

Application Number	Date of Appln	Committee Date	Ward
127669/FO/2020	7th Aug 2020	22nd Oct 2020	Moston Ward

Proposal Erection of 4 storey building to form 3 x 1 bedroom and 30 x 2 bedroom residential apartments (Use Class C3) together with associated car parking, landscaping and access following demolition of existing building

Location Deanway DIY Store, 112 Kenyon Lane, Manchester, M40 9DH

Applicant Adelphi (Kenyon Lane) Developments Limited, 31-33 King Street West, Manchester, M3 2PN.

Agent Mrs Deborah Baker Barnett, Zerum, 4 Jordan Street, Manchester, M15 4PY

Executive Summary

The proposal is for the erection of 4 storey building to form 3 x 1 bedroom and 30 x 2 bedroom residential apartments (Use Class C3), together with associated car parking, landscaping and access, following the demolition of the existing building.

146 addresses were notified of the application. In response, 59 representations have been received, including 57 objecting to the proposed development and 2 in support. No comments have been received from Members.

Key Issues

Demolition of the Existing Building: The site is not in a conservation area and the existing building is not listed.

The applicant has explored options for both the retention of the existing building and/or its principal façade. None of which are considered suitable or viable.

The proposed demolition is necessary to facilitate the overall comprehensive redevelopment of the entire site. The proposed development would significantly uplift the appearance of the existing streetscape, adding and enhancing the overall quality of the area, whilst contributing to residential growth objectives.

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

Regenerative Benefits: The proposed development would regenerate an unkempt and under used site and lead to the removal of the DIY store and associated service yard.

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

Residential Amenity: The effects on neighbouring residents, including those to the rear along Brendan Avenue have been fully considered. This includes any impact associated with increased levels of activity, overlooking, overshadowing and over-dominance. Due to the siting, design and relationship of the proposed building with nearby properties, the impact is considered satisfactory.

Car parking: The level of off road parking has been fully explored. The proposed development offers in excess of 100% provision and considered acceptable.

Affordable Housing: The application has agreed to enter into a S.106 agreement which will enable 20% of the units to be offered on a shared ownership basis.

A full report is attached below for Members consideration.

Description

The application site relates to large, detached, three storey building, formerly accommodating a cinema (Adelphi Cinema) and now in use as a DIY store.



Existing building when viewed from Kenyon Lane

The existing building built in circa. 1937 is of an Art Deco style and immediately adjoins the back of the pavement along Kenyon Lane. The building is primarily of red brick construction with square insets of white stone on the eastern and western elevations, with the northern, principal elevation further constructed of red brick overlaid almost entirely with white stone.

The main frontage is largely symmetrical in design, with a recessed brick centre flanked by identical stone-faced wings. To the ground floor, the doors and window to the main façade are covered over by metal security shutters, above which is a modern fascia sign associated with the DIY store.

The site which is situated on the southern side of Kenyon Lane, includes an area of outside space to the side and rear, mainly comprising hardstanding and scrub vegetation. The yard to the eastern side of the building is enclosed to the front by concrete panel fencing.

The site is bounded by Kenyon Lane to the north, opposite of which is a relatively recent part three, part four storey apartment development. To the east is a church

(Lightbowne Evangelical Church) and Sunday school. To the west, the site is adjoined by a plumbing supplier, associated service yard and single storey garage buildings. To the south (rear), the site is neighboured by a redundant scout hut and two storey, semi-detached dwellinghouses along Brendan Avenue.



View of site in street context

The wider area is largely characterised by residential dwellinghouses and apartments, with a small number of businesses including a newsagents, dentist and funeral directors situated on the opposite side of Kenyon Lane.

The Proposal

In the case of this application, planning permission is sought for the erection of a four storey building to provide 33 residential apartments (Use Class C3) with associated car parking, amenity space and access, following demolition of the existing building.

The development comprises 30 x 2 bedroom apartment and 3 x 1 bedroom apartments. The proposed building incorporates an under-croft access off Kenyon Lane, leading to a 37 space car park, communal lawn and area of perimeter landscaping.

Planning History

There has been one previous planning application relating to this property:

- Change of use to plumbers and builders merchants (Ref: 044279/FU/NORTH2/93). Approved 6 December 1993.

Consultations

Local Residents/Occupiers – In response to the application 59 representations have been received, including 57 objecting to the proposed development and 2 in support.

