

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
122945/FO/2019	25th Mar 2019	27th Jun 2019	Ardwick Ward

**Proposal** Erection of a 7 storey building to form 96 residential apartments (Use Class C3a) with associated car parking, amenity space, boundary treatment, landscaping and other associated works following demolition of existing buildings

**Location** 328-336 Stockport Road, Manchester, M13 0LE

**Applicant** CS Derby Ltd, 3 Hollins House, 331 Hale Road, Altringham, WA15 8SS,

**Agent** Leach Rhodes Walker, Ground Floor West, 50 Dearmans Place, Manchester, M3 5LH

## **Description**

The application site measures approximately 0.31 hectares and is bounded by Stockport Road and Plymouth Grove West. The site currently comprises a three storey vacant former factory building with associated hardstanding, vegetation and trees and boundary treatment.

The building is predominately of brick construction with multi pitched slate and flat roofs. The building is in a poor state of repair with sections of roof missing together with the building having been subject to fire damage. The site is currently secured by a brick wall and chain linked fencing to Stockport Road. There are existing vehicular entrances from both Stockport Road and Plymouth Road west.



Mature trees are located around the perimeter of the application site. Abutting, but not part of the application site, to the north is number 324 Stockport Road, a part single, part two storey building. The condition of this building is also poor and is currently exposed having no roof. Windows are either lost or boarded up.

The surrounding area is characterised by a mixture of building types, sizes and uses. To the north west of the application site is a four storey residential apartment building positioned on the corner of Plymouth Grove West and Stockport Road. To the north east of the site is a three storey secondary school building and associated playfields and grounds known as the Dean Trust Ardwick School. A modern residential development lies immediately to the south of the application site which range between 2 and 3 storeys in height. Immediately to the west of the application site is a single storey Ukrainian church building with associated access off Plymouth Grove West. Beyond this is the grade II Listed Richmond Care Home and Plymouth Grove Primary School which are also access off Plymouth Grove West.

The application site is considered to be located in a sustainable location on the A6 Stockport Road corridor. This route provides regular access by bus into and out of the City Centre as well as connecting the site to other parts of the local area. There is a designated cycle path along Stockport Road which provides a safe route for cyclists. Ardwick railway station is located within 0.8 miles, Belle Vue railway station is location within 1.5 miles and Oxford Road railway station within 2 miles of the application site.

The site is also accessible to Longsight District Centres which is within walking distance of the application which provides access to shops and other services and amenities.

Due to the sites poor condition there has been a long held aspiration to see improvements that would benefit the area.

## **The proposal**

The development proposes 96 residential apartments falling within use class C3. This would consist of 7 three bedroom townhouses, 32 one bedroom apartments and 57 two bedroom apartments.

The proposed development would occupy a prominent position on Stockport Road, located close to the footway; it would be defined by new boundary wall and railings.

The Stockport Road frontage would provide the main entrance to the building together with the separate entrances for the town houses. The vehicular access would be located off Plymouth Grove West leading to a 54 space car park (including 3 accessible bays). Electric car charging points would be provided as part of the scheme. Secure cycle parking would also be provided for 96 cycles within the ground floor of the building together with the refuse store. These would be accessed from within the car parking area and internal to the building. A further 6 external stands would be made available for visitors. A new substation for the development would be provided within the grounds of the car park close to the boundary with Richmond Care Home.



The proposed development would be seven storeys in height at its highest point. However, there is a change in height and massing of the development as it steps in close proximity to adjacent properties along Stockport Road and Plymouth Avenue.





A dedicated waste store would be created on the ground floor of the building, this would provide refuse storage for the development including provision to recycle.

A landscaping scheme has been prepared for the site which includes appropriate tree replacements to mitigate against those that have been lost together with new landscaping and vegetation to Stockport Road to enhance the setting of the building

A roof terrace on the sixth floor of the building would provide communal space for residents.

## Consultations

**Local residents/public opinion** - The proposal has been advertised as a major development, of public interest together with affecting the setting of a listed building. Site notices were displayed around the site and local residents and businesses were notified. 5 objections were received which state:

- Changes to development are required to not preclude development on the site which abuts the application, 326 Stockport Road. This should include removing windows on elevation B of the proposal, relocating the substation, retaining trees along the boundary and retaining access rights to the site. In addition, no damage should be done to 326 Stockport Road as a result of development works at the site;
- The proposal is far too much for the site and there will be issues with parking;
- The development will affect rights to light and cause overshadowing to properties on Plymouth Grove West;
- There will be a loss of privacy from overlooking into gardens;
- There will be noise and disturbance from the amount of apartments at the site;
- The site could be better used a play area for the surrounding residential area;
- The appearance of the development will ruin the area;
- The proposal will result in the overdevelopment of the site on a small plot of land;

- The development does not include amenities for residents.

**Councillor Bernard Priest (Ardwick Ward Councillor)** – Notes the application has been received for the old spice factory site, which has blighted Stockport Road for many years now. The proposed new development will clear the blight, but beyond that Cllr Priest feels the proposal will be in keeping with what is emerging as a revitalised street frontage together with providing much needed additional housing very close to the city centre. Cllr Priest would like his support for this application noted.

**Highway Services** – The necessary analysis demonstrates that the traffic generated by the development could be absorbed into the local highway network. There will be 57 car parking spaces (including three disabled) which equates to 59% provision which is considered to be appropriate for the scale, accessibility, location and nature of the development. The car spaces accord with the required size standards and a vehicle swept path analysis confirms the necessary vehicles manoeuvres can be undertaken within the car park.

A secure, internal bike store is provided within the rear of the building for 96 cycles which is 100% provision. There will also be 8 cycle spaces for visitors.

An internal bin store is being provided within the rear of the building which is acceptable to Highways and collections will take place from Plymouth Grove West.

The internal footways are sufficiently wide and are acceptable from a highway perspective.

The main pedestrian entrance access is off Stockport Road which is set back from the footway. There is an inwardly opening entrance which is acceptable from a highways perspective. A second secure pedestrian access is provided to the parking area off Stockport Road and another adjacent to the vehicles entrance off Plymouth Road West.

Ramped vehicle access with adequate visibility splay is proposed off Plymouth Grove West which will lead down to the parking at an acceptable gradient of 1:20. Final details of the entrance should be agreed.

The footways to the immediate perimeter of the site should be repaved in standard materials and the disused vehicle access off Stockport Road should be removed making a continuous footway.

A travel plan should be prepared to support this development together with agreeing details of a construction management plan.

There may be a requirement to move the existing bus shelter on Stockport Road which should be funded by the applicant.

**Environmental Health** - Further site investigation and a remediation strategy are required and a verification report should be submitted for consideration in respect of

ground conditions. Full details of dust emissions during earthworks and construction would be required.

The details in respect of the acoustic insulation of the property is considered to be acceptable. These should be implemented and confirmation provided through a verification report. Details of plant should be agreed as part of any planning approval. The waste management arrangements are acceptable. The details submitted in respect of air quality measures are considered to be acceptable.

