



Paul Butler Associates

Planning, Development & Heritage Consultants

Anchorbridge Developments Ltd

Former Greenfinch Public House, 108
Palatine Road, Didsbury, M20 3ZA

Planning and Heritage Statement

21 June 2021

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1. Introduction

- 1.1 This Planning and Heritage Statement has been prepared by Paul Butler Associates Ltd on behalf of Anchorbridge Developments Ltd. The statement has been provided in support of a full planning application for a residential-led development at the site of the former Greenfinch Public House, 108 Palatine Road, Didsbury, M20 3ZA.
- 1.2 The proposed development is for 'Change of use and conversion of former Greenfinch Public House including selective demolition to provide office accommodation (use class E) and 3 apartments (use class 3), and redevelopment of site to provide 9 dwellings (use class C3) with associated works including landscaping and car parking'.
- 1.3 The former Public House closed in July 2020 and has been vacant since. The proposed scheme will refurbish the vacant building and bring it back into active economic use with office accommodation on the ground floor and residential use on the upper floors comprising three apartments. The refurbishment works will respect the character and heritage of the building and involve the removal of later poor quality additions. High quality new hard and soft landscaping will be provided around the building to enhance its setting.
- 1.4 The new dwellings have been designed to reflect the character of the former Public House building and the wider area. They will have a traditional design approach but with contemporary elements. Detached and semi-detached properties are proposed to provide accommodation for a range of occupiers and promote a mixed, sustainable community. The houses will have front and rear gardens and dedicated car parking. The scheme looks to retain the existing mature tree planting where possible and complement this with additional planting and high quality landscaping to enhance the biodiversity of the site.
- 1.5 To provide a clear understanding of the application proposal this statement includes:
- A description of the application site and surrounding area;
 - A review of the site's relevant planning history;

- A description of the proposed scheme;
- A review of national and local planning policies of relevance to the scheme;
- An appraisal of the scheme against relevant planning policies and an assessment of the scheme in relation to its immediate and surrounding context; and,
- A conclusion.

1.6 The statement should be read in conjunction with the completed application forms, the architectural drawings and Design and Access Statement prepared by AXI Architects and the following supporting information:

- Air Quality Assessment prepared by Redmore Environmental.
- Crime Impact Statement prepared by Greater Manchester Police Design for Security.
- Environmental Standards Statement prepared by Watt Energy & Consulting Engineers.
- Extended Phase 1 Habitat Survey prepared by Rachel Hacking Ecology.
- Highways Technical Note prepared by AXIS.
- Landscape proposals prepared by Margret Twigg.
- Noise Impact Assessment Report prepared by Hann Tucker.
- Phase 1 Contaminated Land Assessment prepared by GeoSmart.
- Statement of Community Consultation prepared by Paul Butler Associates.
- Sustainable Drainage Assessment prepared by GeoSmart.
- Arboricultural Impact Assessment with Tree Protection Measures prepared by Godwins.
- Waste Management Strategy.

2. The Application Site and Surrounding Area

- 2.1 The subject site comprises the former Greenfinch Public House, 108 Palatine Road, Didsbury, M20 3ZA. The site is roughly square in shape and approximately 0.29 hectares in size (see Figure 1 below). It is located on the west side of the junction of Palatine Road and Lapwing Lane opposite West Didsbury Metrolink Station.

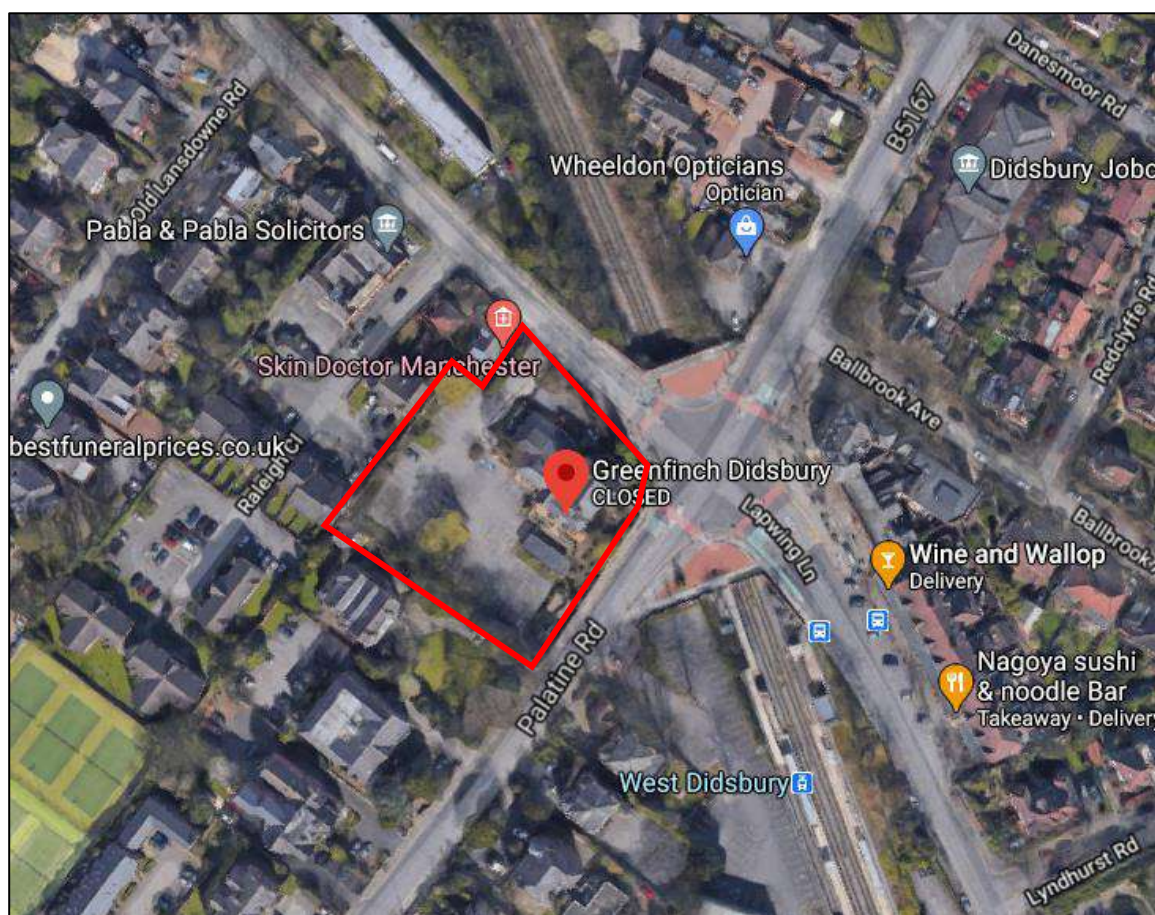


Figure 1: Aerial view of the subject site.

- 2.2 The site is occupied by a detached former Victorian villa, named 'Summer Hill' which has undergone previous extension and alteration. The building was last used as the Greenfinch Public House in mid-2020 but has been vacant since. The building occupies the eastern part of the site on the junction of Palatine Road and Lapwing Lane. There are landscaped areas immediately adjacent to the building, although the majority of the site comprises tarmacked surface car parking with spaces marked out for circa 80 cars.



Figure 2: Aerial view of the subject site and adjacent properties.

- 2.3 As noted above the former Greenfinch Public House building has been subject to previous extension and alteration. The building originated as a roughly square double-pile house with the main frontage facing Palatine Road to the south east. An extension was added to the north west in the 19th century and further extensions were added in the 20th century. A covered outdoor seating area has also been erected. The existing building is two storeys plus attic and basement with the extensions being mostly single storey. The building is mainly constructed in a buff-coloured brick in Flemish bond. All of the windows and doors are modern. A full description of the building is provided later in this statement. The building is not nationally listed but is considered to have sufficient heritage merit to warrant consideration as a non-designated heritage asset.



Figure 3: View of the former Greenfinch from across Palatine Road.



Figure 4: View of the former Greenfinch from across the tarmacked surface car park.



Figure 5: View of later addition to the former Greenfinch.



Figure 6: View of vehicular site access from Lapwing Lane and Skin Doctors Clinic to the north of the site.

- 2.4 Vehicular access/egress to the site is from Lapwing Lane to the north. There is pedestrian access to the site from Palatine Road via two access points in the stone boundary wall which are marked by gateposts (one set is historic and the other is modern). The stone boundary walls demark the site boundaries to Palatine Road and Lapwing Lane. They are circa 0.3-0.6m in height and have stone copings. Metal railings are present above the stone walls to the western part of the Palatine Road boundary.
- 2.5 The north and west boundaries of the site comprise c.2m high timber fencing, concrete panel fencing and brick walls. The boundaries are softened by adjacent grassed areas, hedging and trees within the subject site and on adjacent land. To west of the site is 114 Palatine Road, and its associated outbuilding, which is a residential dwelling. To the north is a townhouse/apartment development on Raleigh Close which is three storeys and appears

to date from the early 1990s. Also adjacent to the north is a two storey commercial building occupied by 'Skin Doctor Clinics' which fronts Lapwing Lane.



Figure 7: View of townhouse development on Raleigh Close to the north of the site.



Figure 8: View of townhouse development on Raleigh Close to the north of the site.



Figure 8: View of 114 Palatine Road from within the subject site.



Figure 9: View of 114 Palatine Road from Palatine Road.

2.6 As noted the site is situated on the west side of the junction of Palatine Road and Lapwing Lane which are key roads through the area. On the opposite side of this junction is West Didsbury Metrolink Station and a small parade of commercial premises including a Post-Office, pharmacy and food/drink establishments. The wider area is largely residential in character and includes historic buildings which have been converted to apartments; purpose built apartment developments; and infill housing developments including townhouse, semi-detached and detached properties.

- 2.7 The site is approximately 5Km to the south of Manchester City Centre. It is well connected by both private and public transport and there are numerous services, amenities and leisure facilities within walking distance of the site. The site is close to high frequency bus stops on Palatine Road and Lapwing Lane with services to Manchester City Centre, Chorlton, Manchester Airport, Ashton-under-Lyne, Sale, Middleton, Gorton, Newton Heath, The Trafford Centre and other destinations. As noted above, the site is opposite West Didsbury Metrolink Station which provides routes between East Didsbury and Rochdale Town Centre with services stopping in the City Centre. Junction 5 of the M60 Motorway is located approximately 2Km from the site.
- 2.8 In terms of planning policy designations the site is located within South Manchester. No other site specific planning policy designations apply. The site is located in Flood Zone 1 which relates to land at least risk of flooding. A small part of the east part of the site is within an Air Quality Management Area. There are eight TPO trees on the site.
- 2.9 The site is located within the Albert Park Conservation Area, which shares common boundaries to the east with the Ballbrook and Blackburn Road Conservation Areas. There are two listed buildings in relative proximity to the site: the Former Withington Town Hall (Grade II listed) approximately 50m to the north west; and the Former District Bank (Grade II listed) approximately 50m to the east.

3. Planning History

The Application Site

- 3.1 A planning history search of Manchester City Council's online planning map has been undertaken. The applications identified for the building are presented in the table below. This planning history is of limited relevance but is noted below for completeness.

Reference No.	Address (as per MCC's website)	Proposal	Decision and Date
113573/FO/2016	The Greenfinch 108 Palatine Road Manchester M20 3ZA	Alterations and extension of existing external pergola including timber infill side panels with wall art, booth seating and decorative timber parapet and lighting.	Approved Thu 08 Dec 2016
113564/AO/2016	108 Palatine Road Manchester M20 3ZA	Installation of 1 x Individual letter name sign with halo illumination, 2 x Externally illuminated name signs painted directly to walls and 1 x 5.2 metre high double sided internally illuminated totem sign.	Approved and Refused Tue 04 Oct 2016
105953/TCA/2014/S2	Greenfinch Pub 108 Palatine Road Didsbury Manchester M20 3ZA	Works to trees - proposed pruning of a Willow, Ash and Sycamore.	Approved Tue 22 Jul 2014
101630/JO/2013/S2	Four In Hand 108 Palatine Road Didsbury Manchester M20 3ZA	Variation of condition no. 2 of planning permission ref: 097789/FO/2011/S2 to allow revised pergola design	Approved Wed 10 Apr 2013

098693/AO/2012/S2	108 Palatine Road Didsbury Manchester M20 3ZA	Installation of various non-illuminated and externally-illuminated signs	Approved Fri 13 Apr 2012
097789/FO/2011/S2	Four In Hand 108 Palatine Road Manchester M20 3ZA	Proposed demolition of existing conservatory extension and construction of replacement lounge extension. Extension to kitchen and bar area, alterations to external beer garden and construction of new play area.	Approved Mon 30 Jan 2012
097790/CC/2011/S2	Four In Hand 108 Palatine Road Didsbury Manchester M20 3ZA	CONSERVATION AREA CONSENT Proposed demolition of existing conservatory extension to enable the construction of replacement lounge extension, extension to kitchen and bar area, alterations to external beer garden and construction of new play area (planning reference 097789/FO/2011/S2).	Approved Mon 30 Jan 2012
091825/TCA/2009/S2	Four In Hand 108 Palatine Road Didsbury Manchester M20 3ZA	Various works to trees	Approved Mon 30 Nov 2009
077261/TCA/2005/S2	Four In Hand 108 Palatine Road Didsbury Manchester M20 3ZA	NOTIFICATION OF INTENT TO CARRY OUT WORKS TO TREES WITHIN ALBERT PARK CONSERVATION AREA - Cut back 2 ash trees from roof	Approved Mon 14 Nov 2005