Of the representations received, 6 are from those that the City Council notified of the application and a further 23 from the wider Moston area. The remaining objections are from all over the United Kingdom and from abroad. Principal comments are summarised below:

- Moston needs more regeneration and new builds.
- The site is prominent and consideration needs to be given to access design and management of the new building. Landscaping needs to be seen as of considerable importance to enhance the street scene.
- Concerns are raised in relation to disruption, dust and disturbance during demolition and construction, as well as the need for the management of asbestos within the building.
- The apartment development opposite has issues with waste management and bin storage. The proposed development should ensure there is sufficient management of waste.
- The existing façade should be retained due to its architectural and historic significance.
- The existing building is historic and should be retained and refurbished, not demolished.
- The proposed building will lead to the overlooking and loss of privacy to residential properties to the rear.

Highway Services – It is noted that the site is located in the Moston area of Manchester and is considered suitably accessible by public transport via bus services along Kenyon Lane. Kenyon Lane is traffic calmed with vertical and horizontal traffic calming measures. In the vicinity of the site there are no kerbside restrictions on Kenyon Lane adopted highway extends to the back of the footway.

Trips

The TRICS database has been used to assess the predicted 2-way trips generated by the proposals as 9 no. 2-way trips in the AM peak (8am-9am) and 9 no. 2-way trips in the PM peak (5pm-6pm). This level of trips is not expected to impact local highway safety or its operation.

Access

Vehicle access to the site is proposed to be taken from Kenyon Lane. The driveway servicing the site is an under-croft arrangement. Dropped kerbs and tactile paving should be provided across the car park entrance. Any changes to the adopted highway will be required to be taken forward via a S278 agreement.

It is noted that the car park access is gated, the gates should open inwards and a minimum 5m should be provided from the edge of carriageway to the gates to ensure vehicles waiting to enter do not block Kenyon Lane.

Pedestrians

Pedestrian access is also from Kenyon Lane with 1.8m footways on both sides of the driveway. The pedestrian accesses are also gated.

Car Parking

The development will provide a total of 37 car parking spaces. (112% allocation) so there would be circa 4 spaces for visitors. It is also suggested that up to 6 of these spaces may be designated as disabled spaces. The car park layout appears acceptable in principle.

Cycle Parking

The proposed development is to provide a cycle parking store which will accommodate 24 cycles, equating to a provision of 73%. 100% cycle parking is encouraged.

Servicing

The proposed development will provide a dedicated refuse/recycling store, which will be located at the front of the site. Refuse collections will be made direct from Kenyon Lane. This arrangement is similar to existing and is considered appropriate.

Other Matters

It is recommended that a Travel Plan and Construction Management Plan be submitted and include as a requirement of planning conditions.

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

Housing Strategy – It is recommended that the affordable housing element be offered on a 20% shared ownership basis.

Greater Manchester Police (Design for Security) – It is recommended that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved.

Arboriculture - No objection to the proposed removals for this site. However it is suggested that more interesting tree species for the amenity space be incorporated.

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

United Utilities – Foul and surface water should be drained on separate systems. The drainage for the development should be carried out in accordance with principles set out in the submitted Flood Risk Assessment.

Greater Manchester Ecology Unit (GMEU) – There are no known reasons to contradict the findings of the survey. Informatives are suggested in relation to the protection of bats if they are encountered during works, as well incorporating measures to promote biodiversity and works being carried out outside the bird nesting season.

Greater Manchester Archaeological Advisory Service (GMAAS) - Should the application be granted permission, it is recommended that a programme of archaeological work is undertaken as a condition of that consent. It will commence with the first phase of an archaeological building survey (HE Level 3) being undertaken and include measured floor plans and elevations, detailed scaled photographs of elevations, rooms, and features of architectural/archaeological interest, a detailed written analysis and description of the historic fabric, history, and comparative analysis, an assessment of significance of the building and its components. This will be undertaken following the building being vacated but prior to the commencement of any soft-strip or demolition. Once it is confirmed with GMAAS by the appointed archaeological contractor that the first phase has been undertaken GMAAS will be content to see the soft-strip proceed subject to a second phase or recording achieved through a watching brief to record previously concealed building fabric.

An archaeological evaluation trench will be excavated in the north-east corner of the PDA. This will evaluate the level of survival of any belowground remains of the earlier Empress/ Adelphi cinema. Informed by the trenching results there may need to be a targeted open area excavation. The latter would seek to characterise the remains and form of the earlier cinema building. Once all fieldwork has been completed there will be a phase of post-fieldwork assessment of site/ survey records and finds, leading to the production of the final report and dissemination of the results.