**Greater Manchester Ecology Unit (GMEU)** – The condition of the building at the site and the surrounding habitat is considered to be poor for bat commuting and foraging. An external inspection of the building has been carried out and no bats or signs of bats were found during the inspection and the building was considered to have a negligible potential to support roosting bats. No further surveys for bats are considered necessary and works can commence with a negligible risk to roosting bats.

The trees on site have the potential to support nesting birds. No trees at the site should be removed during bird nesting season.

The proposal should include biodiversity enhancements which should include bird boxes and native tree and shrub planting.

**Greater Manchester Archaeological Advisory Service (GMAAS)** – The proposed development does not threaten known or suspected archaeological heritage.

**Flood Risk Management Team** - Details of a surface water drainage scheme shall be submitted for approval together with a management regime and verification report.

**Design for Security at Greater Manchester** - The development shall be carried out in accordance with the submitted crime impact statement and achieve Secured by Design status.

## **Policy**

### **The Development Plan**

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved and 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 as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

**S01. Spatial Principles** - sustainable development should contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by car.

**S02. Economy** - seeks to spread the benefits of economic growth to reduce economic, environmental and social disparities, and create inclusive sustainable communities. The scheme would provide employment space, construction jobs and housing near to employment opportunities.

**S03 Housing** - supports high quality housing at sustainable locations throughout the City, to address demographic needs and support economic growth. Manchester's population grew by 20% between 2001 and 2011. Economic growth requires the provision of homes for prospective workers so that they can contribute to the economy.

**S05. Transport** - sustainable transport networks enhance function and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need for workers and residents to travel by private car and make the most effective use of public transport facilities.

**S06. Environment** - the development would seek to protect and enhance the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;
- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

**Policy SP1 'Spatial Principles** Development should help to create neighbourhoods where people choose to live. Well-designed places should enhance or create character, make a positive contribution to resident's health, safety and wellbeing of and consider the needs of all members of the community regardless of disability. The built and natural environment should be protected. The proposal would be highly sustainable and provide economic, commercial and residential development. It would be close to sustainable transport provision, would enhance the built and natural environment and would enhance and create character.

**Policy T1 ‘Sustainable Transport’** supports the delivery of a sustainable, high quality, integrated transport system to encourage modal shift from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes and would encourage as cycling, car sharing and car clubs.

**Policy T2 ‘Accessible areas of opportunity and needs’** This is a highly sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network. It would encourage the use of sustainable forms of transport.

**Policy EN1 ‘Design principles and strategic character areas’** The design and appearance of the scheme would enhance the regeneration of the area.

**Policy EN2 ‘Tall Buildings’** must be of excellent design quality, appropriately located, contribute to sustainability and place making and bring regeneration benefits. They must complement the City’s built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline and approach views. Suitable locations would include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. The proposal is considered to be a high quality development and would have a positive impact on views and the regeneration of the area.

**Policy EN3 ‘Heritage’** proposals that complements and takes advantage of the distinct historic and heritage features are encouraged. These must preserve or enhance 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. The impact on heritage assets is set out clearly below.

Although the site is not in a conservation area and the existing building is not listed, it is close to a grade II listed building no 9 Plymouth Grove West ‘Richmond Care Home’

The development, as noted further in the report, would not have an impact on the listed building.

**Policy H1 ‘Overall Housing Provision’** the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land.

This is a relatively dense residential scheme on a previously developed site in a highly accessible location close to the City Centre and Longsight district centre. The varied accommodation sizes would meet a diverse range of housing needs and a large number of the properties would have 2 and 3 bedrooms.

**Policy H5 'Central Manchester'** states that this part of the City will accommodate 14% of new residential development. Priority will be given to family housing and other high value, high quality developments where this can be sustained. High density housing will be permitted within or adjacent to Longsight district centres as part of mixed use schemes. This proposal will provide a high quality, high density scheme with 67% of the residential apartments being 2 and 3 bedroom accommodation and therefore able to accommodate families. Being located along Stockport Road and close to Longsight district centre, the application site is considered to be appropriate for a use and density of this nature.

**Policy H8 'Affordable Housing'** sites of 0.3 hectares and 15 units or more should contribute towards affordable housing provision. The scheme is deliverable in its current form and further information is provided below.

**EN4 '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 CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies

**Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure'** the regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

**Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies'** developments over 1000 sqm should meet targets of the policy unless if it is viable. The function of the building would reduce energy demands and its fabric would ensure that energy costs remain low.

**Policy EN9 'Green Infrastructure'** development should maintain the quantity, quality and function of green infrastructure and should create and improve linkages to and between areas of green infrastructure. There is little green infrastructure at the site and which is of limited quality. The roof terrace and terrace cut outs would provide some soft landscaping provision at the site and the possibility of street trees is also being explored within the footways around the application site and/or in the immediate vicinity of the application site.

**Policy EN14 'Flood Risk'** surface water runoff should be minimised and a Flood Risk Assessment (FRA) is required on sites of over 0.5ha within critical drainage areas. A scheme that minimises surface water runoff would be agreed.

**Policy EN15, 'Biodiversity and Geological Conservation'**, developers should where possible enhance, restore or create new biodiversity, either on or adjacent the site and contribute to linkages between valuable or potentially valuable habitat areas. The site has little ecological value.

**Policy EN16 'Air Quality'** The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases.

**Policy EN17 'Water Quality'** the impact on the surrounding water courses including those which may be underground would be minimised.

**Policy EN18, 'Contaminated Land'**, The applicant has provided provisional details relating to ground conditions and further investigative work would be needed to confirm these findings and determine if any mitigation is required.

**EN19 'Waste'** proposals must be consistent with waste hierarchy principles (prevention, reduction, re-use, recycling, energy recovery, and disposal). A waste management strategy would ensure recycling principles are followed and this would form part of the conditions of the planning approval.

**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 for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment.

**Policy DM1 'Development Management'** all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse

and car and cycle parking. The proposal also meet the City Councils space standards.

For the reasons given, and as set out in more detail below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

### **The Unitary Development Plan for the City of Manchester (1995)**

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant. The relevant policies are as follows:

**Saved DC7 'New Housing Development'** states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The proposal meets City Council spaces standards and will be accessible for all residents of Manchester.

**Saved policy DC19 'Listed Buildings'** - the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. This is discussed in detail below.

**Saved policy DC20 Archaeology** states the Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

**Saved policy 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 and further mitigation will be secured by planning condition.

**Saved policy E3.3** states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. Stockport Road is a major road route in the City. This proposal will remove the derelict buildings from the site and replace it with a development of high quality design which will provide new homes for this part of the City.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

### **Planning Practice Guidance (PPG)**

The relevant sections of the PPG are as follows:

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

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

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

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

The development can be appropriately deal with matters relating to noise. An appropriate ventilation and acoustic system has been development which ensures that the residential accommodation will not be affected by surrounding road noise or noise transfer between apartments.

