space for cycles to be stores at Lower Ground Floor level. This has one space for each apartment. Parklands has a secure external storage structure which provides one space per apartment. Each house has space to accommodate cycle storage. On this basis, the scheme meets the aspiration to provide 100% cycle parking provision.

Trees and Landscaping

There are 48 trees being lost as a result of the development proposals, most of the trees to be removed are of poor quality and are being removed to accommodate the development proposals, there are 6 category B trees to be lost. Most trees to be removed are within a group to the west of the site on the boundary with Wingate Drive. There are 48 proposed replacement trees are shown on the proposed planting plan, this is supplemented by the planting of significant number of hedge, shrub and plant mix. A significant number of the trees (18) are to be replanted to the western boundary where a group of trees is to be lost.



The applicant has submitted an Arboricultural Impact Assessment and details of tree protection during construction works. The Council's arborist raises no objection to the proposals with regards to trees, suitably worded conditions are proposed in relation to the landscaping scheme and tree protection measures to be in situ during construction works. The landscaping scheme above shows the introduction of significant greening of the north of the site over and above the existing situation whereby there is a large unrelenting surface level car park. The scheme would greatly improve the visual amenity of the site, the setting of the Grade II listed building and character of the Didsbury St. James Conservation Area.

Ecology

The bat survey identified a small common pipistrelle day roost in one of the buildings on site, Parklands. GMEU identified that a permanent roosting facility needs to be provided for bats and that house martins are nesting on site and need nesting facilities. The applicant is amenable to providing integrated roosting / nesting facilities. The provision will need to be conditioned. A conditions is also recommended relating to the protection of breeding birds.

Drainage / Flooding

The site falls within Flood Zone 1 and is at low risk of flooding, the applicant has provided a drainage strategy to accompany the application. Following receipt of this strategy the Councils Flood Risk Management Team raise no objections to the

proposals and have recommended a number of conditions be attached to any approval. The application proposals are therefore considered to accord with policy EN14 of the Core Strategy.

Crime and Disorder

A Crime Impact Statement has been prepared by Greater Manchester Police and explains how the design may contribute to, or mitigate against, crime and anti-social behaviour. A condition requiring the achievement of a Secure by Design accreditation will be attached to any consent granted.

Air Quality

There will be mitigation with regards to air quality contained within the requirements of the Construction Management Plan. The scheme includes an increase in the landscaping to the site and replacement of poor quality trees with good quality trees. Levels of traffic are not likely to increase as a result of the proposal and therefore impacts on air quality are considered to be acceptable. However, in order to identify any necessary mitigation measures a condition is required in relation to air quality.

Disabled Access

The development proposals accord with Part M of the Building Regulations. Four disabled access car parking spaces are provided in addition to allocated spaces. The site is level, however where stairs are in place to Grade II Listed Cedars building an alternative access has been provided to the rear elevation next to the disabled car parking spaces. This has a gentle ramp down to the Lower Ground Floor entrance where a lift grants access to all floors. Parklands would have a gentle ramp at the front elevation near the disabled access parking spaces. The main circulation core of Parklands features a lift which gives access to all floors.

Waste

Each house including The Lodge and the Coach House will have their own bins which will be stored in rear gardens. All houses will be provided with space for 1 x 140 litre bin for non-recyclable waste, 1 x 240 litre bin for palpable material, 1 x 240 litre wheeled bin for mixed recycling and 1 x 240 litre wheeled bin for garden and food waste. The collection point for the bins is back of pavement within the site, with the exception of The Lodge, which will have collection from Wilmslow Road.

The Parklands and Cedars have communal bin stores, within the buildings at ground, first, second and third floor and at lower ground floor level at The Cedars. The apartments will be provided with a combined total of 35 x 240 litre non-recyclable waste, 35 x 240 litre for palpable material, 35 x 240 litre wheeled bin for mixed recycling and 7 x 240 litre wheeled bin for food waste. The managing agent will be responsible for moving the bins to the collection point, which is to the north of The Cedars accessed from the internal road and from the Parklands bin store accessed from the access road to Parrswood Road.