Other matters

Consultation & Publicity

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

Policy

Local Development Framework

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

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

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

The following policies within the Core Strategy are considered relevant:

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

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

Policy H1 (Overall Housing Provision) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

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

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

- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H2 (Strategic Housing Location) states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

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

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

Policy H3 (North Manchester) – relates to new housing in north Manchester and states that over the lifetime of the Core Strategy, north Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed use schemes, as well as along high frequency public transport routes.

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

Policy EN1 (Design Principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good

design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN3 (Heritage) – states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

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

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

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

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

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

Policy PA1 (Developer Contributions) – states that where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions to amongst other matters, affordable housing and will be assessed on a site by site basis.

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. Where appropriate, any such provision will be required to be provided on site.

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

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

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

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

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

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

Manchester Residential Quality Guidance (2016)

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

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

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

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;

Make it future proof;
Make it a home; and
Make it happen.

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

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

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

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Greater Manchester Spatial Framework (GMSF)

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

National Planning Policy Framework (2019)

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

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

significantly and demonstrably outweigh the benefits when assessed against the NPPF.

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

National Planning Policy Guidance (March 2014)

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

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

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

Other legislative requirements

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

Principle

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

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

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

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

Policy H3 which specifically relates to housing in this part of the city, states that whilst priority will be given to family housing and other high value, high quality developments where this can be sustained. High density housing will be permitted within or adjacent to the regional centre, within district centre or along high frequency public transport routes.

The proposed development represents the opportunity to regenerate an untidy site, remove a non-conforming use from a principally residential area and to diversify the housing stock in the area, including offering an affordable element.

The highly sustainable and accessible nature of the site means the site is well connected to employment, educational and recreation opportunities.

Consideration of the more specific planning issues and the impact of the proposal upon its surroundings and adjoining occupiers, as well as the loss of the existing building is outlined further below.

Site Layout

The proposed building presents its primary frontage to Kenyon Lane. This has informed the building’s orientation and position on the site, as well as the internal layout.

The four storey, rectangular shaped block spans almost the full width of the site to maximise the frontage and provide continuity in the street scene. The block is interspersed by an access route leading to a rear car park area, utilising an existing access point off Kenyon Lane.



Proposed site layout and landscaping

The building would be softened by perimeter planting, which also serves to provide defensible space to all side of the building, including the main street frontage and entrance. A communal garden area is proposed to the rear, which will be edged with further planting and provides a landscaped buffer between the site and residential properties along Brendan Avenue.

Internally, the ground floor accommodates an entrance lobby accessed from Kenyon Lane, which provides access to the stair/lift core, refuse store and four two-bedroom apartments. The other two ground floor, two-bedroom apartments are located beyond the vehicle access, and benefit from a pedestrian entrance which is reached via a pavement. Both the pavement and an entrance from the residents’ lobby give access to the car park, bicycle storage and residents’ garden, via continuous pavements.

The first to fourth floors each accommodate eight two-bedroom and one one-bedroom apartments, accessed off a central core.

It is considered that the proposed layout provides a satisfactory balance between built form, off road car parking and amenity space/soft landscaping. The arrangement maximises the main street frontage that the development addresses, reinforces the suburban grain and fulfils the potential of the site, without compromising the character and appearance of the area, or the setting of adjoining buildings.

Design, Scale and Appearance

The proposed development comprises a 4 storey, rectangular shaped urban block. The ground floor is broken up by an under-croft access leading to a rear car parking area and communal garden.

The building incorporates a series of vertically aligned windows which gives the building a neat and symmetrical appearance.



Proposed elevation when viewed from Kenyon Lane

The proposed four-storey height is comparable in height to the existing building and responds to the three- to four-storey apartment block directly opposite the site on the other side of Kenyon Lane and the neighbouring church which neighbours the site to the east.

The proposed building's footprint lies more centrally in the plot than the existing built form, and is focused to the street edge. This results in the reinstatement of a building line across the site frontage, thereby repairing the gaps in the streetscape which are presented by the current built form. This allows for increased continuity of the street-scene.

The height and mass is similar to that of the existing building and the differing building heights along Kenyon Lane would still allow the building to respond appropriately and sympathetically into the immediate street-scape which contains a variety of building heights.

In terms of appearance, the proposed building adopts a traditional approach using a selection of high quality materials to present a contemporary look, whilst referencing the traditional brick. The proposed building would comprise a combination of recessed red multi brickwork, incorporated perforated aluminium screens and grey aluminium windows



Artistic impression of the proposed development

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

Access

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

The apartments themselves are of a good size and offer satisfactory circulation space. Level access will be afforded to all entrance doors to incorporate level thresholds. Two lifts serve the upper floors.