*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

*Travel Plans, Transport Assessments in decision taking* states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;

- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

The proposed development has an appropriate level of car parking given the location. The application site is well connected to other forms of transport and a travel plan shall be prepared in support of the proposal.

### **Other material policy considerations**

#### **The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)**

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

The proposal complies with the guidance contained within the SPD in particular how the proposal addresses Stockport Road with a building of an appropriate scale. High quality architecture and boundary treatment will ensure that the proposal sits appropriately within its context and is safe and secure.

### **Manchester Residential Quality Guidance (2016)**

The City Council's Executive endorsed the Manchester Residential Quality Guidance which it 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 proposal contributes positively to place making in Manchester with a high quality development. The proposal will provide new homes within a high quality building with landscaping, boundary treatment and amenity provision. The apartments meet the space standards outlined within this document.

### **Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)**

Adopted in 2015, the vision for the strategy is that *'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'*

There are four objectives in order to achieve this vision:

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

The proposal will provide enhanced landscaping to the site in the form of new tree planting and shrubs. In addition, there will be a new landscaped roof terrace which will also provide have vegetation which will provide for biodiversity improvements. There will be a modest loss of existing tree planting at the site. However, this is considered to be outweighed by the wider benefits of the scheme and the appropriate mitigation secured.

### **Other legislative requirements**

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State 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 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid 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.

**Interest** - Members are advised that the City Council has an interest in this application site as landowner and are reminded that they must disregard this and exercise its duty as Local Planning Authority only.

### **Principle of the proposal and the schemes contribution to regeneration and housing growth**

The application sites contribution to the local area is currently poor given the dilapidated condition of the existing building on the site. The opportunity to redevelop the site is therefore welcomed, particularly as the development would provide new homes along a major road corridor in the City. The redevelopment of the site would also complement the wider regeneration activity in the area which has seen the construction of a new secondary school together with new and refurbished homes. (is there a new community hub also proposed?)

This proposal would provide 96 new homes at the site with over 60% of the units being larger accommodation providing opportunities for families. The development would be located on a brownfield site in close proximity to Longsight District Centre together, enjoying the benefit of being located along a main road corridor into the City Centre. A development of this nature and of the scale and massing proposed is considered entirely appropriate for the site, subject to other considerations detailed below, reflecting the density requirements outlined in policy H1 and H5.

The sites position on Stockport Road also means the site is sustainable and well connected which would help reduce travel distances to employment, educational and recreational opportunities.

Manchester is the fastest growing city in the UK, having increased its population by 19% since 2001. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Around 3,000 new homes are required each year and the proposal would contribute to this need. Providing the right quality and diversity of new housing for the increasing population would be critical to maintaining continued growth and success.

The new homes provided as part of this development would contribute positively towards the city's overall demand for new housing

In addition, the development would create jobs and support the needs of a skilled workforce through the construction phase. This would be secured through a local labour agreement as part of the agreed planning conditions.

It is considered that in principles development would be consistent with the National Planning Policy Framework, and Core Strategy policies SP1, H1, H5, SP1, EN1 and DM1. Detailed considerations of the potential impact of the development are considered below.

### **Affordable Housing**

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable; 20% should be used 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 amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

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, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; 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 96 residential apartments. The applicant has not confirmed at this stage if the homes would be available to buy or rent. However, they have prepared their viability report on the basis that the new homes would be available for purchase on the open market.

The current condition of the application site contributes negatively to the local area and presents a poor frontage to Stockport Road, one of the City's key road routes. This proposal would as noted provides an opportunity to remove the current dilapidated building from the site and see it developed for new homes; contributing positively to housing growth in this part of the City. The proposal would be a high quality development in terms of the accommodation provided and would comply with the space standards within the Residential Quality Guidance; in addition it would provide accommodation suitable for families.

The applicant has prepared a viability report, which is publicly available, as part of the planning application. The report has been independently assessed on behalf of the Council.

This indicates that the development is viable in its current form and could withstand a commuted sum contribution of £30,000 towards off site affordable housing in the City.

In coming to this conclusion, the benchmark land value of the development was agreed at £400,000 together with build costs of £130 per sqft are within the range expected based on comparable evidence. The total costs would be £14,214,583 with a profit on cost of 20%.

The provision would be secured via a legal agreement.

Should there be an uplift in market conditions which would allow an increase in the affordable housing contribution beyond the 1.2%, there would be provisions incorporated to allow the viability to be re-tested to secure an additional contribution should this be viable.

### **Impact of the historic environment and cultural heritage**

The application site building is not listed and not in a conservation area. It is not considered that the building has any local value and this has not been raised as part of the consultation process.

As noted previously, the building on site is in a very poor condition, given its dilapidated state, and does not contribute positively to the surrounding area, particularly its prominent road frontage to Stockport Road.

However, the application site is located in close proximity to 9 Plymouth Grove West which is a grade II listed building. The property was formally a grand residential property that was more recently used as a Ukrainian Club and currently a residential care home known as Richmond House.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' is paid when taking decisions affecting listed buildings and their settings.

The significance of the building lies predominately in its exterior together with any retained interior fabric. It is noted that there have been a number of extension and alterations to the property which have principally taken place at the rear.

The list description describes the properties features in particular its red brick façade on stone plinth with its slate roof. It also notes the double depth and double fronted façade of the property, its window design sill bands and moulded gutter cornice. The front entrance to the property is also noteworthy with its columns, entablature and cornice.

he development of the site would be seen in the same context as the listed building particularly in relation to views from Plymouth Grove West. As detailed above, the significance of the listed building is derived from its exterior and interior feature with the most highly decorative external features being found on the front elevation.

The removal of the vacant and depilated building from the application site and its redevelopment with the high quality development proposed would have a positive

contribution to overall setting of the listed building; its setting would remain clearly legible in the street scene and its exterior features visible;

Although a car park would be located closest to the listed building this would, in itself, have no impact. In addition, this would provide degree of separation between the listed building and the tallest element of this development.

New boundary treatment, landscaping and trees would form a new boundary with the curtilage of the listed building to enhance its setting.

Overall it is considered that the proposed development would not have a negative impact on the setting of the listed building. The setting and significance of the listed building would be preserved.

### **Impact on Archaeology**

Greater Manchester Archaeology Unit have considered the potential of the application site for below ground archaeology and do not consider in this instance that the development poses any risks in this regard.

### **Layout, scale, external appearance and visual amenity**

The layout of the development seeks to take advantage of the frontage with Stockport Road with the majority of the built form being positioned parallel to the road. A shorter block extends perpendicular to this linear block to create a 'T' shape building. The car parking for the development would be located discretely from view at the rear of the building, accessed off Plymouth Grove West via a ramp to respond to the level changes across the site.