Affordable Housing and Section 106 contribution

Policy H8 establishes that new development will contribute to the City-wide target for 20% of new housing provision to be affordable and that developers are expected to use the 20% target as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The required amount of affordable housing within a particular development will reflect the type and size of the development as a whole and will take into account a number of factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

An applicant may be able to seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, where a financial viability assessment is conducted which demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 85 new homes. The delivery of new homes and the reuse of two Listed Buildings in a prominent location in Didsbury St James Conservation Area is a priority for the council. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance. All these matters have an impact on the scheme's overall viability.

At the time of the submission of the planning application viability assessments were submitted privately and confidentially, the applicant, has however, agreed to disclose the information at this time.

The applicant has provided a viability report which states that the development cannot support the full level of affordable housing contribution. The viability report has been tested by the Council and it has been agreed that it would not be possible for the development to make the full financial contribution towards offsite affordable housing without undermining viability.

The conclusions of the viability report (as agreed with the Council) demonstrate that the development would support a financial contribution equivalent to the provision of around 3% affordable housing. This represents what is a viable in order to ensure that the scheme is not only delivered but is done so to the highest standard. The contribution will be secured via a legal agreement which will include a provision for a reconciliation once a percentage of the residential units have been sold which will require a further contribution to be paid if values change at this point.

Requests for Section 106 contributions and obligations

Responses have indicated that the development should be subject of a Section 106 in respect of highways Traffic Regulation Orders or works to Highways and/or funding towards facilities at Fletcher Moss Park or Parsonage Gardens.

Section 106 agreements assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Section 106 agreements may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind. These tests are set out in national legislation.

In this instance the Highway Authority has raised no objection to the proposals on highway safety grounds nor have they identified a requirement for Traffic Regulation Orders or works to the highway as a result of the development.

The housing units have their own gardens and there is substantial amenity space made available to the apartments that would be created through the conversion of The Cedars and Parklands buildings. As such, it was not considered appropriate to request a payment towards facilities at Fletcher Moss Park or Parsonage Gardens.

With regards to the request from Didsbury Civic Society to condition a requirement for public access for Heritage Open Days, the developer has confirmed that they would be happy to work with the Civic Society to provide access to communal elements of the building, and until such a time that the building is occupied would also be happy to arrange access to other parts of the site. It would not be reasonable, having regards to the tests set out in the NPPF for conditions, to impose this requirement as a condition, as this is not a requirement to make the development acceptable. An informative shall be placed upon any consent.

Conclusion

The development proposals would see the conversion and reuse of two Grade II Listed Buildings (and their curtilage buildings) for a provision of 85 residential units in a sustainable location with a contribution to offsite affordable housing. The principle of residential development in this location is acceptable. The scheme for development is of an appropriate scale, mass and design having regards to the site context. It is not considered that the proposals will adversely impact upon the residential amenities of surrounding residential or commercial property.

The development would see the removal of large scale inappropriate extensions to Grade II listed building and large areas of hard standing that impact harmfully upon the setting of the Listed Buildings and the character of the Didsbury St James Conservation Area in favour of the introduction of landscaping and homes within the grounds. The proposals would not cause harm to the designated heritage assets in the form of the listed buildings or the Didsbury St James Conservation Area.

The development proposals will result in the loss of 48 trees including 6 category B trees, however, the appropriate detailed replacement strategy can maximise high quality site landscaping.

The proposals are considered to be consistent with Core Strategy Policies SP1, H1, H6, H8, T1, T2, EN1, EN3, EN4, EN6, EN9, EN14, EN15, EN16, EN18, EN19, DM1, PA1 and Saved Unitary Development Plan Policies DC18 and DC26.

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 Head 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 **MINDED TO APPROVE** subject to the completion of a Section 106 agreement relating to affordable housing provision

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and has been determined in a timely manner.