Vehicular access to the application site would be gained via Kenyon Lane, with a main parking areas to the rear and up to 6 accessible parking spaces provided close to the rear of the building.

The principal pedestrian entrance lead into a resident's lounge directly off Kenyon Lane. The lifts and stair core can be accessed directly from the lounge, providing vertical circulation to the floors above. An additional entrance is included for the two apartments to the east of the plan which are separated from the main core due to the access road dissecting the plan at ground floor. The pedestrian routes continue through the site to the resident's car park to the rear and the landscaped resident's garden beyond.

The proposal would accord with current access standards contained within Part M of the Building Regulations.

Density/Balance of Accommodation

The proposed development seek to create 33 residential units comprising 30 x 2 bedroom apartment and 3 x 1 bedroom apartments.

The apartment sizes, range from 61-64 sqm for the 2 bedroom apartments and 48 sqm for the 1 bedroom apartments. This accords with the Council's space standards and also represents an appropriate density of accommodation in this part of the city.

Demolition of the Existing Building

It is necessary to consider the impact upon the character and appearance of the area as a consequence of the proposed demolition.

The site is not in a conservation area and the existing building is not listed.

The building was most recently used as a DIY store, understood to no longer be in operation at the site. The area is not designated for retail use and was until recent times, a building that was repurposed for the existing retail use.

The application includes an Historic Environment Desk Based Assessment, due to the building possessing characteristics consistent with that of a non designated heritage asset. This is principally due to its historical use as an early cinema and its Art Deco architectural qualities.

The Assessment notes that an early example of a purpose-built cinema was constructed on the site in circa 1914. By 1937, the cinema was demolished, and a larger cinema was opened immediately to the west of the earlier building. The new Adelphi Cinema was built with an Art Deco frontage.

The building also has some significance due to its associative historical value due to its relation to the H.D. Moorhouse chain of cinemas. Fifty-eight movie theatres were previously operated by the Moorhouse chain, a number of which were purpose built by the chain. Many of these cinemas have since been demolished or repurposed.

It is considered that the building and its façade possess a degree of illustrative and associative historical, architectural, aesthetic and communal values, and its former usage as a cinema and later a bingo hall have some social value as a place of social interaction for Moston.

Whilst the façade is the outward-facing feature which possesses a higher degree of architectural and aesthetic value than the rest of the building, the degradation of both the interior and exterior fabric due mainly to an earlier fire and later alterations to the site as a DIY store, have resulted in the building's values being of low heritage significance.

It is considered that overall, the building is of low-medium significance, due to the architectural, aesthetic and communal values that it possesses as outlined above. However, it is considered that the earlier fire and later alterations to the site to make it more appropriate for its existing use. In addition, the degradation of both interior and exterior fabric, have diminished the historical, architectural and aesthetic values that this structure may have originally possessed, resulting in the building's value being reduced to low significance.

It is believed that the loss of the building can be suitably mitigated by undertaking a historic building survey prior to any proposed development taking place in order to better record and understand the architectural history of the site. It is also recommended that a phase of targeted trial trenching be carried out across the north-eastern part of the site in order to assess the survival and nature of any below-ground remains associated with the earlier cinema since demolished.

Many of the representations received as part of the notification process question why the building or its façade cannot be retained.

It is not considered however that either option would allow for a suitable or viable residential development.

The existing building is located right up to the back of the adjoining footway along Kenyon Lane. As a result, there would be no opportunity to provide landscaping along the principal building edge as a means of offering privacy or defensible space to ground floor apartments.

The existing building currently has a small number of windows on the side and rear elevations. If the building was to be re-purposed for residential accommodation, new window openings would need to be formed on these elevations. This would involve significant interventions to the building, and would also introduce habitable room windows on the east and west elevations, and on a southern elevation which would be far closer to existing dwellings than the current proposal. The impact upon neighbouring levels of amenity would therefore be much greater with increased potential for overlooking to the rearward projection of the existing building footprint being greater than that proposed.

The building currently occupying the site was originally designed as a cinema and therefore has a deep footprint. As a consequence, the centre of the footprint does not benefit from any natural light and would therefore dictate the layout of residential accommodation that could be achieved within the existing building shell.

The applicant has explored options for both the retention of the existing building and/or its principal façade. None of which are considered suitable or viable.

The conversion of the building for residential purposes would present significant challenges in reconciling the needs of residential accommodation such as circulation space and natural light, as the frontage was designed with a long, deep footprint consistent with that of a cinema. As such, the site is used inefficiently, and the number of residential units that could be achieved would be substantially reduced, thereby compromising the viability of the development.