The ground floor would comprise both residential accommodation and essential communal spaces. Two storey 'townhouses' would be located along Stockport Road having their own private entrances from the street; each would have a defined and secure boundary treatment. The ground floor of the building would also provide the secure cycle and refuse store.

The main entrance to the remainder of the apartments in the building would be via a dedicated entrance directly off Stockport Road leading to a residents/visitor reception lobby. This would also provide lift and stair access to the upper levels of the building.

A further two pedestrian access points would be created at either end of the linear block from Stockport Road which allows for secure (key fobbed) access to the rear of the building and car parking area.

The upper floors of the building would consist of the residential accommodation. The perpendicular element of the building begins at the first floor with car parking underneath in order to maximise the area for parked vehicles. This element of the building extends to five storeys and then begins to cut back in order to minimise the height and massing of the building relative to surrounding church building and care home.

At the sixth floor of the main block to Stockport Road, the building also cuts back in order to minimise the height and scale of the building to respond to the street scene. A roof terrace at this upper level would provide communal amenity space for residents.

The surrounding area has a variety of building heights and designs. The immediate context to the application site are two storey residential properties (342-370 Stockport Road) bookended by a three storey property with mono pitched roof located adjacent to the application site.

The proposed building would be situated on the boundary with 324 Stockport Road, there would be a gap of 5.5 metres between this property and the proposed development. The proposed building would be four storeys at this point with pitched roofs helping to provide a transition in scale from the existing two/three storey dwellings.

The gap between 342 Stockport Road and the proposed development, together with the scale of the proposed building and its orientation, means that there are no overbearing or overshadowing impacts on this property.

The proposed building then rises to seven storeys which marks the highest point of the building and the main focal point. This element of the building gives the development presence along Stockport Road. This higher element is a slender and linear element to the building and not imposing. The building height then begins to drop down to six and five storeys, together with a setting back of the sixth floor, thereby altering the massing of the building to respond appropriately to the buildings along Plymouth Grove West.



ELEVATION A



ELEVATION B



ELEVATION C



*Proposed building in context with other developments in the street scene*

The five storey element, whilst sitting higher than the four storey apartment building at 300 Stockport Road, is considered appropriate in the street scene representing a gradual change in scale.

Overall, the scale and proportions of the buildings frontage to Stockport Road is appropriate. The building has presence and the changes in its height and massing helps respond appropriately to the variety of other building heights in the immediate street scene.

The scale, height and massing of the rear of the building has been treated differently to respond to the lower scaled buildings along Plymouth Grove West and Plymouth Avenue. The five storey element of the building wraps around to the Plymouth Grove West frontage with the setback to the seventh/sixth floor being used as the roof terrace. The rear element of the block, which runs perpendicular to the main block, is staggered in height between 3, 4 and 5 storeys before rising again to 7 storeys. This helps minimise the impact of the extension on surrounding buildings along Plymouth Grove West and Plymouth Avenue.

The portions of the building when viewed from Plymouth Grove West appear similar to the care home building and Plymouth Grove Primary School. As such, it is considered that the development appears comfortable in this context. In addition, the car parking area provides a visual gap between the proposed building and site boundaries and surrounding developments which minimises any overbearing impacts.

Although it is acknowledged the proposal would be visible from the two storey domestic properties along Plymouth Avenue, the car parking area again provides a visual break between the two. There is between 23.8 and 25.6 metres between 25, 27 and 29 Plymouth Grove who would have the most direct of the rear element of the building. The building is five storeys at this point before stepping up. The scale, massing and distances detailed above will ensure that there is no overbearing impacts on these properties and minimise any over shadowing.

The appearance of the building has sought to reflect the characteristics and materiality found elsewhere in the street scene. The building would be of brick construction with subtle change in colour to respond to the different elements and scales of the building.

The four storey element to Stockport Road (adjacent to 342) is of a red brick and pitched roofs to complement the adjacent domestic properties. The seven storey element is finished in a contrasting buff brick as is the sixth floor of the main block. The remainder of the Stockport Road and rear elevations revert back to the red brick to complement the nearby apartment building, care home and school building found locally.

Vertical metal panels and glazing are used between the three different elements along Stockport Road which assist with the transition in scale. Vertical aluminium window frames, set within deep reveals, are used throughout the building and provide a well detailed pattern/frame to the facades. This arrangement helps to break up the extent of brick work to the facades together with providing a well detailed finish to the exterior of the building.

The lower two levels of the building form a podium which is defined by full height glazing which maximises the amount of glazing onto Stockport Road which provides an active frontage and natural surveillance. The glazing is set back from the brick piers which provides interest to the elevation.

Overall the design is considered to be high quality offering an individual and distinctive piece of architecture. The scale of the building is appropriate in this location and the materials deliver a simple and effective façade treatment. Conditions of the planning approval would ensure that the materials are devised and undertaken to the highest standard.

## **Trees**

There are 8 individual trees (2 category A trees '*trees of high quality and value*', 5 category B trees '*trees of moderate value*' and 1 category C tree '*trees of low quality*') together with one group street (category C) and a hedge which has been judged to have no amenity value. The trees and vegetation is located in or on the boundary with adjacent land and therefore deemed to be affected by the development.

In order to facilitate the development, the proposal would require the removal of 3 individual trees (all category B trees). One of the trees is located in the position of the new vehicular entrance and the other two are on the boundary with 324

Stockport Road. The group of trees and a hedge are located in the south western corner of the application site.

New developments should wherever possible maintain existing green infrastructure. Policy EN9 supports the view that should the benefits of a proposal outweigh the loss of green infrastructure, the developer should demonstrate how this would be mitigated in terms of quantity, quality, function and future management.

The individual trees to be lost are of moderate value and their position in the application site means their contribution to the street scene is limited. There would also be a loss of vegetation as a result of the hedge and group of trees to be removed from the south western corner. Again, their position in the site together with their quality means that their overall contribution to the local area is currently negligible. However, it is noted that they do provide an element of screening for the adjacent church building and the properties on Plymouth Avenue.

In this instance it is considered the overall benefits of the scheme, which include the removal of a poor quality building from Stockport Road and the replacement with a high quality development providing new homes, outweighs the minor loss of green infrastructure at the site.

This is subject, however, to new planting to and it is noted a comprehensive landscaping scheme is proposed as part of the development. This would include the planting of 13 new semi-mature trees at the site together with shrub planting and other vegetation. In particular, the tree planting would be concentrated around the perimeter of the rear of the site providing screening to the boundaries with the properties located on Plymouth Avenue, the care home and church building.

It is also proposed that the potential for new street trees is further explored and this is set out in a condition.

### **Impact on Ecology**

An ecological appraisal, including a bat inspection, concludes that the development would not result in any significant or unduly harmful impacts to local ecology including bats. The Greater Manchester Ecology Unit concurs with the findings. An informative would highlight that should bats be found during the works, they should cease until a suitably qualified individual has inspected the site. In addition, in order to avoid any impacts of nesting birds, there should be no vegetation clearance during bird nesting season.