Conditions to be attached to the decision

119242/FO/2018

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:

Planning Statement prepared by GVA

Statement of Community Involvement prepared by GVA

Design and Access Statement prepared by P J Livesey Group

Daylight and Sunlight Assessment prepared by GVA Schatunowski Brooks

Heritage Statement prepared by Marion Barter Associates

Flood Risk Assessment prepared by LK Group

Arboricultural Report prepared by Urban Green

Energy Statement prepared by Complete Sustainability Solution Ltd
Transport Statement prepared by CBO Transport
Crime Impact Statement prepared by Greater Manchester Police
Noise Assessment prepared by RS Acoustics
Phase 1 Ground Investigations prepared by LK Group
Ecology Assessment prepared by Torc Ecology
Bat Survey Report prepared by Torc Ecology
Topographical Survey prepared by Malcolm Hughes
Archaeology Report prepared by Orion Heritage
123-00-1001 Rev A – Location Plan
123-00-1002 Rev A – Existing Topography Plan
123-00-1003 Rev A – Demolition Plan
123-00-1004 Rev A - Existing Tree Location Site Plan
123-00-1005 Rev A – Aerial View 1
123-00-1006 Rev A – Aerial View 2
123-01-1001 Rev A - The Cedars Existing Plans
123-01-1002 Rev A – The Cedars Existing Plans
123-01-1101 Rev A – The Cedars Existing Elevations
123-01-1302 Rev A – The Cedars Photo Survey
123-01-1303 Rev A – The Cedars Phot Survey
123-02-1001 Rev A – Didsbury Lodge Existing Plans and Elevations
123-03-1001 Rev A – Parkland Existing Plans
123-03-1101 Rev A – Parkland Existing Elevations
123-04-1001 Rev A – The Coach House Existing Plans and Elevations
123-00-1101 Rev B – Proposed Masterplan
123-00-1102 Rev B – Proposed Rendered Masterplan
123-00-1105 Rev B – Proposed House Types Site Plan
123-00-1106 Rev A – New Build Street Scenes
123-00-1111 Rev B – Bin Strategy
123-00-1113 Rev B – External Lighting
123-00-1114 Rev B – Proposed Parking
123-00-1116 Rev C – Boundary Treatments Plan
123-00-1117 Rev B – Proposed Masterplan Showing Hard Landscaping
123-01-1003 Rev B – The Cedars Proposed Lower Ground Floor
123-01-1004 Rev B – The Cedars Proposed Ground Floor Plan
123-01-1005 Rev B – The Cedars Proposed First Floor Plan
123-01-1006 Rev B – The Cedars Proposed Second Floor Plan
123-01-1007 Rev B – The Cedars Proposed Plans Roof Plan
123-01-1102 Rev C – The Cedars Proposed Elevations
123-02-1002 Rev C – Didsbury Lodge Proposed Plans and Elevations
123-03-1002 Rev C – Parklands Apartments Proposed Plans Ground Floor Plan
123-03-1003 Rev B – Parklands Apartments Proposed Plans First Floor Plan
123-03-1004 Rev B – Parklands Apartments Proposed Plans Second Floor Plan
123-01-1005 Rev C – Parklands Apartments Proposed Plans Third Floor Plan
123-03-1102 Rev B – Parklands Apartment Block Proposed Elevations
123-04-1002 Rev C – The Coach House Proposed Plans and Elevations
123-05-1001 Rev A – House Type 1 Plans and Elevations
123-06-1001 Rev A – House Type 2 Plans and Elevations
123-07-1001 Rev A – House Type 3 Plans and Elevations
123-08-1001 Rev A – House Type 4 Plans and Elevations

123-09-1001 Rev B – House Type 5 Plans and Elevations
UG_11738_LAN-DWH-SL-01 – Planting Plan

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. Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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

4. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

5. No development shall take place until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

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

- a. Verification report providing photographic evidence of construction as per design drawings;
- b. As built construction drawings if different from design construction drawings;
- c. 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 promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core

Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

7. Prior to the occupation of the development hereby permitted a signage strategy shall be submitted to the local planning authority in writing that addresses the concerns raised by Greater Manchester Police. The agreed signage strategy shall be in place for as long as the development is occupied.