Alternatives have been considered which place the residential footprint behind the frontage, but this is considered to result in an inelegant and less aesthetic building form, compromising the legibility of the original façade.

Retention of the facade would not be practical and also presents difficulties in bringing the building up to modern standards in terms of structural integrity, thermal, acoustic and fire performance. Combined, it is considered that these issues would be

cost prohibitive to address, significantly affecting the viability of a residential conversion.

On balance, it is considered that whilst the starting point for new development should be to try and retain and refurbish existing structures where possible, there needs to be an appropriate balance between the preservation, regeneration and viability.

In this case, the proposed demolition is necessary to facilitate the overall comprehensive redevelopment of the entire site. The site currently comprises previously developed land and the proposed development would significantly uplift the appearance of the existing streetscape, adding and enhancing the overall quality of the area, whilst contributing to residential growth objectives. As such, it is believed that demolition of existing building should not form a barrier to redevelopment of the site.

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

The building is highly unlikely to revert to its original use and no realistic reuse or alternative use of the building is likely to be found in the short to medium term. Redevelopment of the site for residential purposes therefore represents the most viable option and would deliver substantial regenerative benefits.

Redevelopment of the Site and Contribution to Regeneration

The proposed development would regenerate a relatively unkempt and under used site and lead to the removal of the DIY store and associated service yard which could be described as an inappropriate use in the area, given the predominantly residential context.

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

Residential Amenity

The proposed development would lead to the loss of a commercial use within a principally residential area and lead to the creation of a use more in keeping with the local context. Potential levels of activity and associated noise and disturbance would therefore be replaced with activity levels associated within a residential use, and appropriate within the context of a predominantly residential area.

Whilst activity in the form of the car park, cycle store and bin store would be introduced to the rear of the site, frequency of movements for a development containing 33 flats is unlikely to be significant and soft landscaping and a garden area forms a buffer between such areas and the common boundaries.

In term of any overlooking or loss of privacy issues as raised within a couple of the representations received, it is considered that due to the relationship between the proposed building and the nearest, neighbouring residential occupiers, it is not considered that there would be any undue overshadowing, over-dominance or overlooking, as a consequence of the size, design and situation of the building - including the positioning of windows.

The proposed building is focused to the front of the site and replaces a building of similar proportions. The separation distance between the nearest residential properties to the rear will increase in contrast to that of the existing building.

The dwellinghouses and their associated gardens to the rear would enjoy a greater separation from the apartments than they do at present. Window to window interface distances between the proposed building and the nearest dwellinghouses along Brendan Avenue vary from 45 to 64 metres, representing a far greater interface distance than usually sought. This would ensure adequate levels of privacy, even if the intervening employment uses neighbouring the site were to be removed.

To the front, the distance between the proposed development and the properties opposite, the distance varies to between 22.5 to 23.1 metres. This again exceeds a usual requirement of around 21 metres between habitable room windows and therefore affords a decent level of amenity for existing and proposed residents.

The dwellings to the west of the cinema would enjoy slightly greater separation from the proposed building than it experiences from the existing building at approximately 20.8 metres. As this is a gable to gable relationship, this is considered to be satisfactory.

In terms of any impacts associated with any over-dominance, overshadowing or loss of the light, the impact would be lesser than is currently the case. The proposed building is of a similar scale to the existing building and does not project as far to the rear. The relationship between the proposed building and the nearest residential properties to the rear is unlikely therefore to undermine levels of amenity as a consequence of its scale and position within the site. Similarly, to the front, the building is set back further from the back of the pavement along Kenyon Lane and therefore allows for a greater separation between the proposed building and the part four, part three storey apartment building on the opposite side of Kenyon Lane. As these buildings are of a similar scale and the separation distance is proposed to be increased, no undue impact in terms of over-dominance or overshadowing would result.

Whilst the proposed building is of a wider footprint than the existing building due to the incorporation of the yard area to the east, this part of the site is neighboured by a church and Sunday school along its eastern boundary and by redundant scout hall to the south. As such, there would be no impact upon residential amenity as a consequence of the wider footprint.

Impact upon the Highway

The site is considered suitably accessible by public transport via bus services along Kenyon Lane.

In terms of off road parking provision, 37 off road car parking spaces are provided within the proposed rear car park, equating to 112% provision. These encompass 4 visitor spaces and 6 accessible spaces. A proportion of these spaces are to be served by electric charging points (6-8 spaces) which is a requirement of an attached planning condition. The spaces are complemented by 24 secure cycle parking spaces. However, it is considered that this should be improved to provide 100% provision and a condition to ensure that this is the case is recommended.