073544/AO/2004/S2	The Four In Hand P.H. 108 Palatine Road Didsbury	Installation of non illuminated house name letters, two Hyde Park lanterns, two post mounted clip frames, two wall mounted clip frames, two non illuminated freestanding signs and one illuminated pole sign.	Approved 21 Dec 2004
073161/FO/2004/S2	The Four In Hand Public House 108 Palatine Road Didsbury	Alterations to external patio area involving landscaping and the installation of 2 No. 3.3 metre high jumbrellas.	Approved Fri 05 Nov 2004
040317	Summerhill, 108, Palatine Road, Didsbury BARLOW MOOR	Change of use from disused school to Public House with dining facility including conservatory and kitchen extensions on the ground floor, office use on the first floor and managers flat on the second floor	Approved Tue 24 Mar 1992
042239	108, Palatine Road, Didsbury	Various illuminated signs to Public House	Approved Thu 29 Oct 1992
040606	Summerhill, 108, Palatine Road, Didsbury BARLOW MOOR	CONSERVATION AREA CONSENT Demolition of outbuildings and parts of the existing building in connection with the development described in the planning application reference F40317	Approved Tue 24 Mar 1992
081224/FO/2006/S2	Four In Hand 108 Palatine Road Didsbury Manchester M20 3ZA	Erection of awning to form external smoking area	Approved Tue 01 May 2007

The Surrounding Area

- 3.2 There is no planning history associated with 114 Palatine Road identified from MCC's online map search. The following applications were identified associated with the residential development to the north on Raleigh Close:

040347 - Erection of 12x3 storey houses and 24 flats – Approved Thu 20 Feb 1992

040404 - CONSERVATION AREA CONSENT Demolition of buildings prior to residential development 040404

4. The Proposed Scheme

- 4.1 The proposed development is for 'Change of use and conversion of former Greenfinch Public House including selective demolition to provide office accommodation (use class E) and 3 apartments (use class 3), and redevelopment of site to provide 9 dwellings (use class C3) with associated works including landscaping and car parking'. The scheme is described in further detail below.

Conversion and Refurbishment of the Former Greenfinch Public House

- 4.2 The vacant former Public House building will be converted to provide office accommodation at ground floor and basement levels (use class E) with 3 apartments provided across the first and second floors.
- 4.3 The proposal will involve the selective demolition of part of the building which was a later extension, largely dating from the late 20th Century and of little heritage value and including the conservatory on the south side of the building. The main central entrance to the building will provide access to the office accommodation with a ramped access provided to achieve disabled access. A secondary entrance to the office accommodation will be provided on the south side of the building. The ground floor will accommodate the main office spaces including desk areas, private offices and meeting rooms, with a disabled WC also provided. The basement will include storage and archive rooms, plant room, staff room and male and female toilets. A new lightwell will be created on the front of the building to provide natural light to the basement.
- 4.4 A separate entrance to the apartments will be located on the north side of the building. On the first floor 2 x 1 bed apartments will be provided, accessed via a shared staircase. These will have large open plan kitchen/living/dining areas, a bedroom and a bathroom. A three bed apartment will be provided on the second floor which will be accessed via its own staircase. This apartment will have a living/dining area, kitchen, bathroom, and three bedrooms, two of which will have en-suites.

New Build Housing

- 4.5 The majority of the site currently accommodates extensive hardstand car parking, in addition to beer garden areas around the pub and landscaped areas. The proposal will involve the provision of 9 new build houses on the site, which are to include:
- 4no. 3 bed semi-detached dwellings – to comprise: hallway, WC, living room, kitchen/living area, three bedrooms, en-suite and family bathroom (Area = 97.3sqm).
 - 2no. 5 bed semi-detached dwellings – to comprise: hallway, snug, open plan living/kitchen/dining area, utility, WC, integrated single garage, family bathroom, five bedrooms and three en-suites (Area = 273.7sqm).
 - 3no. 5 bed detached dwellings – to comprise: hallway, snug, office, open plan living/kitchen/dining area, utility, WC, garage, family bathroom, five bedrooms and four en-suites (Area = 292.2 - 309 sqm).
- 4.6 The houses will be accessed via the existing vehicular access off Lapwing Lane. Houses will be spaced around the perimeter of the site with the central area kept more open. Houses to Lapwing Lane and Palatine Road have been designed to provide frontage to the existing roads and the development internally. The houses on the south west and north west sides of the site are set in from the boundaries achieving a good level of separation to neighbouring properties.
- 4.7 The houses are designed to be sympathetic to the character of the area including the Albert Park Conservation Area and the former Greenfinch Public House building. They will be principally constructed of red brick with stone detailing. The properties will be characterised by steep pitched slate roofs reflecting Victorian development found locally. Windows will be vertically proportioned which helps to maximise light internally. Further discussion on the design approach of the dwellings is provided at Section 6 of this Statement and within the Design and Access Statement prepared by AXI Architects.
- 4.8 As confirmed by the sizes of the dwellings noted above, they will comply with Nationally Described Space Standards.

- 4.9 The properties will each have front and rear garden areas providing areas for sitting out, relaxing, drying washing, play etc. Gardens will benefit from retained tree planting and vegetation that exists on the site, which will be complemented by extensive new landscaping delivered as part of the proposals.

Car Parking and Servicing

- 4.10 The scheme provides a total of 24 car parking spaces. This equates to 1 space for each of the apartments and 3 spaces for the office accommodation. Each house will have two car parking spaces. The level of car parking is appropriate given the nature of the accommodation and the site's highly accessible and sustainable location. Further discussion regarding car parking provision is provided at Section 6 of this Statement.
- 4.11 The internal road layout has been designed to allow a refuse collection vehicle to access the site in forward gear, turn within the site, and leave in forward gear. Similarly emergency service and delivery vehicles will have space to turn.

Landscaping

- 4.12 As noted above each house will have front and rear garden areas which will provide a soft and green landscape character to the site, particularly around the boundaries. The scheme seeks to retain existing mature trees and vegetation where this has been possible, with extensive replacement and new tree/vegetation planting proposed. Planting will be provided around the former Greenfinch building which will enhance the setting of the historic building. A small area of car parking is situated within the centre of the site and this will be surfaced with grasscrete to further help achieve a green landscaped character to the site. The application is supported by a detailed landscaping plan which identifies the extensive planting proposed which will also promote biodiversity on the site.
- 4.13 Further details of the proposed scheme are provided within the Design and Access Statement prepared by AXI Architects.

- 4.14 The scheme has been developed following consultation with MCC's Planning Officers, local Councillors and the wider community. Full details of the extensive consultation is provided within the Statement of Community Involvement submitted as part of the application.

5. Planning Policy Context

- 5.1 Planning policy guidance of relevance to the proposed scheme, and which provides the context for its assessment, is set out within national and local planning policy and guidance.

National Planning Policy

Town and Country Planning Act 1990

- 5.2 Section 38(6) of the Planning Act states that the determination of planning applications must be made in accordance with the Development Plan, unless other material considerations indicate otherwise. This establishes the Development Plan as the primary decision making document when considering planning applications. In this instance the development plan currently comprises The Core Strategy Development Plan Document (July 2012); and Saved policies of the Unitary Development Plan for Manchester (July 1995). Relevant provisions of these documents are discussed later in this section.

Planning (Listed Buildings and Conservation Areas) Act 1990

- 5.3 The application site does not contain any listed buildings although due to the age and appearance of the former Greenfinch building it may be regarded as a non-designated heritage asset.
- 5.4 The site is located within the Albert Park Conservation Area which is a designated heritage asset. It is also in close proximity to the Ballbrook Conservation Area and Blackburn Road Conservation Area, located to the east. The proposed scheme has the potential to affect the character and appearance of these conservation areas and these matters are assessed within Section 6 of this report.

National Planning Policy Framework

- 5.5 The revised National Planning Policy Framework (NPPF) was published in July 2018 (and updated June 2019), and sets out the government's planning policies and how these are expected to be applied. It replaces the Framework published in March 2012, however a presumption in favour of sustainable development continues to be at the heart of the NPPF which ensures that development is pursued in a positive way.
- 5.6 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:
- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
 - Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 5.7 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivering Sustainable Development

- 5.8 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

Delivering a sufficient supply of homes (Chapter 5) – paragraph 59 explains that in order to support the government’s commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 10% to account for any fluctuations in the market during that year. In the event that there has been significant under delivery when measured against the Housing Delivery Test (November 2018 onwards) then a 20% buffer should be applied.

The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

Paragraph 68 highlights that small to medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. Paragraph c) emphasises the importance of windfall sites and states local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes.

Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help to support economic growth.

It recognises that a poor environment and a lack of housing can act as a potential barrier to investment.

Ensuring the vitality of town centres (Chapter 7) - sets out that planning policies should define a network and hierarchy of town centres and promote their long term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters. The chapter also recognises that residential development often plays an important role in ensuring the vitality of centres and encourages residential development on appropriate sites.

Promoting healthy communities (Chapter 8) - the planning system should aim to achieve healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

Paragraph 109 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.

Making effective use of land (Chapter 11) – the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land. Paragraph 118 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new

homes and other identified needs. Further, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Paragraph 121 states that local planning authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular they should support proposals to use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework.

The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 122 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 127 that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- Are visually attractive as a result of good architecture and appropriate landscaping.
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation.
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.
- Create places that are safe, inclusive and accessible and which promote health and well-being.

Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - this chapter emphasises the importance of securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change; and, in terms of flooding, development should be made safe without increasing flood risk elsewhere.

Conserving and enhancing the natural environment (Chapter 15) - the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts of biodiversity and providing net gains in biodiversity where possible.

Conserving and enhancing the historic environment (Chapter 16) - the NPPF builds upon the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 and requires at paragraph 189 that 'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting'.

'Significance' is defined by Annex 2: 'Glossary of NPPF' as: 'The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting'. 'Setting of a heritage asset' is also defined by Annex 2 as 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'

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

Paragraph 193 of the NPPF advises that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building should be exceptional. Substantial harm to or loss of the highest significance (including grade I and II* listed buildings), should be wholly exceptional'.

Paragraph 195 advises that 'Where a proposed development will lead to substantial harm to the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss'.

Paragraph 196 advises that 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use'.

Paragraph 197 states 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset'.

Paragraph 193 of the NPPF advises that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the

Decision taking - guidance in paragraph 38 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Paragraphs 54 - 57 of the NPPF provide advice on the use of planning conditions and obligations. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other aspects. Agreeing conditions early is recommended and it is also stated that pre-commencement conditions should be avoided, unless there is a clear justification.

Reaffirming the legislation in the Community Infrastructure Levy Regulations, paragraph 56 advises that planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

Planning Practice Guidance

- 5.9 The Planning Practice Guidance (PPG) was published in March 2014 and collates guidance previously published in a number of separate documents. The guidance in the PPG has been taken into consideration in formulating development proposals for the redevelopment of the application site.

Specific National Heritage Guidance

- 5.10 Historic England has published guidance to assist with the management of the historic environment. This assessment has been prepared having regard to the following Historic England Guidance.

Historic England Historic Environment Good Practice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment

- 5.11 Published in March 2015, this document provides guidance on assessing the significance of heritage assets, using appropriate expertise and heritage recording.

Historic England Historic Environment Good Practice in Planning Note 3: The Setting of Heritage Assets (2nd edition)

- 5.12 First published in March 2015 and updated in December 2017, this document provides guidance for managing change within the setting of heritage assets, including historic buildings, sites, areas and landscapes.

Historic England: Conservation Principles Policies and Guidance

- 5.13 This Guidance was published by Historic England (then English Heritage) in April 2008. The Document is designed to provide a logical approach to making decisions and offering guidance on all aspects of England's historic environment. Guidance is provided on understanding heritage values (evidential, historical, aesthetic, and communal), and assessing heritage significance.

Historic England Advice Note 12: Statements of Heritage Significance: Analysing Significance in Heritage Assets

- 5.14 Published in October 2019, this advice note covers the National Planning Policy Framework requirement for applicants for heritage and other consents to describe heritage significance to help local planning authorities to make decisions on the impact of proposals for change to heritage assets.

Local Planning Policy

The Development Plan for Manchester

- 5.15 The Development Plan for Manchester comprises the following documents:
- The Core Strategy Development Plan Document (July 2012); and
 - Saved policies of the Unitary Development Plan for Manchester (July 1995).

The Core Strategy Development Plan Document (July 2012)

- 5.16 The Core Strategy, adopted in July 2012, is the key Development Plan Document against which proposals should be judged. Core Strategy objectives and policies of particular relevance to the proposed scheme include:
- Spatial Objective SO1 'Spatial Principles' states that the sustainable development of the City can contribute to halting climate change.