Reason – To reduce risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

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

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

10. 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 residents and those [attending or] employed in the development

- ii) a commitment to surveying the travel patterns of residents 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

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

11. Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Management Plan and shall include:

- The routing of construction traffic;
- Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete
- Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Reason - In the interest of pedestrian and highway safety, and to ensure that the proposed development is not prejudicial or a nuisance to adjacent dwellings pursuant to policy DM1 of the Core Strategy. Details are required prior to works commencing on site as the impacts of construction works to deliver the development require mitigation.

12. The storage and disposal of waste shall be undertaken in accordance with the Bin Strategy Plan 123 00 1111 - A and drawings submitted with the application and shall remain in situ whilst the development is in operation.

Reason – In the interests of visual and residential amenity, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

13. Before the development is occupied a scheme for acoustically insulating the proposed residential accommodation against noise from Wilmslow Road and the local traffic network shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial / industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

- Bedrooms (night time – 23.00 07.00) 30 dB Laeq (individual noise events shall not exceed 45 dB L_{max} by more than 15 times)
- Living Rooms (daytime – 07.00 – 23.00) 35 Db Laeq
- Gardens and terraces (daytime) 55 dB Laeq

Reason – To secure a reduction in noise from traffic and other sources in order to protect future residents from noise disturbance pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.

14. Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating noise level of 5dB (LAeq) below the existing background (LA90) at the nearest noise sensitive location.

The scheme should be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To secure a reduction in noise in order to protect future residents from noise disturbance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

15. An air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority. Identified mitigation measures and a timetable for implementation shall be agreed in writing with the local planning authority.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution pursuant to policies SP1 and DM1 of the Core Strategy.

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

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

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

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.

17. 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.

18. 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 dwelling houses 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.

19. Prior to the first occupation of the development hereby approved the cycle parking provision as detailed within the approved drawings and documents shall be installed.

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

20. The car parking for the units hereby approved indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the first occupation of the development hereby approved. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Core strategy.

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no garages, outbuildings or extensions shall be erected other than those expressly authorised by this permission.

Reason - To ensure the satisfactory development of the site and in the interest of residential and visual amenity, pursuant to policy DM1 of the Core Strategy.

22. No demolition of the building on site or removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

23. Within one month of the commencement of development a scheme detailing the type and location of bird nest and bat roost to be provided on site and a timescale for their installation shall be submitted to and approved in writing by the City Council

as local planning authority. The measures shall be subsequently undertaken in accordance with the approved details.

Reason – To enhance the biodiversity of the site pursuant to policy EN9 of the Core Strategy.

24. The details of the hard and soft landscaping treatment scheme as set out within the approved drawing references: 'Planting Plan' 01 Rev P02 prepared by Urban Green 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.

Informative – 1. The developer should arrange with Didsbury Civic Society to make the communal aspects of the development available for Heritage Open Days.

119243/LO/2018

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2. Specified Plans condition as above attached to 119242/FO/2018

3. Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and details of the glazing and a strategy for quality control management; and

All samples and specifications shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area

within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4. Notwithstanding the details as set out in condition 2 above no development shall commence unless and until final details (including where appropriate specification and method statement) of the following have been submitted to and approved in writing by the City Council as Local Planning Authority

The Cedars

- a. Final details of all demolition works needs to be outlined on the floor plans.
- b. Detailed sections of the excavation works around the Cedars detailing wall edges and finishes
- c. Final details of a repair specification for the following elements: All new materials, roofworks, render, brickwork or masonry, windows, cornices, timberworks and any other repairs / restoration works. Paint removal to stone piers and repair of original gates.
- d. Detailed method statement for any demolition works and making good.
- e. M&E related to new windows, new works to balconies and terraces at the rear and junction between new work and existing, intervention in to the roof to create the terrace. If there is soundproofing and fireproofing between units / floors and the impact of these works.
- f. Details of the finish to existing timber panelling
- g. A full window survey and justification for works to windows.