It is considered that the proposal is unlikely to generate a significant increase in the level of vehicular trips which would impact unduly on network capacity.

It is therefore maintained that an acceptable level of provision has been proposed and any uplift in on-street car parking is unlikely to be significant. To lessen any potential impact, a condition has been included which requires the submission and approval of a Travel Plan to promote alternative means of travel other than by private car. On this basis, the impact upon highway and pedestrian safety is considered satisfactory.

Waste Management

The application has been accompanied by a waste management strategy which indicates a dedicated, naturally ventilated bin store to be situated at ground floor level at the rear of the building. Storage is provided for general waste and recycling. This takes the form of 6x 1,100 litre bins, of which 3 will be for general waste purposes and 3 for recycling provision. Bins will be collected from the rear and moved to the site frontage by a management company and collected by an appointed contractor.

Internally, the proposed apartments incorporate sufficient storage space to accommodate waste, food caddies and recycling containers, until the need to transport the waste by residents to the dedicated waste stores. Bins will be managed by an appointed management company.

Environmental Health have confirmed that the submitted waste management strategy is acceptable and have requested that it be conditioned to ensure future compliance.

Boundary Treatment

The site frontage is enclosed by a low brick wall, with perimeter planting behind. A gate encloses the under-croft access to the rear car park. The remainder of the site will be fenced and also includes perimeter planting along the site boundary. Full details and the specification of the boundary treatment are to be agreed by an attached condition.

Landscaping and Trees

The application includes an Arboricultural Impact Assessment. The report indicates that there are two small groups of trees located within or adjacent to the site. These trees are self-seeded, low quality specimens that have colonised the area due to lack

of use and maintenance and comprise mainly Goat Willow rooted in a waste area. One group of trees situation within the site and would require complete removal, whilst the other group lies outside of the site and will be unaffected by the proposal.

The City Council's Arboriculturalist has reviewed the assessment and concurs that the existing trees are in a poor condition

It is considered that whilst the loss of any tree is regrettable, the removal of the existing trees would not adversely affect the amenity of the area.

In mitigation 13 replacement trees are proposed, along with extensive shrub planting. It is believed that such a landscaping scheme would compensate for the proposed tree loss.

Ecology

An ecological appraisal comprising an extended Phase 1 habitat survey and an inspection of buildings for bats and a dusk emergence bat survey accompanies the application.

The report concludes that no ecologically valuable areas are situation within a 2km search radius, and none were found likely to be impacted by the proposal. All species found on the site were common and widespread, being typical of unmanaged urban locations. The immediate habitat was considered of limited ecological potential and of low suitability for bats. The building on the site was found to have low potential to support roosting bats based on the relevant criteria. A dusk emergence survey was undertaken, with no bats seen emerging from the structure. No evidence of other protected species including nesting birds was found during the extended Phase 1 habitat survey.

It is considered that the proposed development would not result in any significant or unduly harmful impacts to local ecology given the current condition of the site. Greater Manchester Ecology Unit agree with the findings. A condition has been included which will require measures to be incorporated within the development to promote biodiversity.

Flood Risk/Surface Water Drainage

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

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

A drainage statement has been considered by the Council's flood risk management which shows that proposed system will be designed to control surface water run-off for all storms up to and including the 100 year plus climate change event. Water will be stored on site below ground before being discharged at the agreed flow rate. The proposed development is demonstrated to be safe from flooding and will not increase flood risk elsewhere. In order to satisfy the provisions of policy EN14 of the Core

Strategy, it is recommended that a more detailed design of the surface water drainage scheme is submitted as part of the approval, including verification and subsequent monitoring and maintenance.

Air Quality

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

The assessment demonstrate there will be no significant impact from the additional vehicle movements on surrounding sensitive receptors. The use of good practice control measures will provide suitable mitigation for the construction phase. Air quality factors are not therefore considered a constraint to planning consent for the development. A condition has been included to ensure the mitigation measures detailed within the assessment, during and post construction are adhered to.

Archaeology

The application has been accompanied by a Historic Environment Desk-Based Assessment which covers both heritage and archaeology which has been assessed by Greater Manchester Archaeological Advisory Service (GMAAS) who were consulted as part of the application process.

The report describes how the eastern half of the proposed development area was first developed in 1914 as the Empress Picture House and subsequently renamed in 1918 as The Adelphi. This cinema remained in operation until it was replaced through the construction in 1932 of the present building on the western half of the site as the New Adelphi cinema.