- Spatial Objective SO2 'Economy' seeks to support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.
- Spatial Objective SO3 'Housing' seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.
- Spatial Objective SO4 'Centres' seeks to provide a network of distinctive, attractive and high quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.
- Spatial Objective SO5 'Transport' seeks to improve the physical connectivity of the City, through sustainable and accessible transport networks.
- Spatial Objective SO6 'Environment' seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.
- Policy SP 1 'Spatial Principles' states that a key spatial principal which will guide the strategic development of Manchester will be the emphasis on the creation of neighbourhoods of choice. Development should enhance or create character; make a positive contribution to the health, safety and wellbeing of residents; consider the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income; protect and enhance the built and natural environment; minimise emissions, ensure the efficient use of natural resource and reuse previously developed land wherever possible; and improve access to jobs and services by being located to reduce the need to travel and provide good access to sustainable transport provision.
- EC1 'Employment and Economic Growth in Manchester' states a minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research

and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).

- Policy H 1 'Overall Housing Provision' sets out that approximately 60,000 new dwellings will be provided for in Manchester over the period 2009 to 2027. New residential will need to take account of the need to: provide house types to meet a diverse and growing population; support growth on previously developed sites in sustainable locations; contribute to the Council's design principles in terms of character, amenity space and parking provision; address deficiencies in, physical, social or green infrastructure, prioritise sites in close proximity to centres of high frequency public transport routes; consider environmental constraints; and be designed to give privacy to both its residents and neighbours.
- Policy H 6 'South Manchester' states that the sub area of South Manchester will accommodate 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.
- C1 'Centre Hierarchy' states that development of town centre uses (as defined in national planning policy) will be prioritised in the centres taking account of the different roles of the City Centre, District Centres and Local Centres.
- Policy C 2 'District Centres' states that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.
- Policy T 1 'Sustainable Transport' states that the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away

from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

- Policy T 2 'Accessible areas of opportunity and need' states that new development will be actively managed to ensure that new development is easily accessible to the City's main economic drivers and is easily accessible by walking, cycling and public transport.
- Policy EN 1 'Design Principles and Strategic Character Areas' which states that developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.
- Policy EN 3 'Heritage' which states that proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.
- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- Policy EN 6 'Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies' requires applications for residential development of 10 or more units and all other development over 1,000 sqm to meet a minimum target.
- Policy EN 8 'Adaption to Climate Change' states that new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of buildings and associated external spaces. Regard should be had to: minimisation of flood risk by appropriate siting, drainage and treatment of surface areas to ensure rain water permeability; reduction of urban heat island effect through the use of green infrastructure, green roofs and tree cover; controlling over-heating of buildings through passive design; providing linked and diverse green space to enhance natural habitats which will assist species adaptation.

- Policy EN 9 'Green Infrastructure' states that new development will be expected to maintain, and where opportunities arise, enhance green infrastructure.
- Policy EN 14 'Flood Risk' states that all new development should minimise surface water run-off through sustainable drainage systems and use of Green Infrastructure.
- Policy EN 15 'Biodiversity and Geological Conservation' states that developers will be expected to enhance, restore or create new biodiversity, either on site or adjacent.
- Policy EN 16 'Air Quality' states that developers should take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.
- Policy EN 17 'Water Quality' states that development should avoid any adverse impact on water quality, and minimise surface water run-off and ground water contamination.
- Policy EN 18 'Contaminated Land and Ground Sustainability' states that the Council will give priority for the remediation of contaminated land to strategic locations.
- Policy EN 19 'Waste' states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.
- Policy DM 1 'Development Management' sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation; refuse storage and collection; and effects relating to archaeological or built heritage.

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

5.17 The Unitary Development Plan (UDP) was superseded by the Core Strategy in 2012. However, a number of UDP policies have been 'saved'. Extant policies contained within the UDP which are relevant to the proposed scheme include:

- DC5.1 'Flat Conversions' states that in determining planning applications to convert property to flats, the Council will have regard to:
 - a. the standard of accommodation for the intended occupiers of the premises;
 - b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
 - c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
 - d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
 - e. adequate private outdoor amenity space;
 - f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
 - g. the satisfactory provision of refuse storage and collection facilities.
- DC5.2 'Flat Conversions' states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.
- DC7.1 'New Housing Development' seeks to ensure new housing is accessible at ground floor level for disabled people where this is practical.

- DC18 'Conservation Areas' states the Council will give particularly careful consideration to development proposals within Conservation Areas. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues: i) the relationship of new structures to neighbouring buildings and spaces; ii) the effect of major changes to the appearance of existing buildings; iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees).
- DC19 'Listed Buildings' states that the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings. In giving effect to this policy, the Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.
- DC26.1 'Development and Noise' states that the Council will consider the implications of new development proposals which are likely to be generators of noise, and the effect of new development being exposed to existing noise sources which are effectively outside planning control.

Other Relevant Local Policy

- 5.18 Manchester City Council have also adopted a number of supplementary planning documents and other guidance which although not forming part of the Development Plan are material considerations in the determination of the planning application. These documents are noted below:

South Manchester Regeneration Framework (2008)

- 5.19 South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the South Manchester Regeneration Framework (SRF) is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such

as poor housing and high levels of deprivation and worklessness. The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods. The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states that future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

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

- 5.20 This document aims to support and enhance the on-going development of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development that would be acceptable.

The Greater Manchester Strategy (2017) ('Our People, Our Place')

- 5.21 This document was produced by the Greater Manchester Combined Authority (GMCA) and replaces the former 'Stronger Together: Greater Manchester Strategy' published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be: *'A place where all children are given the best start in life and young people grow up inspired to exceed expectations. A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you'll get it. A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent. A place where people live healthy lives and older people are valued. A place at the forefront of action on climate change with clean air and a flourishing natural environment. A place where all voices are heard and where, working together, we can shape our future.'*

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

- 5.22 The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed City outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

Manchester Residential Quality Guidance (2016)

- 5.23 The Manchester Residential Quality Guidance was published in 2016 and seeks to outline the considerations, qualities and opportunities that will help to deliver high quality residential development across Manchester. The document is a material consideration in the determination of planning applications.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) (2015)

- 5.24 The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Four objectives have been established to enable the vision to be achieved: 1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers 2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth 3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond 4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Design for Access 2 (2003)

- 5.25 This is the Council's best practice guidance on inclusive design standards. It sets out the City's aspirations for inclusive development and is intended for use by architects, planners, engineers, landscape architects and other designers. The document acknowledges that when dealing with the constraints imposed by existing buildings it may not always be possible to meet the access standards set out within the document.
- 5.26 For the reasons given in Section 6 below it is considered that the proposal is wholly consistent with the above planning policy guidance.

6. Planning and Heritage Appraisal

6.1 Having regard to the relevant planning policy guidance in the previous section, the key material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- Principle of Development;
- Housing Mix and Density;
- Design Considerations;
- Heritage Appraisal;
- Potential Impact on Amenity;
- Sustainable Development: Economic, Social and Environmental Benefits;
- Highways, Accessibility, Parking and Servicing;
- Crime and Security Matters;
- Trees and Ecology;
- Environmental Considerations: Contamination, Flood Risk and Air Quality;
- Disabled Access; and
- Broadband Connectivity.

Principle of Development

Loss of Public House Use

6.2 The site is occupied by the former Greenfinch Public House. The pub was operating until July 2020. The building was originally constructed as a single dwelling and has been used as a school, GP's, and children's home before more recently being used as a Public House.

6.3 Public Houses may be regarded as community facilities. Paragraph 92 of the NPPF advises that *'To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should...c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs'*.

- 6.4 In this instance it is the case that there are numerous other Public Houses, licensed premises and other community facilities in the surrounding area and that are readily accessible, such that the conversion of the Public House would not affect the ability of the community to meet its day-to-day needs. Other premises in close proximity to the site include The Railway Inn and The Metropolitan on Lapwing Lane approximately 400m to the north west. The nearby District Centres of Didsbury, Withington, Chorlton and Northenden also have a host of pubs, drinking establishments and restaurants. As such the local community are fully catered for and the proposed development will not conflict with Paragraph 92 of the NPPF.

Principle of Proposed Office Use

- 6.5 The proposed development will provide an office use on the ground floor of the building. Office uses are identified by Annex 2 of the NPPF as a 'Main Town Centre use' which planning policy generally seeks to direct to centres. The application site is not located within a designated Centre. Core Strategy Policy C9 'Out-of-centre development' will therefore be relevant to the determination of the application. The written justification to this policy advises that *'In Manchester's circumstances, the impacts of out-of-centre development will vary across the City and will need to be considered on a case-by-case basis, although the Council considers that development of less than 650 square metres gross will generally be of local significance only'*. On the basis that the office floorspace of the development is 150sqm and is therefore less than 650 sqm, the office use is compatible with policy. In addition it is noted that there are a number of commercial uses located in the vicinity of the site around the junction of Palatine Road and Lapwing Lane, whilst the site's proximity to West Didsbury Metrolink Station further supports a change of use to office accommodation given the high level of accessibility of the premises for staff and visitors.

Principle of Residential Use

- 6.6 The existing building currently accommodates two apartments on the upper floors helping to establish residential use at the site. The adjacent uses to the north and west are residential, comprising houses, apartments within converted historic buildings, and purpose built townhouse / apartment development. Given these proximate uses and the site's planning policy context, including Core Strategy Policies H 1 and H 6 which support

residential development in this location, it is anticipated that the principle of residential use on the site will be wholly supported. Saved UDP Policy DC5.2 also supports flat conversions within residential areas, particularly where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

6.7 The scheme will be associated with a series of positive planning and regeneration benefits including:

- Providing a mix of housing types which will be attractive to a wide range of future occupiers including young professionals, couples and families.
- Refurbishing and improving the appearance of the former Greenfinch building including the removal of previous poor quality extensions.
- Delivering landscaping enhancements across the site including replacement of the extensive tarmacked car parking and provision of high quality hard and soft landscaping, whilst retaining existing trees on the site and proposing additional tree planting.
- A scheme which will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance to surrounding streets and increasing footfall in the vicinity of the site. The development will also incorporate appropriate security fixtures and fittings to minimise the likelihood of crime.
- The provision of a development with high sustainability credentials that will deliver a range of economic, social and environmental benefits.
- The development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. The site is in close proximity to high quality public transport connections including West Didsbury Metrolink station and numerous bus services, enabling future residents to travel sustainably, minimising use of the car.
- The scheme will represent investment and regeneration in West Didsbury and may also act as a catalyst for future investment in the area.

- 6.8 The above points are considered in more detail within the remainder of this section and demonstrate that the scheme wholly accords with national and local planning policy guidance.
- 6.9 It is important to highlight that the proposed scheme is also deliverable on the site for the following reasons:
- **It is Available** – The applicant owns the site and is in a position to deliver the scheme once permission is secured.
 - **It is Suitable** – The suitability of the site for residential and office development is confirmed throughout this report, by reason of its sustainable / accessible location.
 - **It is Achievable** – There are no policy restrictions or development constraints that would impact on the scheme's deliverability. Should planning permission be granted, the applicant is keen to commence works on site immediately.
 - **It is Viable** – The scheme is viable and deliverable in the short-term.

Housing Mix and Density

- 6.10 The proposed scheme will provide a total of 12 dwellings comprising 3 apartments on the upper floors of the former Greenfinch building (2 x 1 bed apartments and 1 x 3 bed apartment), and 9 new build houses. A mix of dwelling types are provided including smaller and larger semi-detached houses, and detached houses, ranging from 3 bedrooms to 5 bedrooms. The mix of dwelling types will enable the development to cater for a range of future occupiers including couples, families and older people. This will help to achieve a mixed and sustainable community and will accord with the Council's objectives of providing high quality family housing in South Manchester.
- 6.11 The proposed development has been sensitively designed to reflect the density and character of the surrounding area. Notably this includes larger semi-detached and detached Victorian villas as well as more modest scale housing. The proposed development clearly responds to these characteristics with the mix of housing types that are proposed. Properties are also provided with front and rear garden areas with additional

landscaping within the scheme reflecting the more open, spacious and 'leafy' characteristics of the area.

Design Considerations

- 6.12 The proposed development has been designed in response to the site's context including the Albert Park Conservation Area. The works to the former Public House building involve the removal of late 20th century additions to the building which are of little heritage value and detract from its appearance, particularly those to the rear. Works to the former Public House will be sympathetic to its character and appearance in terms of the use of materials, detailing, fenestration etc. As part of the works a comprehensive programme of repair/restoration of the building's fabric will take place which will overall enhance the appearance of the building.
- 6.13 With regards to the new build development on the site, again this has been driven by the site's context. The site layout will provide built and active frontage to Lapwing Lane and Palatine Road achieving passive surveillance and overlooking of public areas. The dwellings fronting these roads are set into the site behind gardens and these allow the former Greenfinch Public House building to retain its prominence on the site. The development has been designed to allow views into the site from Palatine Road with separation distances between properties, thereby retaining a sense of openness. The site has a single vehicular access point from Lapwing Lane and a cul-de-sac / courtyard type layout. This will provide an attractive, peaceful and safe environment for families, with good levels of passive surveillance achieved.
- 6.14 The scheme provides a mix of semi-detached and detached properties of two storeys (with accommodation in the roof space of the larger properties), which reflects other nearby development. This scale and height of development is wholly appropriate for the surrounding context, with the variety contributing to the design interest of the development.
- 6.15 In terms of the detailed design and appearance of the dwellings, these reflect the conservation area setting of the site. The properties reference Victoria villas and housing, and will have red brick elevations with stone detailing and steeply pitched roofs with chimneys. The dwellings will be sympathetic to the former Greenfinch Public House, whilst

the use of red brick will provide a pleasing contrast to buff brick of the existing building. Overall the dwellings are of a high quality appearance and have due regard to the local context and conservation area setting.