Coach House

- a. A full survey and inventory will need to be undertaken.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policy EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

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: 119242/FO/2018 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:

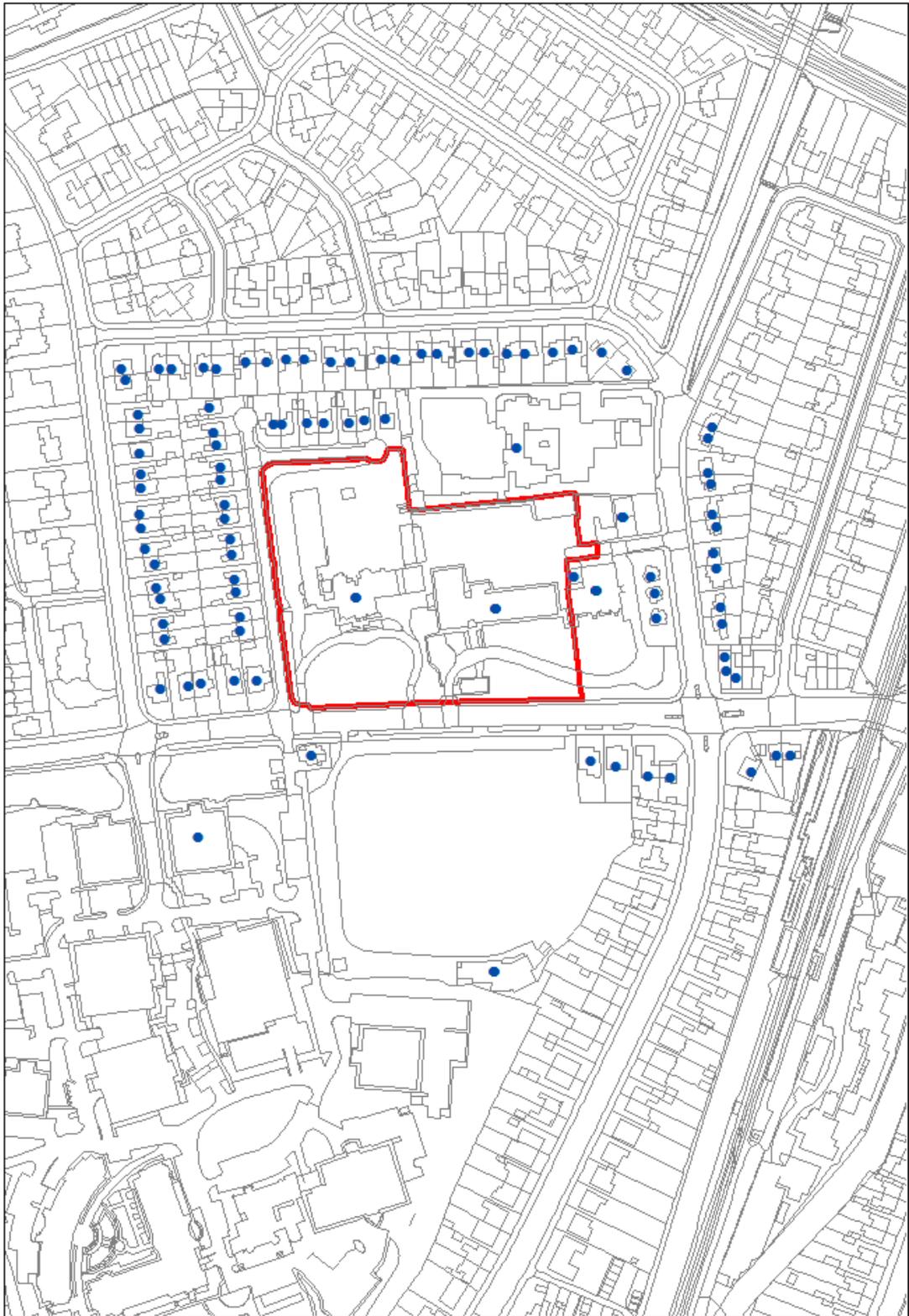
Didsbury Civic Society
Highway Services
Greater Manchester Police

Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Ecology Unit
Greater Manchester Archaeological Advisory Service
South Neighbourhood Team
Historic England (North West)
Transport for Greater Manchester

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

Representations were received from the following third parties:

Relevant Contact Officer :	Jennifer Connor
Telephone number :	0161 234 4545
Email :	j.connor3@manchester.gov.uk



 Application site boundary  Neighbour notification
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