The provision of the proposed roof garden, tree and vegetation planting would help enhance and mitigate against the loss of green infrastructure together with the associated biodiversity benefits. As part of this it is also recommended that new bird boxes are incorporated into the scheme to provide new habitats.

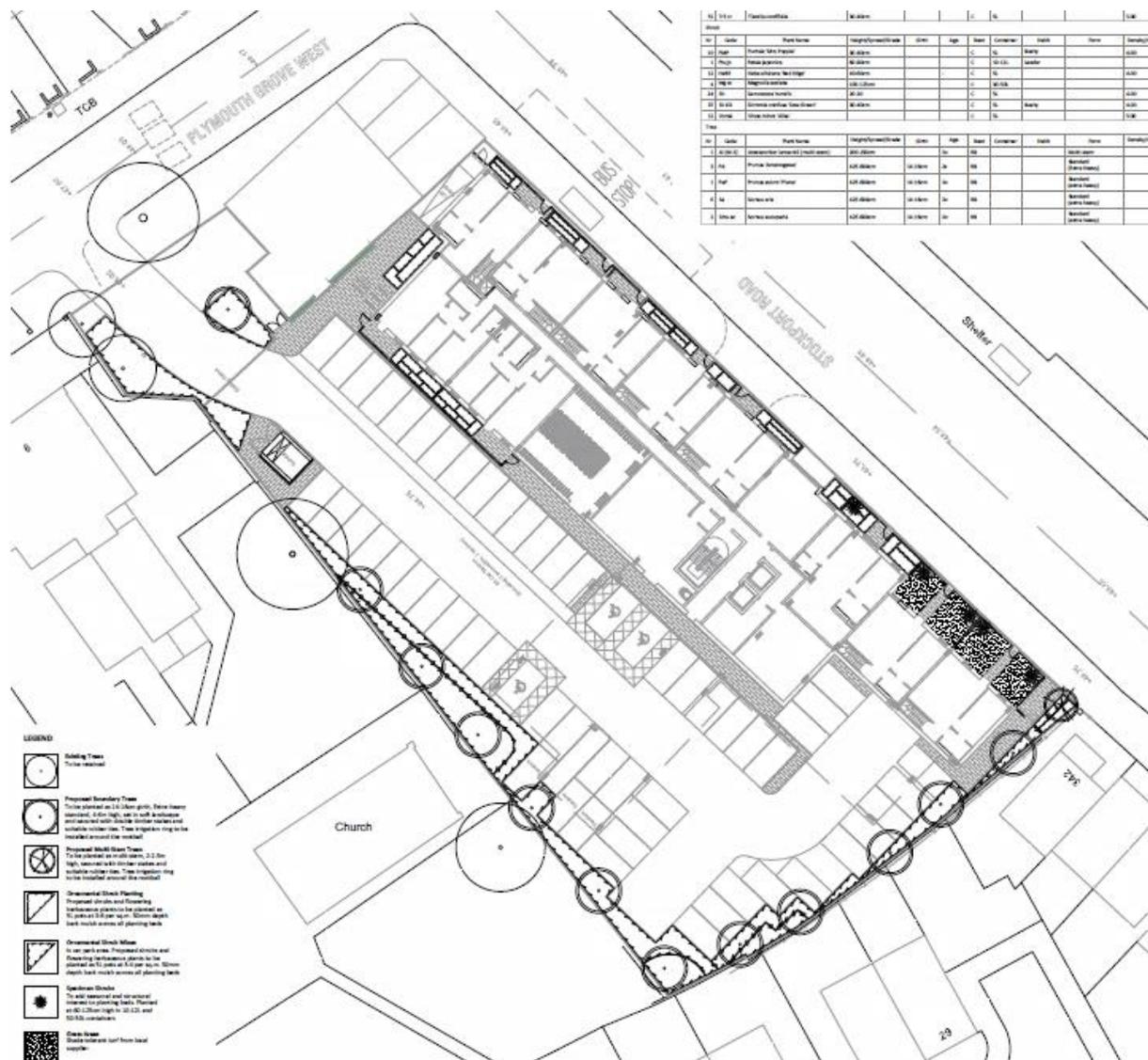
### **Amenity space, landscaping and boundary treatment**

Future occupants would have access to a roof terrace area providing communal amenity space for the development.

To support the development further and its impact on local recreational amenities in the area, appropriate mitigation is being proposed. This would be in the form of a commuted sum secured as part of this development via a legal agreement and will be used to improve facilities at Coverdale and Newbank Community Centre

To provide for an appropriate setting to the new building a comprehensive hard and soft landscaping scheme would be developed for the site. This would see new trees planted along the boundary with the care home, church and properties located on Plymouth Avenue. This would provide a mature setting to the site and provide screening.

New shrub and ornamental planting would also form the backdrop to the boundary treatment along Stockport Road.



**Proposed planting plan**

New boundary treatment forming a key feature of the proposal would exist with a 900 mm low wall and 300 mm railings to the boundary to Stockport Road. As detailed above, ornamental planting would form the back drop to these boundaries. The

material used to form the boundary wall would complement those used on the main building.



### *Boundary treatment to Stockport Road*

The vehicular access to Plymouth Grove West would be defined by a 1.8 m high metal sliding gate and pedestrian gate. This would be a high quality finish to the entrance whilst also providing views into the site and natural surveillance from the street scene.



Final details of the landscaping and boundary treatment would be agreed as part of the planning conditions.

### **Effects on the Local Environment/ Amenity**

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which surround the site. Consideration has also been given to any instances of overlooking which could result in a loss of privacy.

#### *Daylight and sunlight*

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The properties which were assessed are as follows:

- 342 Stockport Road (Residential) South east
- 9 Plymouth Grove West (Care home) West
- 23 Plymouth Avenue (Residential) South
- 25 Plymouth Avenue (Residential) South
- 27 Plymouth Avenue (Residential) South
- 29 Plymouth Avenue (Residential) South



*Location of properties considered as part of the daylight and sunlight assessment*

In determining the impact of the development on available daylight and sunlight, consideration should also be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Indeed, the BRE guidance, whilst widely used, is a methodology based on suburban locations. As such, in more densely developed urban locations and urban areas such as the application site, the application of the BRE guidelines should be applied in a flexible way as required by the Framework.

A summary of the impacts is detailed below:

342 Stockport Road (Residential) South east

The assessment demonstrates that all of the windows and rooms in this property would meet VSC and NSL daylight targets together with APSH sunlight targets.

### 9 Plymouth Grove West (Care home) West

The assessment considered 16 windows within the property which all met the VSC daylight target. There were 13 rooms which were assessed against the NSL daylight target and two rooms did not meet the NSL daylight distribution targets. However, the windows concerned would continue to receive a direct view of the sky to 50% of their rooms which is considered to be a good level of daylight.

In terms of sunlight, there are no windows overlooking the development which face 90 degrees due south and therefore there was no requirement to assess ASPH.