The report recognises that although the current building has some local heritage significance it not sufficiently significant to merit preservation or form a barrier to redevelopment.

Similarly, The Desk Based Assessment indicates that there is a high probability that physical remains of the earlier cinema will have survived beneath the ground surface on the eastern side of the site. Any such remains would be of some local heritage significance, representing early evidence for a purpose built cinema, but again of insufficient significance as to provide the basis for an objection to the development.

The Desk Based Assessment offers specific advice for further work and recommends that before the existing building is demolished, an archaeological building survey of the former cinema structure be undertaken ahead of any proposed development proceeding. This would allow for a more detailed record and understanding of the building's architecture. It also indicates that any cinema features presently obscured should be recorded.

There is also a recommendation that a phase of targeted evaluation trenching is carried out across the north eastern part of the site. This would allow for an assessment to be made of the survival and nature of any belowground remains

associated with the former cinema. Based on those results it may then be appropriate to carry out targeted open area excavation to further record any significant surviving archaeological remains.

GMAAS accepts the conclusions and recommendations of the desk based assessment. An appropriation condition is recommended and included which will secure the implementation of a programme of archaeological works to be monitored by GMAAS.

On this basis, the proposed development is considered acceptable.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new development.

Whilst a Phase 1 Desktop Study was submitted as part of the application, the conclusion of which is accepted by Environmental Health, it is advised that a Phase 2 Assessment should be completed in accordance with the recommendations contained within Phase 1 assessment. An appropriate condition has been included, which will require the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

The application has agreed to enter into a S.106 agreement which will enable 20% of the units to be offered on a shared ownership basis.

It is understood that the applicant has held discussions with a Registered Social Landlord over the possibility of 100% of the units being available on an affordable basis, but until the outcome of discussion are realised, the applicant has agreed to enter into a legal agreement as a backstop, in order to meet the requirements of policy H8. On this basis, it is considered that the proposed development accords with the Council's affordable housing policy and will enable the development to contribute to the diversification of the Council's housing supply.

Crime and Disorder

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

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

Climate Change

As the proposal would result in a modest number of additional residential units within the context of a principally residential environment and will also result in the removal of a commercial use, the impact upon climate change is considered negligible and likely to be lesser than if the a commercial operation was reintroduced to the site.

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

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

The proposal includes the provision of 6-8 electric car charging points, cycle storage and will require a Travel Plan. Such measures will serve to limit the impact the upon climate change. The development will also incorporate energy efficient measures as part of the development, as outlined in the section below relating to environmental standards.

Environmental Standards

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

The application has been accompanied by an Environmental Statement which demonstrates that the proposal would comply with the Policy EN6 of the Core Strategy and exceed the national standards set out in Part L1A of the Building Regulations.

The submitted Environmental statement indicates satisfactory fabric thermal resistance values, air permeability, glazing, insulation and energy use requirements. A PV Array of 8.5KWP has been included in the scheme to achieve further CO2 emission reduction to ensure the 15% reduction required in EN6 is maintained over 2010 Building Regulations.

A condition has been included which would require the submission and agreement of a Verification Report to ensure the measures are incorporated within the development design.

Further, it should be noted that the application site is situated within a highly sustainable location, within an existing residential neighbourhood with excellent access to a range of shops, amenities, transport services and job opportunities. Whilst it would be preferable to reuse the existing building. As the previously highlighted, this is not considered viable. The proposed development represents the opportunity to regenerate the site for a more sustainable use.

Construction Management

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

Legal Agreement

The application would be subject to a S.106 legal agreement to secure 20% of the units comprising the development to be offered on shared ownership basis.

Conclusion

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

The loss of the existing building has been fully considered and the proposed public benefits, including the provision of affordable housing, outweigh the loss of the building that has deteriorated over time and is not listed or situated within a conservation area.

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

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

Recommendation **MINDED TO APPROVE (subject to a S.106 agreement to ensure affordable housing provision).**

Article 35 Declaration

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

Conditions to be attached to the decision

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

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

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

Drawings numbered 02-01-003, 02-05-002A, 02-05-003, 02-05-001B, 04B and 05 received by the City Council as Local Planning Authority on 3 August 2020, 02-01-002D, 02-03-001D, 02-03-002E and 02-03-005B received by the City Council as Local Planning Authority on 5 August 2020 and 02-01-005 received by the City Council as Local Planning Authority on 7 August 2020.

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

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

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

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

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

- Sheeting over of construction vehicles.