- 6.16 Each dwelling will have front and rear garden areas with extensive soft landscaping proposed. Existing trees on the site are to be retained where possible with additional planting to be provided. A high quality landscaping proposal has been submitted in support of the application which identifies a broad range of planting to be provided which will also be associated with biodiversity benefits as well as enhancing the visual appearance of the site and surroundings.
- 6.17 Overall the proposed scheme has been designed to be sensitive to the surrounding character and context. Works to the former Greenfinch building will enhance its appearance, whilst the development of high quality housing on the existing expansive tarmacked surface car park is also positive. On this basis it is concluded that the proposal is consistent with provisions of the NPPF; Core Strategy Policies EN 1 and DM 1 of the Core Strategy; and, the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Guidance document.

Heritage Appraisal

- 6.18 Planning policy requires that applications for development should be considered in terms of their impact on heritage assets. In respect of the application proposal the key heritage matters requiring consideration include:
- Relationship with the Albert Park Conservation Area, and impact on the setting of the Ballbrook and Blackburn Road Conservation Areas;
 - Impact on the former Greenfinch building as a non-designated heritage asset; and,
 - Impact on the setting of proximate listed buildings (Former Withington Town Hall (Grade II listed); and the Former District Bank (Grade II listed)).
- 6.19 Before considering the above potential impacts it is first necessary to understand the historical background of the site, consider the physical appearance of the building, and

appraise its significance. This is provided below read alongside historical plans and photographs provided at Appendix 1, Phasing Plan at Appendix 2, and Plates at Appendix 3.

Assessment of Heritage Significance

Historical Background

- 6.20 John Speed's (1610) decorative map of Lancashire shows "Diddesbury", although the western side, where the site is located, is blank. Yates' map (1786) and Greenwood's map (1822) also show the site blank.
- 6.21 Johnsons plan of the Parish from 1820 shows the site at this time, with little change between this and the 1848 OS map. The site was unbuilt upon over this period and lay to the northwest of Lapwing Hall, shown on the later map as Lapwing Farm. Palatine Road was not yet constructed. The site was an open field, rectangular, and flanked by Lapwing Farm and its gardens to the southeast and a further un-named building and its gardens to the northwest by the time of the 1848 map. The field boundaries in the surrounding area show some that are irregular whereas most are fairly regular and rectangular. This suggests that the area was sparsely farmed before the enclosures act in the post medieval period. However, some of the boundaries appear to be long and narrow, suggestive of medieval burgage plots.
- 6.22 Palatine Road was opened as a turnpike road in 1862 and houses began to be built for merchants along it and in the new Albert Park area (Siddons 2021). It was around this time that "Summer Hill" was erected, as a double pile house at 60 Palatine Road. Double pile houses were common from the mid-18th century until around 1860, making this a late example of the type.
- 6.23 Palatine Road is named in the 1871 census returns, simply referred to as 'the Turnpike road' in the description. In the record itself however, 'the Turnpike road' is not mentioned, referred to as 'Albert Park'. No numbers or names are given, although where it meets Lapwing Lane lived Heywood Porter, a shipping clerk. He lived with his wife Bertha and newly born son

Guy. They had two domestic servants. 'Summerhill' is mentioned by name in the 1881 census returns, where Mary Hahnel is recorded as the head, widowed and 64 years old. Her daughter, Amelia lived with her, the principal of a school (recorded as the Collegiate High School in 1882 (MCLGA 27/07/1882)), along with her nephew Charles. A visitor is also recorded as well as her grandson and two general domestic servants.

- 6.24 The 1891 census records a similar situation, with Amelia Hahnel still the head and listed as a school mistress. No other family are recorded. Sophia Armit and Mary Armit, both retired school teachers are listed as visitors and a housemaid, waitress and cook are also recorded. The Manchester Courier and Lancashire General Advertiser (MCLGA) (5th September 1896) mentions the property: 'Collegiate High School (Upper, Middle and Preparatory), 60 Palatine-road, Didsbury. – Miss Hahnel, assisted by Misses Ede, Estill, Budge, and Hochstetter...', suggesting that the building was used as a school. It is referred to as 'Miss Hahnel's new school, Lapwing-lane' in the Manchester Courier and Lancashire General Advertiser from 14 January 1887, suggesting that it moved to school use around this time. This is likely when the large single storey extension was added.
- 6.25 The OS map of 1894 shows the building for the first time. It appears as a roughly square building with the single storey extension already built. Glass houses are adjacent to the extension to the southwest and the whole is labelled as "Summer Hill". The entrance is shown to be from the southern end of the site from Palatine Road, with a path leading up to the southeast and southwest sides of the house, before moving around to the north east side. The path also continues to the northern corner of the site where a small rectangular building is shown, possibly a coach house. Trees line the boundary to Lapwing Lane and Palatine Road, as well as in the gardens to the west.
- 6.26 The 1901 census records a similar situation again, with Miss Hahnel still at the property as a school mistress. The Manchester Courier and Lancashire General Advertiser records the school at Summer Hill on 17 January 1907. However, by 2 May 1908 (MCLGA) it is recorded at 50 Palatine Road, and again in 1909 (MCLGA 16/01/1909; MCLGA 9/4/1909). The 1911 census confirms that the school was no longer at the property, with Thomas Ashton Goodfellow at number 60, a 'Doctor of medicine in General Practice'. Also recorded are

his wife, Eleanor and his three young sons. There was also a cook, nursemaid and nurse. The building was likely used as a surgery. Further extensions were added in the early 20th century. The 1922 OS map shows a small extension added to the rear of the property. By the time of the 1933 OS map however, the 19th century extension had been further extended to the north west and another extension built onto the north east side of it. A further extension was added to the north east side of the house.

- 6.27 After the doctor's surgery the building was used as a hostel for men trying to get back into society (MEN 28/08/2008; Siddons 2020). The numbering for Palatine Road changed in the 20th century, with Summerhill becoming 108 Palatine Road. It became a pub in the late 20th century, when the earlier 20th century extensions were demolished and further extensions added.

Physical Description

General description and grounds

- 6.28 The building originated as a roughly square double-pile house with the frontage facing Palatine Road to the northeast. An extension was added to the northwest in the 19th century and further extensions were added in the 20th century. For the most part it is constructed in a buff-coloured brick in Flemish bond. The house is two stories plus attic and basement with the extensions being mostly single storey. All of the windows and doors are modern. The surrounding grounds are converted to a carpark, with the majority of the area tarmacked with small areas of grass. A covered outdoor seating area has also been erected. The boundary to Palatine Road and Lapwing Lane is formed of a low stone wall. The stone capping is present to the former but mostly missing to the latter. Sandstone gateposts lie on Palatine Road with the inscription "Summer hill 60". A further pair of gateposts lie to the north western end, although much simpler.

South east elevation

- 6.29 This forms the main frontage of the building facing onto Palatine Road. The building is three bays with the righthand bay forming a gable and projecting slightly from the rest of the face.

A doorway at ground floor level lies in the centre bay. This is set forward in a projecting porch and flanked by sandstone columns with stiff leaf capital and a rounded arch lintel. The door itself is modern and the light above is etched glass. At the top of the porch the coping is sandstone and just below the apex is a circular feature bearing the image of a head. Flanking the doorway to the left is a large square window with depressed arch lintel of brick. The keystone bears a further image of a head. The frame is a modern timber sash. To the right of the doorway is a projecting bay window with each of the three sides containing matching sash frames. The bay itself is sandstone with sandstone coping. At first floor level a single two light timber framed sash window lies above the porch in the central bay. This has a rounded lintel matching the doorway below. To the left three matching sash windows lie above the large square window at ground floor level. These are separated by narrow sandstone columns and each has a rounded arch lintel. To the righthand bay is a larger sash portrait window with depressed arch lintel. Above is a false lintel of a rounded arch with sandstone keystone with scroll carving. The cills of these windows is formed from a sandstone string course below which is a dogtooth string course formed of brick. The righthand bay is a gable and as such has a window at attic level. This is a timber framed portrait window with depressed arch lintel and sandstone cill. Along the top of the whole elevation is a dogtooth string course which also follows the pitch of the gable. To the left and right side of the elevation are the modern single storey extensions.

South west elevation

- 6.30 This forms the gable end of the building and is three bays wide. The ground floor is covered by a modern single storey extension. At first floor level is a timber framed sash with rounded arch lintel to the left hand bay. The central and right hand bays are featureless, although a stack rises up the face between the bays. At attic level the central bay contains a similar window to that at first floor level. This is flanked by a pair of small square windows to the left and right bays. The dogtooth stringcourse continues from this northwest, following the pitch of the gable. To the left of the elevation is the brick gabled porch entrance of the modern single storey extension. Beyond this the stair tower extension is visible at first and attic floor levels, with a single portrait window at attic level. To the left is the face of the single storey late 19th century extension. This is constructed in a whiter glazed brick, although shows

rebuilding above in the buff-coloured brick. A modern bay window lies in the centre of the face, matching those of the modern extensions. Flanking this to the right is a portrait window with depressed arch lintel and sandstone cill. On the other side is a blocked doorway with decorative jambs and false rounded arch lintel with keystone, which appears to have been inserted. To the left of this the face steps back and is the face of a further single storey modern extension with a pair of blind windows.

South east elevation

- 6.31 This forms the rear of the building. The ground floor is obscured by the modern single storey extension, which has three blind windows across the face. Above is the face of the house. To the left is the gable which is featureless with the exception of a portrait window at attic level to the left of the face. The right half of the gable is obscured by the stair tower extension, which is featureless, and also obscures most of the central bay. Where this is visible it has been built up to accommodate the stair tower and access into the attic. The right bay is featureless. At ground floor level, to the right of the house is the face of the late 19th century extension. This again shows the white glazed brick with rebuilding above but is otherwise featureless.

North east elevation

- 6.32 At ground floor level the left hand and central bays are blocked by the modern single storey extension. The right hand bay contains a large loading doorway with steps up to it. The depressed arch lintel matches that of the large window to the front elevation, including the keystone with head. The similarities suggest that this was formerly a window and later converted to a doorway. At first floor level the left bay contains a projecting brick stack rising up the face. The central and right hand bays each contain a portrait window with rounded arch lintel. Above, the central bay contains a dormer window with small portrait window within, cutting across the dogtooth string course at the top of the face. To the right bays a small square window is present just below this string course. To the right of the house the face is recessed and the face of the single story 19th century extension is visible. This has a window at ground floor level with depressed arch lintel. Above a dogtooth stringcourse

runs, above which the later stair tower has been added. This contains a single portrait window at first floor level and a pair of matching windows at attic level. To the right is the face of the single storey modern extension which contains further blind windows as well as a doorway with steps leading up to it.

Heritage Significance of the Site

- 6.33 Historic England Advice Note 12 (21 October 2019) 'Statements of Heritage Significance: Analysing Significance in Heritage Assets' sets out a number of 'interests' which guide the recognition of heritage values in the historic environment. The assessment of significance below has been carried out in accordance with this guidance, and is proportionate to the nature of the works proposed by the application.
- 6.34 Historic England Advice Note 12 expands on the guidance within National Planning Policy Guidance (NPPG). For a building the following interests should be described:
- 6.35 Archaeological interest – Where the heritage asset holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
- 6.36 Architectural and artistic interest – These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.
- 6.37 Historic interest – An interest in past lives and events (including pre-historic) which heritage assets can illustrate or be associated with. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

- 6.38 Following the description of the interests above, the level of the general significance of the building and the particular contribution to that significance of any features which would be affected by the proposal will be assessed, or of its setting, if it too, is affected by the proposal.

Archaeological Interest

- 6.39 The site was developed with the present building in the late 19th Century and was undeveloped before this time. Outbuildings which historically existed on the site and can be seen on historic plans have been demolished. It is possible that below ground remains exist however these are unlikely to be of high archaeological value and are of little age.

Archaeological interest: Low

Architectural and Artistic Interest

- 6.40 The building has several original architectural and aesthetic features, such as decorative faces on the main frontage, as well as the rounded lintels and dogtooth string courses. Later extensions however detract from the buildings architectural interest and cover much of the rear and side elevations, at ground floor level. As such the medium significance can be attributed to the original house, with the extensions having low – none.