### 23 Plymouth Avenue (Residential) South

The assessment demonstrates that all 6 windows assessed for VSC met the daylight targets. There were 3 rooms assessed against the NSL daylight targets and these also met the targets.

There were no windows overlooking the development which face 90 degrees due south and therefore there was no requirement to assess ASPH.

### 25 Plymouth Avenue (Residential) South

The assessment demonstrates that 4 out of 6 windows assessed for VSC met the daylight targets together with 2 out of 3 rooms meeting the NSL daylight target. The windows which do not meet the targets serve the ground floor living rooms. When the VSC results are considered to the room as a whole, it would achieve 26.7% VSC against a target of 27%. Given the result is so marginal the overall impact is considered to be negligible.

The other rooms which do not meet the NSL daylight distribution relate to first floor bedroom. When considered against the BRE guidance which states that bedrooms have a lesser requirement for daylight, it is considered that the impacts of the development fall within acceptable limits and is not considered to be unduly harm to the amenity of this property.

There were no windows overlooking the development which face 90 degrees due south and therefore there was no requirement to assess ASPH.

### 27 Plymouth Avenue (Residential) South

The assessment shows that the 5 windows in this property would not meet the VSC daylight targets together with the 3 rooms analysed within regards to NSL daylight targets.

However, it is noted that all the windows would have a VSC in excess of 20% with the proposed development constructed. This would ensure that a good level of daylight is retained in the property and therefore falls within tolerable levels given the flexible approach required by the Framework.

In terms of the 2 rooms which do not meet the NSL daylight distribution, one is located on the first floor and is a bedroom. Given the lesser requirements for daylight that other habitable rooms, the impact is not considered to be unduly harmful. The ground floor kitchen is the other room that would be affected. The kitchen would still retain a direct view of the sky to 70% of its area which is considered to be good and within acceptable limits.

There were no windows overlooking the development which face 90 degrees due south and therefore there was no requirement to assess ASPH.

#### 29 Plymouth Avenue (Residential) South

The assessment shows that out of the 6 windows assessed for VSC daylight targets, one window meet the targets. In addition, none of the 3 rooms assessed meet the NSL daylight targets.

However, it should be noted that all of the windows assessed will have a VSC in excess of 19% which is a good level of daylight for this urban context and will therefore not be unduly harmful on this property.

In terms of the 3 rooms which do not meet the NSL daylight distribution, two are bedrooms located on the first floor. As already noted given the lesser requirements for daylight that other habitable rooms, the impact is not considered to be unduly harmful. The ground floor kitchen is the other room that will be affected. The kitchen would still retain a direct view of the sky to 78% of its area, with the target being 80%, which is considered to be good and within acceptable limits.

There were no windows overlooking the development which face 90 degrees due south and therefore there was no requirement to assess ASPH.

The conclusions of the daylight and sunlight assessment demonstrate that the development would have an impact but not one that is unacceptable on the surrounding residential properties. The assessment shows that all of the surrounding properties would generally retain an acceptable level of daylight and sunlight.

The properties which are most affected by the development are those located on Plymouth Avenue. These properties would experience a minor to moderate impact on their residential amenity as a result of the development. However, the impacts are considered to be within tolerable levels and are not considered to be unduly harmful and should be considered in light of the flexible approach outlined in the NPPF when considering such matters.

#### *Overlooking*

The following privacy distances would exist between the development and surrounding properties:

- 342 Stockport Road (Residential) South east – 5.5 metres;
- 9 Plymouth Grove West (Care home) West – between 28 and 29 metres;

- 23 Plymouth Avenue (Residential) South – between 22.1 and 22.8 metres;
- 25 Plymouth Avenue (Residential) South - between 22.1 and 23 metres
- 27 Plymouth Avenue (Residential) South – 25.6 metres
- 29 Plymouth Avenue (Residential) South (oblique view)

The above privacy distances are reflected in the image below.



It is considered that the privacy distances outlined above are acceptable. In order to minimise incidences of overlooking (and to not preclude the development of 324 Stockport Road) where the development is close to site boundaries i.e. the north, west and south gables of the building, there would be no windows. There would be windows on the rear elevation of the linear block which are in close proximity to 27 and 29 Plymouth Avenue, however, the views are considered to be oblique and therefore would not give rise to any loss of privacy which would be unduly harmful.

It is noted that the distance between the proposed development and the Ukraine church building is only 9.3 metres, it is not considered that any harm to this property would arise given it is a place of worship (and therefore has no habitable accommodation) together with there being no windows in elevation close to the boundary.

#### (b) TV reception

A TV reception survey has been undertaken given the scale of the development. The development has the potential to cause interference to aerials within approximately 500 metres of the application site which could reduce the terrestrial television reception quality. For signals beyond this, properties are unlikely to experience and noticeable impacts.

Notwithstanding that some properties may experience some interference as a result of the development, it is considered that appropriate mitigation could be put in place in the form of a satellite dish or cable television. In order to determine whether this is necessary, it is recommended that as part of the conditions of the planning approval, a post construction review of the impacts of the development on television reception is undertaken.

### (c) Air Quality

The application site is partially located within Manchester's Air Quality Management Area (AQMA). The area has been designated on the basis of known areas where air quality conditions poor as a result of vehicular emissions.

An air quality report has been prepared in support of the application which considered the construction and operations phases, in particular the traffic and dust generated during this phases and the potential to impact on the air quality within the AQMA.

The conclusions of the report state that the air quality during the construction phase could be minimised though good practices for the duration of the works, this includes adequate dust suppression methods, coordinated deliveries and not leaving vehicles and plant running unnecessarily. Such measures would form part of an agreed construction management plan forming part of the conditions of the planning approval. It is considered that the impacts on air quality during construction would be temporary and predictable and could be appropriately mitigated through the measures identified above.

The main impacts during the operational phases would be from vehicles and servicing requirements. The applicant has taken a balanced approach to onsite parking given the close proximity to public transport. There would be 59% car parking for the development meaning that not all residents would have access to a car parking space. Robust travelling planning in order to take advantage of the adjacent bus and cycle corridor is essential. There would be 96 cycle spaces within a secure cycle store together with visitor cycle spaces. In addition, 6 of the car parking spaces would be adapted for electric car charging.

A mechanical ventilation system for the Stockport Road elevation would ensure that air intake into these apartments would be fresh and free from pollutants. Environmental Health concur with the conclusions and recommendations within the air quality report. The proposed mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

### **Noise and vibration**

A noise assessment identifies the main sources of noise would be from: plant and construction activities. The acoustic specification would limit noise ingress from external noise, particularly from Stockport Road and other nearby roads.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

The main source of noise to the apartments would be from traffic. In order to achieve required internal noise levels within the apartments, the noise assessment specifies a specific glazing and the use of a mechanical ventilation system for the apartment windows which face onto Stockport Road. Elsewhere, trickle ventilators in the window frames will be appropriate.