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

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

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

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

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

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

7) Notwithstanding detail submitted, no development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to discharge the above drainage condition the following additional information has to be provided:

- Consideration of alternative green SuDS solution if practicable;

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculation of the proposed drainage system;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the

proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

- As the proposed development would cause unusual pollution risk to surface water (large car park areas, evidence of pollution control measures (preferably through SuDS) is required.

- Hydraulic calculation of the existing and proposed drainage system;

- Construction details of flow control and SuDS elements.

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

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

- A verification report providing photographic evidence of construction as per design drawings;

-As built construction drawings if different from design construction drawings;

-Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

9) The development hereby approved shall only be implemented in accordance with the submitted waste storage layout shown on drawing numbered 02-03-001D and accompanying Waste Management Strategy received by the City Council as Local Planning Authority on 3 August 2020 and 7 August 2020 respectively. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside of the waste store other than on the day of collection.

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

10) The car parking area indicated on drawing numbered 02-01-002D received by the City Council as Local Planning Authority on 5 August 2020 shall be surfaced, demarcated and made available for use prior to any of the residential units hereby approved being occupied. The parking areas shall be for the sole use of residential

occupants of the development and shall be available for use at all times whilst the apartments are occupied.

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

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

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

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

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

12) Notwithstanding the bicycle storage areas indicated on drawing numbered 02-03-001D received by the City Council as Local Planning Authority on 3 August 2020, full details of the cycle parking provision and cycle stores, including security measures and means of enclosure, shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupation of any of the residential apartments hereby approved. The approved scheme shall remain available for use whilst the apartments are occupied and retained thereafter.

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

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

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

14) Notwithstanding details submitted, the apartments hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of all boundary treatment to be erected. The boundary treatment shall be completed prior

to first occupation of the apartments hereby approved. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

15) Within one month of any part of the development first being occupied, a repaving strategy for the public footway adjacent to the site along Kenyon Lane (including the reinstatement of any redundant access points) and dropped kerbs, as well as details for the installation of tactile paving across the car park entrance, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with a timescale and programme to be approved by the City Council as Local Planning Authority.

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

16) The development hereby approved shall be carried out in accordance with details contained within the Environmental Standards Statement produced by Progressive Services Design Ltd (Ref: CF/CA/1883-Issue 2) dated July 2020 and received by the City Council as Local Planning Authority on 3 August 2020. A post construction review certificate/statement shall be submitted for approval prior to first occupation of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

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

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

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

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

19) The hard and soft landscaping scheme (including tree planting) shown on drawings numbered 04/B and 05 received by the City Council as Local Planning Authority on 3 August 2020, shall be implemented not later than 12 months from the date of commencement of works. 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.

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

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

21) The development hereby approved shall only be carried out in accordance with details and mitigation measures contained within the submitted Air Quality Assessment produced by Redmore Environmental (Ref: 3331r1) dated 17 June 2020 received by the City Council, as Local Planning Authority on 3 August 2020.

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

22) Notwithstanding the details outlined in the submitted Geo Environmental Desk Study and Phase I Risk Assessment produced by Clancy Consulting (Ref: 10/1559/001 Rev. 04) received by the City Council as Local Planning Authority on 3 August, the development shall not commence until a more detailed scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. This shall include:

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

planning authority. The development shall only be implemented in accordance with the agreed details.

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

23) 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.

24) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as Local Planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the apartments are occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

25) Notwithstanding the details contained within the submitted report by RBA Acoustics (Ref: 9948.RP01.AAR.2 rev 1) dated 28 July 2020 and received by the City Council as Local Planning Authority on 3 August 2020, the apartments hereby approved shall be acoustically insulated and treated to limit the

break out of noise in accordance with a updated noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the apartments are occupied.

Upon completion of the development and within 3 months of first occupation, a Verification Report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - The submitted report was undertaken when background noise levels will have been reduced due to the COVID restrictions and lower traffic flow levels and in order to safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Core Strategy.

26) No soft-strip, demolition or development groundworks shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works. This programme of works will be undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and agreed with the Local Planning Authority's archaeological advisors, GMAAS. The WSI shall cover the following:

1. A phased programme to include:

- building survey (level 3);
- watching brief during soft-strip of the building;
- evaluation trenching, possibly leading to;
- targeted open area excavation.

2. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds;
- production of a final report on the significance of the heritage interest represented;

3. A scheme to disseminate the results that is commensurate with their significance.

4. Provision for archive deposition of the report, finds and records of the site investigation.

5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the apartments hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

28) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 127669/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
MCC Flood Risk Management

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

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