Architectural and artistic interest: Medium

Historic Interest

- 6.41 The building represents a standard large house built during the period when the area was first being developed. Its form and architecture are not unusual and it is constructed in buff brick which is a common building material in the area. It is unusual in that the property was soon adapted to be used as a school. The building is located at a prominent crossroads and has been there since the area began to be developed in the 1860's. As such it is a notable landmark in the area, particularly given recent use as a Public House.

Historic interest: Medium

Significance of Setting

- 6.42 The site is located on the west side of the junction of Palatine Road and Lapwing Lane which is a prominent junction, particularly with West Didsbury Metrolink Station located opposite. The former Greenfinch building is situated towards this junction and the adjacent roads give it a degree of prominence. The building is most prominent when viewed looking south along Palatine Road and looking west along Lapwing Lane. This is however limited from longer range distances with screening provided by mature trees and vegetation at the front of property. The relatively straight nature of Palatine Road and Lapwing Lane further limits the potential for longer distance views. The relatively busy nature of the Palatine Road / Lapwing Lane junction has an adverse impact on the building's setting.
- 6.43 The site's frontages to the two main roads have original stone boundary walls which make a positive contribution to the building's setting. Mature tree and shrub planting within the site and around the site boundaries also has a positive impact on the building's setting giving it a 'leafy' backdrop. Hard and soft landscaping in proximity to the building is largely associated with the former Public House use and has a mixed contribution to setting. Soft landscaping is a positive feature, whilst there is various paraphernalia associated with the former use including signage, children's play equipment and a large covered shelter has a negative impact. The expansive tarmacked surface car park is also a major negative influence on the setting of the building with limited soft landscaping to mitigate its impact.

Summary of Significance

- 6.44 The building has undergone significant alterations and extensions which have affected its heritage significance and concealed original/historic fabric. The design and materiality of the building is not especially unusual or decorative and it shares characteristics with many other villas built in the area during the mid-late 19th Century. The property has accommodated different uses over its lifetime from being constructed as a single dwelling and later used as GP's, school, and pub. The level of change which the building and site has undergone reflects the changing nature of the use. The building now sits within a site which is dominated by tarmacked surface car parking which does not make a positive

contribution to its setting. Soft landscaping adjacent to the pub building and around the site boundaries are more positive elements of the building's setting. The above analysis has considered the individual heritage interest of the former Greenfinch Public House building which is summarised in the table below.

Heritage Interest	Significance of Building
Archaeological	Low
Architectural and artistic, Historic	Medium

Contribution to Conservation Areas

- 6.45 In order to assess the impact of the scheme on the conservation areas it is first necessary to understand the baseline position. The site is located within the Albert Park Conservation Area, but lies adjacent to the Blackburn Road and Ballbrook Conservation Areas. These conservation areas share common features and characteristics in this location and can generally be considered together. The existing building is clearly a positive contributor to the conservation areas as per the analysis above. It is however the case that the poor quality extensions, particularly to the rear have had a negative visual impact, concealing parts of the original building.
- 6.46 The vast majority of the site is currently tarmacked hardstanding and this has a negative impact on the conservation areas, which are largely characterised by their built development and mature landscaping. There are a number of trees on the site and vegetation around the site boundaries which make a positive contribution. Stone boundary walls to the Palatine Road and Lapwing Lane frontages make a positive contribution, although gateposts to the main pedestrian entrance have been lost as have railings.
- 6.47 Overall the site is assessed as having a mixed contribution to the character of the conservation areas. The former Greenfinch building, boundary walls, tree planting and landscaping are positive elements; whilst poor quality extensions to the building and alterations to the boundary walls detract. The expansive surface car parking is however the main negative element of the site which has an adverse impact on the character and appearance of the conservation areas. The proposed development represents an

opportunity to retain and enhance the positive elements, and address and improve the negative elements.

Heritage Assessment

- 6.48 Having established the heritage significance of the site and its contribution to the character and appearance of the conservation areas, the impact of the application proposal on heritage assets can now be assessed. This assessment is provided under the headings below:

Relationship with the Albert Park Conservation Area, and impact on the setting of the Ballbrook and Blackburn Road Conservation Area

- 6.49 The Albert Park, Ballbrook and Blackburn Road Conservation Areas share common characteristics in this location and are largely residential in character and reflect the suburban development of Manchester from Victorian times as the city expanded through its industrial success. A key characteristic is Victorian and Edwardian semi-detached and detached villas. These share a consistency in terms of their appearance and materiality but with a degree of variation which provides visual interest.
- 6.50 The proposed development responds directly to the traditional villas found within the conservation areas. The new dwellings are generally of a traditional form with steep gabled roofs, chimneys, vertically proportioned windows, projecting bays and brick and stone detailing. These elements enable the proposed development to sit comfortably within the surrounding context and ensure that it does not detract from or jar with the more traditional development. The houses include some more modern elements to meet the requirements/expectations of residents, including large glazed doors and integrated garages. These are subtly and sensitively integrated into the design of the houses to ensure that they do not detract from the traditional design approach.
- 6.51 A key aspect of the scheme has been to provide active frontage to Palatine Road and Lapwing Lane, and ensure that the development is outward looking and provides active frontage reflecting the characteristic of traditional housing in the area. This is achieved in

the design of the houses to these roads which effectively have dual-frontages incorporating architectural features such as bay windows and projecting gables to both elevations.

- 6.52 The traditional Victorian and Edwardian properties within the conservation areas generally have front and rear gardens with space provided to the site of properties allowing views through to rear gardens and providing a degree of openness / spaciousness. This characteristic has been reinforced in the layout of the scheme through the spacing between properties and provision of front and rear garden areas. The openness provided along the Palatine Road frontage, which affords views of the former Greenfinch Public House is retained through the positioning and set back of the houses in this location.
- 6.53 As discussed above the expansive tarmacked hardstanding forming the car parking of the former Public House is a major negative influence on the conservation areas and the provision of a sensitively designed residential development which will reflect the surrounding townscape and characteristics of the conservation areas is positive.
- 6.54 The proposed scheme will incorporate large areas of soft landscaping which will compare favourably with the current situation which is dominated by hardstanding. Existing trees within the site are largely retained and safeguarded through the development ensuring that their contribution to the conservation areas is protected. Unfortunately, due to the positioning of some trees it has not been possible to retain all trees. Mitigation tree planting together with a high quality soft landscaping scheme will however be provided and will contribute to the 'leafy' characteristics of the conservation areas. These details are provided on the submitted landscaping proposals and show how the provision of high quality hard and soft landscaping will complement the surrounding area and help the development to have an established character.
- 6.55 Having regard to the above assessment it is established that the application proposal will make a positive contribution to the character and appearance of the Albert Park Conservation Area, and will also enhance the setting of the adjacent Ballbrook and Blackburn Road Conservation Areas.

Impact on the former Greenfinch building as a non-designated heritage asset

- 6.56 The application proposal will involve the alteration of the former Greenfinch Public House building to enable it to provide office accommodation on the ground floor and basement, and apartments on the upper floors. The building has previously been extended in the past as shown by the phasing plan at Appendix 2. This included additions to the main mid-19th Century building to the north, south and west which have substantially increased the footprint of the building. The proposed development will remove later additions dating from the late 20th century located to the south and west of the building. This includes a large single storey element which is particularly prominent from Lapwing Lane, and the orangery style addition to the south which is highly visible from the south and Palatine Road. These works will have a beneficial impact.
- 6.57 Part of the rear single storey extension dates from the late 19th Century, however it is of limited heritage value. This element has been heavily altered with a large bay window added to the south elevations, blocked doors and window openings and visually intrusive mechanical plant. The overall heritage significance of this element is low particularly within the context of the original building, and the alterations that have taken place have further eroded this.
- 6.58 Overall it is concluded that proposed development will have a positive impact on the heritage significance of the building, through the removal of later additions to the building, the repair/refurbishment of existing fabric, and bringing the building back into active economic use as office and residential accommodation.

Impact on the setting of proximate listed buildings (Former Withington Town Hall (Grade II listed); and the Former District Bank (Grade II listed)).

- 6.59 The site is located approximately 35m to the south east of the Former Withington Town Hall, and approximately 50m to the west of the Former District Bank. The proposed development will be viewed within the context of these listed buildings looking along Lapwing Lane and Palatine Road. The proposed development of the site has been designed to respect the relative prominence of the former Greenfinch Public House building, with new development respecting the established building line. The proposed development will not block or obstruct any key views of the above listed buildings and whilst it will be viewed within the

same context, the sensitive nature of the design will not in any way detract the setting of the listed buildings. On the contrary the proposed development of sensitively designed housing, which will reflect the Edwardian and Victorian architecture that is a positive feature of the area, is considered to have a positive impact on the environment in which the listed buildings will be experienced. Similarly, the removal of the extensive tarmacked surface car parking will enhance the setting of these listed buildings.

Summary of Heritage Considerations

- 6.60 On the basis of the assessment provided within this section it is concluded that overall the proposal will have a positive impact on heritage assets, including the former Greenfinch Public House building; the Albert Park, Ballbrook and Blackburn Road Conservation Areas; and upon the setting of nearby listed buildings including the Former Withington Town Hall and the Former District Bank. As such the proposed development is consistent with provisions at Section 16 of the NPPF; relevant Historic England Guidance; Core Strategy Policies EN 1 and EN 3; Saved UDP Policies DC18 and DC19; and provisions of the Guide to Development in Manchester SPD.
- 6.61 Having regard to paragraph 196 of the NPPF, it is not considered that the proposed development will harm heritage assets. Were the Council to disagree with our assessment it is only realistically possible that the development could be regarded as amounting to 'less than substantial harm' at a low level. Such 'harm' would be weighed against a series of public benefits that the scheme will deliver, including:
- Providing a mix of apartments and houses of varying sizes which will be attractive to a wide range of future occupiers including young professionals, couples and families, helping to create a mixed and sustainable community.
 - Providing office accommodation which will be associated with employment in a highly sustainable and accessible location.
 - Improving the appearance of the existing building including removing later extensions / poor quality additions and the repair, repointing and cleaning of the building fabric.

- Providing a high quality landscaping scheme which will replace the extensive tarmacked surface car parking that currently dominates the site. The landscaping scheme will incorporate existing trees where possible, with extensive new planting provided to promote biodiversity on the site.
- A scheme which will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance to Palatine Road and Lapwing Lane, as well as the internal access road. The development will also incorporate appropriate security fixtures and fittings to buildings to minimise the likelihood of crime.
- The provision of a development with high sustainability credentials that will deliver a range of economic, social and environmental benefits.
- The development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. The site is in close proximity to high quality public transport connections including West Didsbury Metrolink Station and numerous bus services, enabling future residents to travel sustainably, minimising use of the car.
- The scheme will represent investment and regeneration and may also act as a catalyst for future investment in the area.

Potential Impact on Amenity

- 6.62 With regards to the scheme's potential impact on residential amenity, two issues require consideration: whether the proposed scheme will maintain a satisfactory level of amenity for neighbouring uses; and, whether the design will ensure that future occupants of the scheme are able to enjoy a satisfactory level of amenity.

Neighbouring Uses

- 6.63 The site is located in an established residential area, which is bounded by residential development to the north and west. The provision of residential accommodation, with office space on the ground floor of the former Public House building, will be wholly compatible with these adjacent uses, particularly compared to the existing Public House

use which may have been associated with activity / disturbance for surrounding residential properties.

- 6.64 The layout of the proposed development has been designed to be sensitive to the adjacent residential properties to the north west and south west. To the north west is townhouse and apartment development on Raleigh Close. The properties on Raleigh Close are positioned with gable elevations facing towards the subject site and only have obscured windows to upper floor levels. As such the proposed development will not directly affect outlook from windows of existing properties. Whilst there will be some views/outlook from windows on the front of dwellings on Raleigh Close, these will be oblique and there will not be any direct overlooking issues. Existing tree planting will be retained along this boundary and will provide further visual screening mitigating overlooking potential.
- 6.65 With regards to the property to the south west (114 Palatine Road), the rear elevation of the proposed new houses that will align the shared boundary will be positioned 10m from the shared boundary at the closest point, ensuring an appropriate degree of spacing commensurate with the surroundings and avoiding an overbearing impact. 114 Palatine Road is a further c.7-8m from the shared boundary ensuring that a comfortable relationship is achieved. There are windows in the gable of 114 looking towards the site, and the proposed dwellings have been carefully positioned and designed to take account of these. Windows on the rear elevations on the upper floors of the properties which have outlook towards 114 will be to secondary dressing rooms with cill level windows that will comprise obscured glazing which can be secured by planning condition. Existing and proposed trees/vegetation on the boundary will also provide visual screening and mitigation. Prior to the submission of the application consultation was undertaken with the residents of 114 Palatine Road and the scheme amended in response to feedback received (please refer to submitted Statement of Community Consultation for details).
- 6.66 In general terms the proposed scheme will enhance the appearance of the former Public House building through removal of later/poor quality extensions as well as cleaning and repair of the elevations. The scheme will also remove the existing hardstanding tarmacked car parking and general paraphernalia/clutter associated with the former use, and provide a high quality designed scheme which responds to the character of the area and

incorporates extensive landscaping, delivering visual and biodiversity enhancements. As such it will provide an uplift in the general visual amenity of the area.