Environmental Health have determined that this is appropriate and should form part of a condition of the planning approval. It has also been recommended that prior to the occupation of the development a verification report should be provided to ensure that the internal noise levels are achieved. This should form part of the conditions of the planning approval.

The operating hours of the roof terrace should be agreed in order to minimise impacts on surrounding residential amenity.

Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

## **Waste management**

The apartments have been designed to accommodate refuse storage including allowing for waste to be segregated for recycling. The main refuse store would be located on the ground floor of the premises. Residents would have access to a refuse chute in a store located on each floor of the building. Each refuse store is located adjacent to the lift and stair core which runs the entire building terminating at the ground floor main refuse store.

The main refuse store will contain:

- 10 x 1100 litre general refuse bins
- 5 x 1100 litre pulable bins
- 5 x 1100 litre co-mingled bins

Residents would also be eligible for a 5 litre caddy for organic material.

On collection day, the management company for the development would collect the 1100litre euro bins and move them to the collection point on Plymouth Grove West. Once the bins have been emptied, they would be move back to the refuse store.

The waste management arrangements for the development have been considered by Environmental Health and are considered appropriate. Compliance with these details should form part of the conditions of the planning approval.

## **Accessibility**

All main entrances would have level access. The residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards to allow adequate circulation space. There would be parking space for disabled people which is located close to the rear entrance to the building and the lift to the upper floors which would ensure the entire development is accessible and inclusive.

## **Flood Risk/surface drainage**

The site is located in flood zone 1 'low probability of flooding'. It is within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in the rate of surface water run off and/or volume from new developments which may exasperate local flooding problems.

A drainage statement has been considered by the City Council's flood risk management team who require further consideration of how the drainage systems would work to prevent surface water run off along with an examination of the implementation of sustainable urban drainage principles along with their future management.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the approval, verification and monitoring of the drainage forms part of the conditions of the planning approval.

## **Impact on the highway network/car/cycle parking and servicing**

A transport statement has been prepared to support the proposal. This notes the sustainable location of the application site along the Stockport Road corridor which allows easy access via bus into the City Centre and within the local area. There is also a cycle route along Stockport Road which allows safer route for cyclists.

Traffic analysis undertaken within the transport assessment demonstrates that the traffic generated by the development could be easily absorbed into the capacity of the local highway network. Highway Services concur with this conclusion.

The development would provide a 57 space car park (three spaces of which will be designed for disabled users) at the rear of the building with vehicular access off Plymouth Grove West. This would equate to 59% provision for the development which is considered appropriate for this location given the close proximity to the local bus corridor and the accessibility this provides to the City Centre and surrounding areas such as Longsight district centre. Six electric car charging points would also be provided at the development, details of which will be secured by planning condition.

The applicant has demonstrated that the appropriate and safe manoeuvres can occur from the vehicular access.

The development would also be supported by 100% cycle parking within a secure store within the ground floor of the building. Visitors are also catered for and a further six stands provided within the hard landscaping within the car parking area. Mobility scooters could be parked in safe and secure areas in the car park.

The development would also be supported by a robust travel plan; this would support the ongoing travel needs of residents. A condition should ensure the travel plan is monitored.

An offsite highways condition is required to ensure that all redundant footways are re-instated around the perimeter of the application together with the modifications that are required to the highway to facilitate the means of access from Plymouth Grove West.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

### **Designing out crime**

A Crime Impact Statement (CIS), prepared by Design for Security at GMPolice, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition is imposed to require the full implementation of the CIS and that Secured by Design Accreditation is achieved.

### **Ground conditions**

A ground conditions report provides existing conditions and further details are required about a risk assessment and remediation strategy. The implementation of the agreed remediation strategy should be confirmed through a verification report. This should form a condition to comply with policy EN18 of the Core Strategy.

### **Comments on the application**

Issues raised as part of the neighbour notification have been addressed in the report.

In addition, changes to the proposal building have been made during the course of this application to minimise incidences of overlooking and to not preclude the redevelopment of the adjacent site at 326 Stockport Road. Blank gables have been introduced to the ends of the linear block and to the rear elevation of the rear element. Whilst the elevations are blank modelling has been incorporated into the brick work to provide interest.

The position of the substation has been altered and is now incorporated into the car parking area of the development.

Matters of daylight and sunlight have been considered and set out in detail in the report.

The application site is considered to be well connected due to its position along Stockport Road which means residents can take advantage of the bus and cycle corridor together with services and amenities in Longsight District Centre.

## **Construction management**

The proposal would involve demolition of the existing building at the site together with earth works. This would take place in close proximity to the existing homes to the major road route of Stockport Road.

Notwithstanding this, the impacts from the construction process would be short in duration and predictable. Appropriate dust suppression measures and noise controls together with details of the routing and management of construction vehicles would minimise any disturbance to local residents and impacts on air quality and noise.

A condition of the planning approval should be to agree a construction management plan to include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

## **Sustainability**

An energy and environmental standards statement demonstrates that the energy hierarchy has been applied and that low and zero carbon technologies would be used and would comply with part L (2010).

The overall energy performance would be satisfactory with an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. The development complies with the spirit of the Core Strategy with high quality building fabric and systems. The energy standards should be a condition of any approval.

## **Permitted Development**

The Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote homes that are suitable for families.

## **Legal Agreement**

It is recommended the proposal be subject to a legal agreement under section 106 of the Planning Act to secure an upfront commuted sum payment for offsite affordable housing together with a mechanism to re-test the viability should there be a delay in

the implementation of the planning permission and a further review prior to the occupation of the development as explained in the paragraph with the heading 'Affordable Housing'. In addition, the agreement would secure a commuted sum for the provision of recreational and amenity improvements at Coverdale and Newbank Community Centre

## **Conclusion**

The proposal would have a positive impact on the local area by the removal of a dilapidated building which would allow for the redevelopment of the site to contribute to the supply of high quality housing in the area.

The site would be redeveloped with a building which has been designed to the highest quality which would in turn make a positive contribution to the Stockport Road frontage and local area through its materiality, elevational treatment and the manner in which the proposed building addresses street frontages. This is a key requirement of saved policy E3.3 of the UDP.

It is acknowledged that this is a development of different scale to the building in situ, however, the careful design, height and massing of the building would ensure that there are no harmful impacts to surrounding residential amenity. There would be some minor localised impacts in terms of daylight but these are not considered unduly harmful in this context.

The proposal would provide for car parking, cycle and waste needs together with providing new tree planting, landscaping and boundary treatment to ensure the building is appropriate in this context.

Overall, this is a welcomed development. The scheme is well designed to respond to its immediate and wider context. It would deliver a range of benefits including new homes and landscaping improved.

**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 signing of a section 106 agreement for a commuted sum for off site affordable housing and recreational and amenity improvements at Coverdale and Newbank Community Centre

### **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. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the affordable housing and minimising the impact on surrounding residential amenity. The proposal is considered to be acceptable and therefore determined within a timely manner.

### **Reason for recommendation**

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

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

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

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

#### Drawings

7891-L-(00)04G, 7891-L-(00)05G, 7891-L-(00)06G, 7891-L-(00)07G, 7891-L-(00)08G, 7891-L-(00)09G, 7891-L-(00)10A, 7891-L-(00)14B, 7891-L-(00)15A, 7891-L-(00)16A, 7891-L-(00)17A, 7891-L-(00)18A, 7891-L-(00)19A, 7891-L-(00)20A, 7891-L-(00)43, 7891-L-(00)47, 7891-L-(00)48, 7891-L-(00)49, 7891-L-(00)50, 7891-L-(00)30A, 7891-L-(00)11E, 7891-L-(00)31A and 7891-L-(00)26A stamped as received by the City Council, as Local Planning Authority, on the 22 May 2019

7891-L-(00)44A, 7891-L-(00)45A and 7891-L-(00)46A stamped as received by the City Council, as Local Planning Authority, on the 3 June 2019

#### Supporting information

Design and access statement, crime impact statement, planning statement, transport assessment, travel plan, noise impact assessment, ground investigation assessment, ecological report, tv reception study, flood risk/drainage assessment, air quality assessment, daylight and sunlight report and environmental standards report stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019.

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

3) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships  
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal  
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

4) Notwithstanding the detailed drainage strategy prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019, (a) the development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

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

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented with the appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

- Construction details of flow control and SuDS elements.

(b) The phase shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

5) Notwithstanding the preliminary risk assessment prepared by BEK Geo-Environmental Consulting Engineers (reference BEK-18469-1) stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of site investigation proposals;
- Submission of a site investigation and risk assessment report;
- Site investigation and risk assessment report;
- Remediation strategy.

Once approved, the development shall then be carried out in accordance with the approved details.

(b) When the phase of 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 prior to the first occupation of the residential element of the development.

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 – There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

6) Prior to the commencement of the development, a detailed construction management 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;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

7) Prior to the commencement of development, (a) a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, 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 along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part (a). The approved materials shall then be implemented as part of the development.

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.

8) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the removal works including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

9) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of construction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements 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 manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

10) 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.

11) 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.

12) (a) Prior to the first occupation of this development, details of hard and soft landscaping treatments (including tree planting, street tree planting, boundary treatments and appropriate samples of materials) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. 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.

13) Notwithstanding drawings 7891-L(00)43, 7891-L(00)48, 78910L(00)49 and 7891-L(00)50 stamped as received by the City Council, as Local Planning Authority, on the 22 May 2019, prior to the first occupation of the development, details of the siting, scale and appearance (including samples of materials) of the boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented and be in place prior to the first occupation of the development. The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason – To ensure that appropriate boundary treatment is put in place in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

14) The development hereby approved shall be carried out in accordance with the Environmental Standards and energy statement prepared by Element Sustainability stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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.

15) Notwithstanding the noise and vibration report stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019, prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) The acoustic insulation of the development hereby approved shall be carried out in accordance with the noise impact assessment (ref. 26196/NIA1 (Rev 2)) prepared by Hann Tucker Associates stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019.

Prior to the first occupation of the residential element a post construction survey (including appropriate mitigation measures and timescales for implementation if necessary) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures agreed thereafter shall be retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

17) The development hereby approved shall be carried out in accordance with site waste management strategy stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019 and ground floor plan 7891-L(00)04G stamped as received by the City Council, as Local Planning Authority, on the 22 May 2019. The details shall be implemented prior to the first occupation of both the residential and commercial elements of the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

18) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme for each phase shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme for each phase shall be implemented in full prior to the first use of the residential element within each phase of development 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 in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

19) 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 SP1 and DM1 of the Core Strategy.

20) Prior to the first use of the communal roof terrace as indicated on drawing 7891-L(00)09G stamped as received by the City Council, as Local Planning Authority, on the 22 May 2019, the opening hours for the terrace shall be submitted for approval in writing by the City Council, as Local Planning Authority. The roof terrace shall then operate in accordance with the approved hours.

Reason – In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

21) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged 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.

22) The development shall be carried out in accordance with the interim travel plan prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019.

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 living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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 occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

23) Prior to the first occupation of the development, the provision of 96 cycle spaces, as indicated on drawing 7891-L(00)04G stamped as received by the City Council, as Local Planning Authority, on the 22 May 2019 shall be implemented prior to the first occupation of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

Reason – To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

24) Prior to the first occupation of the development hereby approved, the car parking layout, as indicated on drawing 7891-L(00)04G stamped as received by the City

Council, as Local Planning Authority, on the 22 May 2019 shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

Reason – To ensure car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

25) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Footway improvement and reinstatement works around the perimeter of the application site;
- Creation of the new vehicular access from Plymouth Grove West.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and in accordance with the New Cross Public Realm Strategy.

26) Notwithstanding the TV reception survey stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019, within one month of the practical completion of each phase of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

27) Prior to the first occupation of the development details of the provision of 6 electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority, within the car parking area as shown on drawing 7891-L(00)04G stamped as received by the City Council, as Local Planning Authority, on the 22 May 2019. The approved details shall be implemented prior to

the first occupation of the development and thereafter made available and retained for as long as the development is in use.

Reason – In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

28) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the premises 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). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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.

29) Prior to the first occupation development a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

Reason – In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

30) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance bird boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason – In the interest of providing habitats for birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

### Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- Whilst the building to be demolished has been assessed as very low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

## **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: 122945/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

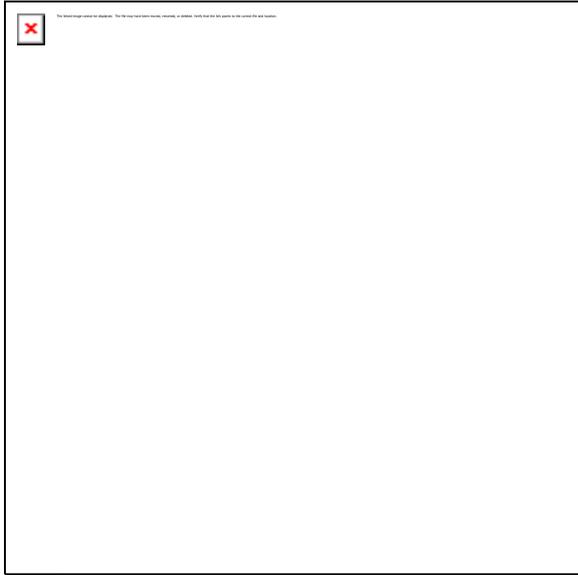
**The following residents, businesses and other third parties in the area were consulted/notified on the application:**

**Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
Greater Manchester Police  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit**

**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 Atkinson  
**Telephone number :** 0161 234 4517  
**Email :** j.atkinson@manchester.gov.uk



Application site boundary Neighbour notification  
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