Proposed Dwellings

- 6.67 Future residents will be provided with a good level of amenity in terms of outlook and privacy. The siting of dwellings and positioning of windows to habitable rooms will ensure there is no opportunity for overlooking. The proposed scheme will be of a high standard of design in terms of living accommodation, sound proofing, natural lighting and ventilation, whilst the dwellings are generously proportioned in accordance with national described space standards, with all houses having private gardens.
- 6.68 The application is supported by a Noise Impact Assessment Report prepared by Hann Tucker Associates which assesses the impact of noise on the proposed accommodation and identifies the main noise sources being road traffic, tram movements and patrons from nearby pubs/restaurants. Based on predicted noise levels the report identifies mitigation relating to the construction of the proposed dwellings, including glazing specifications and the use of mechanical extract ventilation and trickle vents, which will enable Building Regulations Part F to be complied with whilst allowing windows to be shut, except for purge ventilation. These mitigation measures can be secured via planning condition.
- 6.69 Noise to outdoor living areas is also considered. Dense hedging will be provided to the site boundaries which will help to mitigate noise impact within garden areas. Fencing to this boundary which could have further mitigated noise impact was considered, however on balance it was deemed more beneficial to have hedging which would retain a more open character, greater interaction with the streetscene, and an improved relationship with the former Greenfinch Public House building. It is understood that noise guidance relating to external areas is more flexible.
- 6.70 For the reasons discussed above, the proposed scheme will ensure a sufficient level of amenity is achieved for future residents of the scheme whilst safeguarding the amenity of nearby uses. On this basis the scheme accords with policy DM 1; saved UDP policies DC5.1

and DC26; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Design Guidance.

Sustainable Development: Economic, Social and Environmental Benefits

- 6.71 The proposal will have high sustainability credentials as a result of the economic, social and environmental benefits that it will bring.

Economic Benefits

- 6.72 The proposed development will bring a number of economic benefits during and post construction. The shortage of housing can act as a barrier to people accessing job opportunities, thus preventing the City from achieving its economic potential. The proposed accommodation will help meet the needs of local people and those moving to the City and thereby contributing to the economy. Ministerial statements refer to the pressing need of ensuring that the planning system does everything it can to help sustain economic growth, urging planning authorities to make every effort to identify and meet the housing needs of their areas. It is accepted that house building is a driver of the local economy. Together with creating job opportunities during the construction phase, the proposed accommodation will contribute to Council tax revenue, whilst existing and future retailers/businesses in the area will benefit from increased footfall and spending in the local community. The scheme will also provide employment space within the converted former Public House.

Social Benefits

- 6.73 The site is located within an established residential area and has access to the amenities it has to offer, as well as being nearby to open space and recreation facilities, primary and secondary schools and places of worship, which will provide for the needs of future occupants of the scheme. The proposed development will deliver high quality housing and contribute to the creation of a sustainable community.

Environmental Benefits

- 6.74 The proposed scheme will have significant environmental benefits since it involves the redevelopment of a vacant brownfield site, thereby reducing development pressure on greenfield sites.
- 6.75 The scheme will involve the installation of an energy efficient heating system and appliances to properties, whilst glazing specifications will ensure a good level of thermal efficiency. The application is supported by an Environmental Standards Statement prepared by Watt Energy & Consulting Engineers which identifies a range of sustainability measures associated with the development, including:
- The proposal sits within Flood Risk Zone 1 and therefore has low risk of flooding.
 - Internal water efficiency will be prioritised by ensuring that efficient water fixtures are proposed so that each dwelling achieves less than 110L per person per day and 'A' rated appliances will be specified where possible.
 - Waste minimisation will be targeted throughout the construction and occupational phases. It is targeted that at least 90% of construction waste will be diverted from landfill.
 - In addition to targeting Secure by Design accreditation through adopting crime prevention measures, the site layout promotes busy spaces and routes and facilitates natural surveillance. These will therefore reduce the fear of crime and subsequently improve the mental health of residents, visitors and workers.
 - Prioritising reuse of existing materials and locally sourced materials for construction to reduce waste and transportation to landfill, whilst promoting a low embodied carbon development.
 - When new materials are specified that are not locally attainable then only those that score well on the BRE: The Green Guide to Specification are to be used; to further encourage the use of sustainable materials and reductions in embodied carbon.

- The proximity of the Burnage and Didsbury train and tram stops to the proposed site is highly sustainable. Local amenities are also in close proximity, including a multitude of shops, cafes, restaurants etc.

6.76 The Environmental Standards Statement establishes that the development achieves a 10.9% reduction in carbon emissions over Part L 2013 - exceeding the policy EN6 Low Carbon target of 9% over Part L 2013.

6.77 The proposal includes the planting of new trees and planting. The new trees will comprise native species which will promote biodiversity and provide a habitat for pollinators and birds.

6.78 On the basis of the sustainability benefits that the scheme will provide, the application is in accordance with provisions of the NPPF; Core Strategy Objectives SO1 and SO6; Core Strategy Policies SP 1, EN 4, EN 8, EN 9, EN 15 and DM 1; the Guide to Development in Manchester SPD; the Manchester Residential Quality Design Guidance; and, the Manchester Green and Blue Infrastructure Strategy.

Highways, Accessibility, Parking and Servicing

6.79 The site is located in a highly sustainable and accessible location with good access to a range of shops, amenities and services. The site also benefits from excellent public transport links, including frequent bus services and proximity to West Didsbury Metrolink Station. In terms of assessing car parking provision and highways matters, paragraph 109 of the NPPF is relevant and advises *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*. This is a high policy test and it is not considered that the development would be associated with severe adverse highway impacts which would warrant a refusal.

6.80 The application is supported by a Highways Technical Note prepared by Axis. This provides an overview of the surrounding highway network; establishes the accessible location of the site; and forecasts highway movements associated with the proposal. The report concludes

that the development is acceptable from a trip generation and traffic impact perspective. The report also assesses car parking provision and establishes that the car parking provision will be appropriate given anticipated car parking levels based on TRICS database analysis. The report also demonstrates that appropriate servicing of the development can take place with a tracked analysis undertaken of a refuse vehicle. Overall the Highways Technical Note concludes that the proposed development is acceptable in highway terms and complies with the transport requirements of the NPPF, Core Strategy Policy T 2 and Spatial Objective SO5.

Crime and Security Matters

- 6.81 The application is supported by a Crime Impact Statement prepared by Greater Manchester Police Design for Security. This report confirms support for the development and considers the conversion to residential and office accommodation the most appropriate use for the site.
- 6.82 The report confirms that positive features of the development include: an appropriate balance of types and size of properties; a suitable amount of defensible space around each building; with appropriate fencing, there will be a clear distinction between public, semi-private and private space; and, car parking has been included in appropriately secure locations. Specific recommendations are provided at Section 3.3 of the report which can be integrated into the development as appropriate and can be secured by condition.
- 6.83 Discussion relating to boundary treatments is provided and the height of these. In response it is important to recognise the site's conservation area location, and the relationship of properties with Lapwing Lane and Palatine Road. These are important considerations which are reflected in the boundary treatments to these frontages which include railings above the retained boundary walls with additional hedging behind.
- 6.84 On the basis of the conclusions of the Crime Impact Statement it is considered that the development is in accordance with Core Strategy Policy DM 1 and provisions of Sections 8 and 12 of the NPPF.

Trees and Ecology

- 6.85 The application is supported by an Extended Phase 1 Habitat Survey & Daytime Bat Survey prepared by Rachel Hacking Ecology which provides an overview of the habitats present within the site and assesses any potential protected species issues on the site. A daytime bat survey is required to assess the potential use of the property by bats.
- 6.86 Based on the findings of the survey no evidence of bat use was found across the site. The report recommends that if any work to the introduced shrub, hedgerows or trees needs to be carried out within the bird nesting season (which is generally March to August), then a nesting bird survey will be required immediately prior to work commencing. This recommendation can be secured via planning condition. The report also recommends a number of features to enhance the biodiversity value of the site including:
- Soft landscaping should include the provision of native and non-native flowering perennial species, to provide a pollen and nectar source for invertebrates.
 - Bird boxes and/or bat boxes should be erected on the new buildings or retained trees where possible.
 - Trees of native species should be planted where practically possible.
- 6.87 The above recommendations are reflected within the submitted landscape proposals. On the basis of the above the proposed scheme accords with relevant provisions of the NPPF and Core Strategy Objective SO6 and Policy EN 15.
- 6.88 The application site contains a number of trees and an Arboricultural Impact Assessment with Tree Protection Measures report by Godwins Tree Surveys has been submitted to consider impact on these. The tree survey recorded 55 individual trees, five groups of trees and one hedge (eight trees are covered by a TPO).
- 6.89 In accordance with BS5837:2012 Trees in relation to design, demolition and construction, 14 individual trees were recorded as retention category 'B'; and a mixture of 38 individual trees,

five groups of trees and one hedge were recorded as retention category 'C'. The proposed scheme will require the removal of 14 trees and part of one group of trees, of which only one individual tree is a category 'B' tree (moderate value) with the others being category 'C'. The one category 'B' tree for removal offers limited amenity value to the wider area, and can be readily replaced as part of a post development tree planting scheme. Overall the high quality landscaping scheme including additional tree planting (on a ratio of 3 new trees for each removal) will outweigh and mitigate the losses. Some formative pruning of several trees along the south boundary (T17, T18, T21, T25, T28, T29, T33 and T36), in addition to trees T48 and T61 is recommended to ensure sufficient clearance between the proposed dwellings and adjacent branches. This will not affect the overall shape of trees or have a negative impact on their visual amenity or health/longevity.

- 6.90 The tree report also advises in relation to surfacing within root protection areas to mitigate impact on trees including the use of minimum and no-dig solutions. Mitigation is also identified during the construction period with temporary protective barriers identified to ensure that the trees remain in a healthy condition during and after development. These mitigation measures can be secured via planning condition.
- 6.91 In overview the proposed scheme will enhance biodiversity on the site through a high quality landscaping scheme and is appropriate in relation to trees. On this basis the proposal will comply with provisions of the NPPF (section 15) and Core Strategy Objective 6 and Policies EN 8, EN 9 and EN 15.

Environmental Considerations: Contamination, Flood Risk and Air Quality

- 6.92 This section considers relevant environmental matters associated with the development of the site:

Contamination

- 6.93 The application is supported by a Phase 1 Contaminated Land Assessment prepared by GeoSmart. The report considers the previous land use of the site and potential for

contamination. Radon and Coal Mining risk are assessed and the potential for any contamination affecting future occupiers of the development considered. The preliminary risk assessment considers that the overall risk is moderate/low, with a Phase 2 Intrusive Investigation recommended to investigate the site further. The Phase 2 site survey can be secured via standard planning condition. On this basis the application therefore complies with section 15 of the NPPF and Core Strategy Policy EN 18.

Flood Risk

- 6.94 The site is located in flood risk zone 1 on the Environment Agency Flood Map (the lowest level of risk). The application is supported by a Sustainable Drainage Assessment prepared by GeoSmart. The report assesses the feasibility of a range of Sustainable Drainage Scheme (SuDS) options in support of the Site development process. A SuDS strategy is proposed to ensure surface water runoff can be managed effectively over the lifetime of the development. The proposed Sustainable Drainage Scheme (SuDS) strategy is comprised of rainwater harvesting butts, permeable paving and soakaways to attenuate surface water runoff. Should site investigation prove that infiltration to ground is unfeasible then surface water should be attenuated within permeable paving and discharged to the nearby public combined sewer at a controlled rate.
- 6.95 The report confirms that a site investigation is required to confirm the infiltration capacity of the ground in line with BRE 365 guidelines to confirm the infiltration rate and the groundwater level. Where site investigation confirms the underlying ground conditions are not conducive to infiltration, the capacity of the public sewer network should be confirmed with the utility provider along with permission to connect where required. This further investigation can be secured via planning condition. On this basis the application therefore complies with section 14 of the NPPF and Core Strategy Policy EN 14.

Air Quality

- 6.96 The application is supported by an Air Quality Assessment prepared by Redmore Environmental. The report assesses potential impact of future occupants to elevated pollution levels, as well as adverse air quality impacts at sensitive locations.
- 6.97 Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of earthworks, construction and trackout activities and it is considered that the use of good practice control measures will provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.
- 6.98 During the operational phase of the development there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed using standard screening criteria. As the scheme is predicted to lead to a reduction in the number of vehicle trips when compared with the existing use, road traffic exhaust emission impacts were not predicted to be significant.
- 6.99 There is the potential for the exposure of future occupants to elevated pollution levels. Dispersion modelling was therefore undertaken in order to predict concentrations across the proposed development site as a result of emissions from the highway network. Results were subsequently verified using local monitoring data. The dispersion modelling assessment indicated that predicted pollution levels were below the relevant criteria at all locations across the development. The site is therefore considered suitable for the proposed use from an air quality perspective.
- 6.100 Based on the assessment results it is concluded that air quality factors are not a constraint to planning consent for the proposals. On this basis the application therefore complies with section 15 of the NPPF and Core Strategy Policy EN 16.

Disabled Access

- 6.101 The proposed scheme will provide a ramped access to the office accommodation within the converted building through the adaption of the principal entrance. This will ensure level access is achieved into the building, whilst a disabled WC will also be provided.
- 6.102 Full disabled access is not possible to the apartments within the converted building, however this is not uncommon for schemes involving the conversion of historic buildings. The proposed new build houses provide generous living accommodation which is flexible and adaptable to meet the requirements of future occupiers. This includes space externally at the front of properties which could accommodate ramped access up to property entrances if necessary. On the basis of the above the proposed development makes appropriate provision for disabled access and is in accordance with the Council's Design for Access 2 guidance document.

Broadband Connectivity

- 6.100 External and internal fibre to the property cabling will be provided in line with the Government Guidelines for Data Ducting Infrastructure for New Homes.
- 6.101 In summary the below will be installed for the development.

External Infrastructure

- 6.102 Fibre cabling is brought into the development via underground ducting and into the building terminating at the data cabinet within the communications room.

Internal Infrastructure

- 6.103 Fibre is run internally via cable tray and GPON fibre direct to the Utility room of each dwelling. The fibre to the property broadband/data and VOIP telephony installations shall be provided to all dwellings as part of the Main Electrical Contracts scope of work.

7. Conclusion

- 7.1 The proposal accords with national and local planning policy guidance, conforming with Core Strategy policies, saved policies of the UDP and relevant supplementary planning documents/guidance.
- 7.2 The proposed scheme will deliver a range of significant positive planning, regeneration and heritage benefits as discussed within this report, including:
- Providing a mix of apartments and houses of varying sizes which will be attractive to a wide range of future occupiers including young professionals, couples and families, helping to create a mixed and sustainable community.
 - Providing office accommodation which will be associated with employment in a highly sustainable and accessible location.
 - Improving the appearance of the existing building including removing later extensions / poor quality additions and the repair, repointing and cleaning of the building fabric.
 - Providing a high quality landscaping scheme which will replace the extensive tarmacked surface car parking that currently dominates the site. The landscaping scheme will incorporate existing trees where possible, with extensive new planting provided to promote biodiversity on the site.
 - A scheme which will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance to Palatine Road and Lapwing Lane, as well as the internal access road. The development will also incorporate appropriate security fixtures and fittings to buildings to minimise the likelihood of crime.
 - The provision of a development with high sustainability credentials that will deliver a range of economic, social and environmental benefits.
 - The development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. The site is in close proximity to high quality public transport connections including West Didsbury Metrolink station and numerous bus services, enabling future residents to travel sustainably, minimising use of the car.

- The scheme will represent investment and regeneration.

7.3 On this basis Paul Butler Associates are pleased to provide this Planning and Heritage Statement in support of the planning application and look forward to working with Manchester City Council in progressing the application through to determination.

Appendix 1: Historic Plans and Photographs



Figure 1: 1786 Yates 'map of Lancashire showing approximate site location



Figure 2: 1822 Greenwoods map of Lancashire showing approximate site location



Figure 3: 1820 Johnson's Plan of the Parish of Manchester showing approximate site location



Figure 4: 1848 OS Map Lancashire Sheet CXI



Figure 5: 1894 OS Map Lancashire Sheet CXI.6

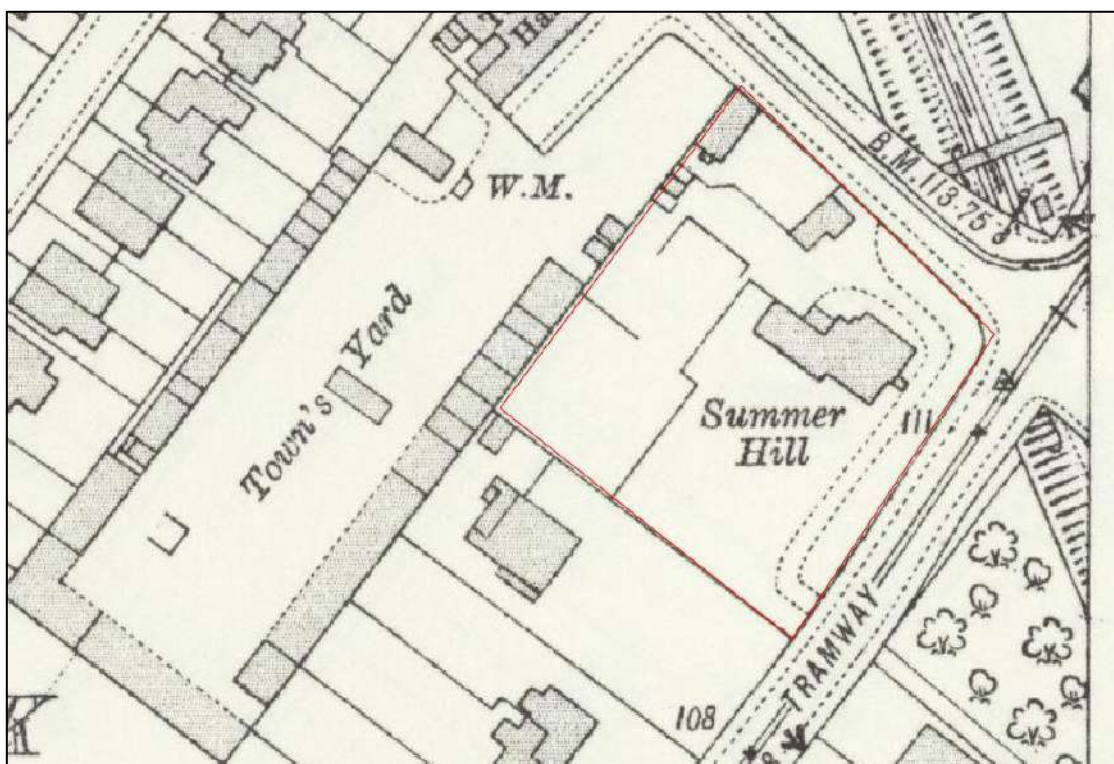


Figure 6: 1922 OS Map Lancashire Sheet CXI.6

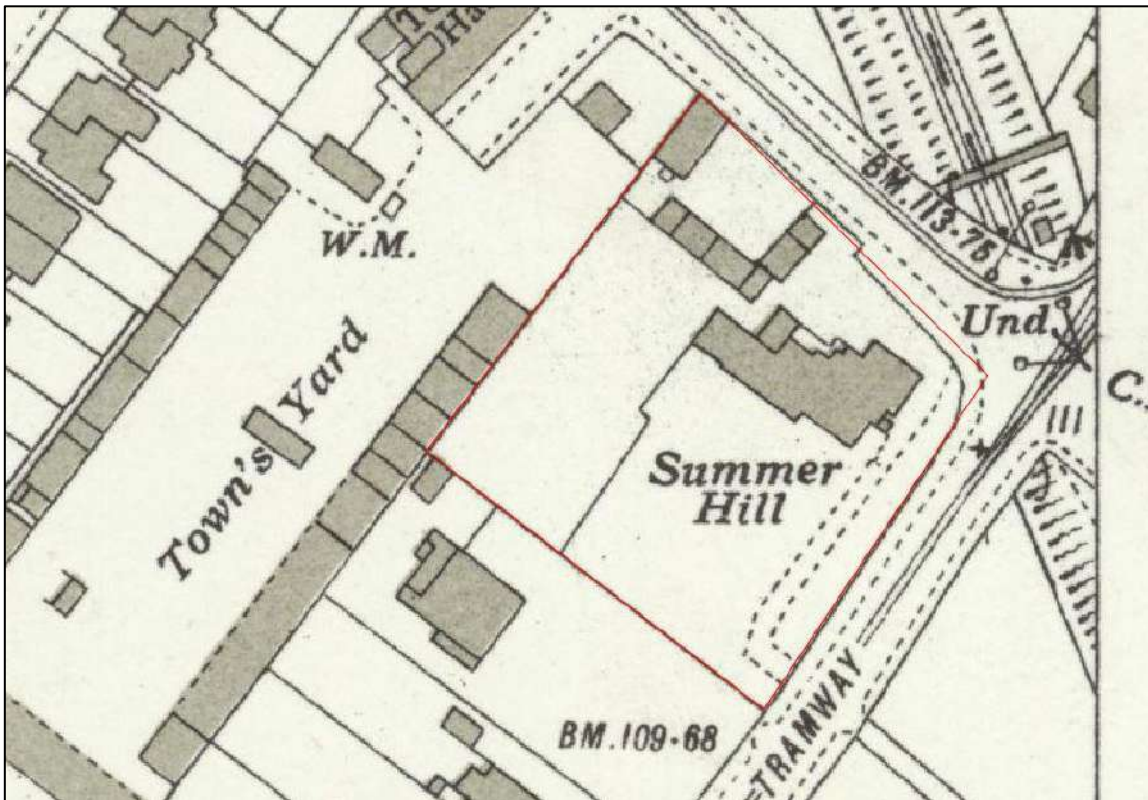


Figure 7: 1935 OS Map Lancashire Sheet CXI.6

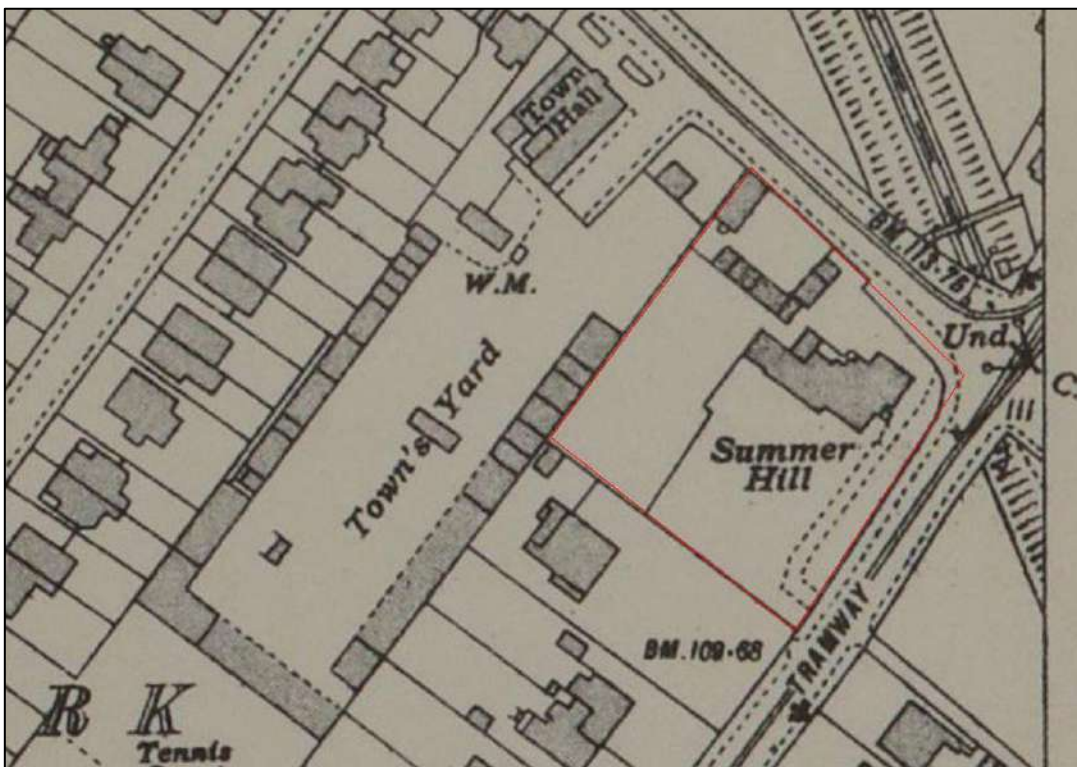


Figure 8: 1941 OS Map Lancashire Sheet CXI.6



Figure 9: Photograph showing the front of the property facing Palatine road in 1961. Note the earlier extension to the bottom right (Manchester Image Library ref m37758)



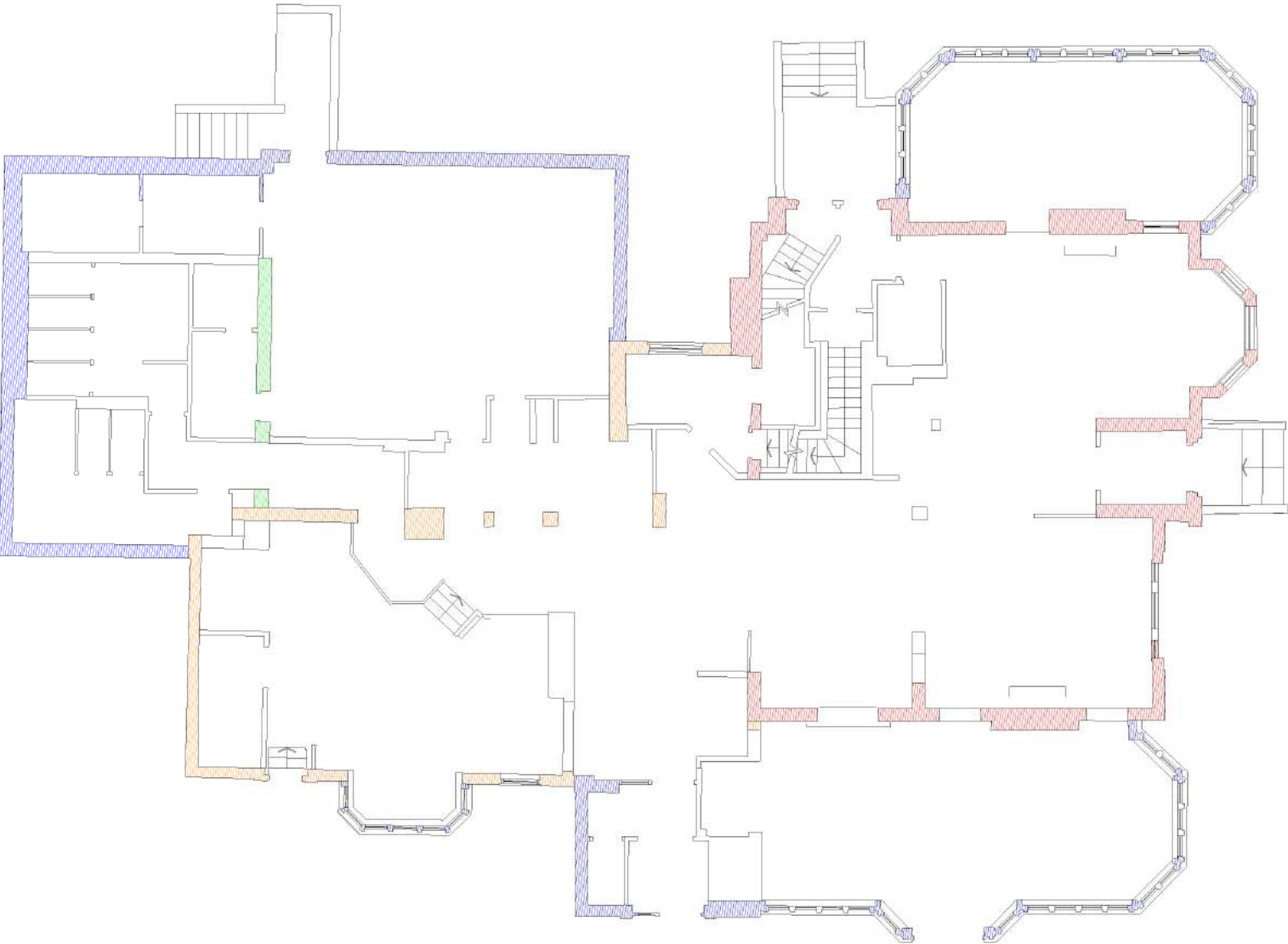
Figure 10: Photograph of the building from 1961 looking north along Palatine Road (Manchester Image Library ref m21920)



Figure 11: View of the southwest elevation from 1974 showing the earlier extension (Manchester Image Library ref m43451)

Appendix 2: Phasing Plan

Ground floor phased plan



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Key

- mid-late 1860's
- 1870 - 1894
- 1922 - 1935
- Post 1974

client: Anchorbridge Developments Limited
job no.: 20.1462
fig no.: 12
scale: Not to scale
date issued: January 2021

Appendix 3: Plates



Plate 1: General shot of the building



Plate 2: Car parking and entrance to Lapwing Lane



Plate 3: Western corner of site



Plate 4: View along north west boundary



Plate 5: View of car parking to south side of site



Plate 6: Raised outdoor seating area to south of building



Plate 7: paths and grassed area to southeast side of site



Plate 8: Narrow path and plants to north east side of site



Plate 9: Low boundary wall to Lapwing Lane



Plate 10: As above from junction with Palatine Road



Plate 11: Junction of Palatine Road and Lapwing Lane



Plate 12: View of building and boundary wall from crossroads



Plate 13: Boundary wall to Palatine Road



Plate 14: As above



Plate 15: Sandstone gateposts



Plate 16: Detail of above



Plate 17: Inserted gateposts to the north end of Palatine Road



Plate 18: General shot of the southeast elevation



Plate 19: General shot of the southeast elevation

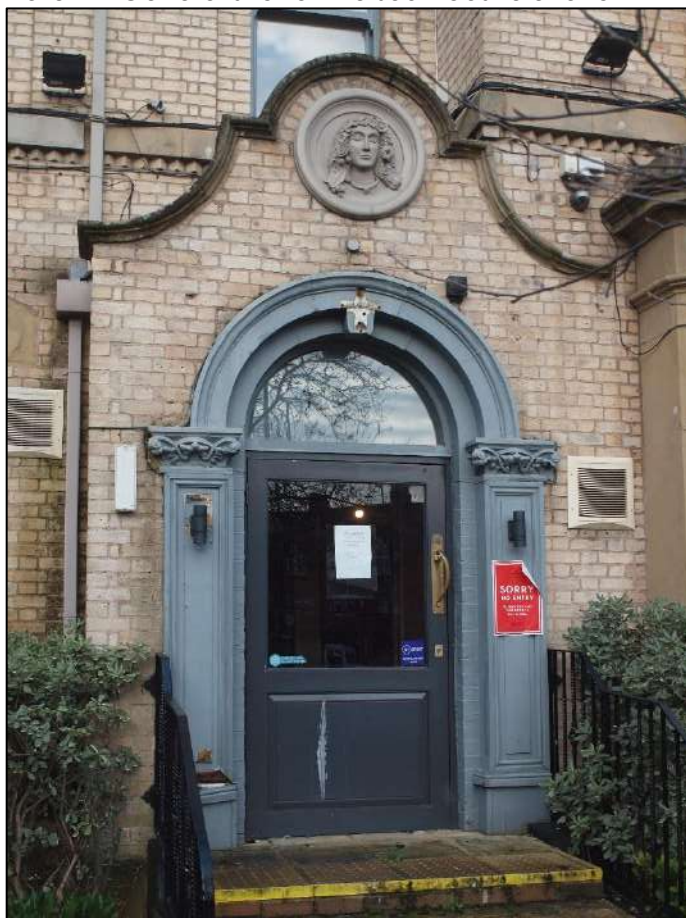


Plate 20: Central doorway

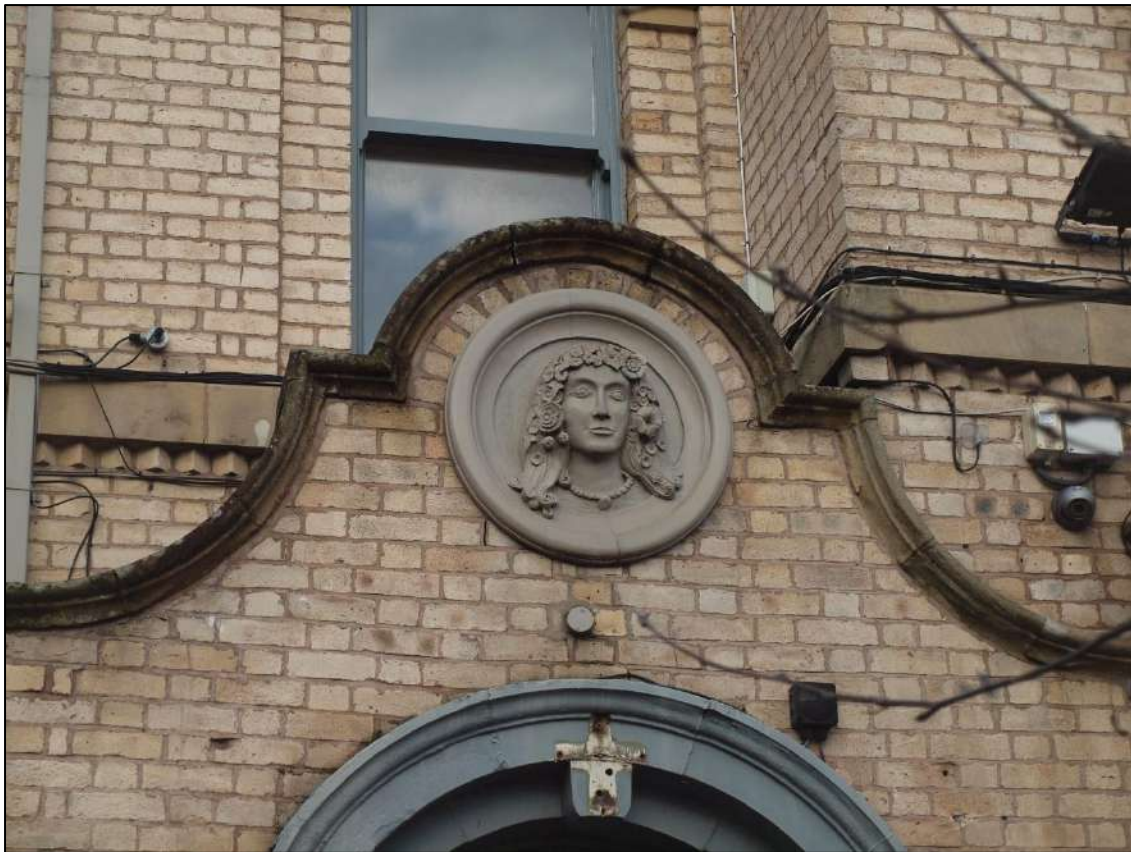


Plate 21: Detail of plaque above doorway



Plate 22: ground floor window in left bay



Plate 23: First floor windows above



Plate 24: First floor window, central bay



Plate 25: Ground floor window in right bay



Plate 26: First and attic level window in right bay



Plate 27: Extension to northeast



Plate 28: Extension to southwest



Plate 29: South west elevation



Plate 30: As above



Plate 31: As above showing upper floors in gable end of house



Plate 23: Detail of above



Plate 33: Modern ground floor extension



Plate 34: Late 19th century extension to northwest



Plate 35: Detail of above



Plate 36: Detail of window and rebuilding



Plate 37: Modern extension to northwest



Plate 38: Northwest elevation showing stair tower



Plate 39: Detail of stair tower



Plate 40: Northwest elevation of modern extension



Plate 41: North west elevation of late 19th century extension



Plate 42: North west elevation of upper floors of house



Plate 43: General shot of North east elevation



Plate 44: North east elevation of house



Plate 45: Ground floor doorway with stairs up



Plate 46: Detail of doorway, formerly a window



Plate 47: Detail of first and attic floors



Plate 48: As above



Plate 49: Ground floor rear extension with stair tower over



Plate 50: Modern extension to north west

Appendix 4: Local Labour Agreement

Local Labour Agreement

To support the Council's aspirations to deliver employment opportunities for Manchester Residents the applicant and the appointed contractor will ensure that the project adds value to the local economy by maximising employment and training opportunities for established residents of the city centre of Manchester and the surrounding neighbourhood. The potential methods for achieving this are outlined below. It is recommended that a Local Labour Agreement is the subject of a **planning condition** as most contractors have their own 'in-house' staff such as Learning & Development Officers and Engagement Officers who support apprentices, work placements and trainees and engage with local stakeholders to identify opportunities for collaborative working.

This will allow Anchorbridge Developments Ltd and the appointed contractor to devise a bespoke Local Labour Agreement in co-ordination with Manchester City Council's Work and Skills Team.

Potential Initiatives

- a) Introducing/adopting local initiatives on the project, offering work experience and practical help.
- b) Notifying Local Manchester Employment agencies of any vacancies generated by the project, at the same time or in advance of recruitment from other sources.
- b) Working with Local Manchester Employment agencies, to identify specific positive action programmes, in support of equal opportunities, where these are applicable.
- c) Ensuring that local companies (where suitable companies exist) are represented on subcontract and supply tender lists through working with Manchester in Work to ensure local companies are represented on subcontractor lists (companies being those located in an area having an "M" postcode prefix).
- d) Ensuring that the provisions of the agreement are transmitted to sub-contractors and suppliers involved in the project, where appropriate.
- e) Ensuring that all our employees are suitably trained and wherever possible/viable, employing trainees on appropriately approved courses.
- f) Provide reasonable access for representatives of Manchester City Council who may from time to time visit our contract works to check the labour register and:
 - i. promote their services to sub-contractors
 - ii. offer advice on training grants and employment subsidies, where available
 - iii. provide information on local companies
 - iv. seek feedback on recruits/trainees.
- g) To provide information on labour and sub-contractor utilisation, as specified in the Labour and Sub-contractor Monitoring Procedures, Guidelines for Site Management.

h) Adopt and agree a Community Needs Plan for use throughout the project – Monthly updates to be carried out to ensure community need targets are on track to be complete in line with the agreed original intent.

Appendix 5: Outline Construction Management Plan

Construction Management Strategy

This section provides initial details in respect of how the construction phase will be managed. At the planning submission stage of the process, in advance of a contractor being appointed it is not feasible to provide a construction management plan. A construction management plan is usually produced by the main contractor as they will have their own 'in house' procedures and regulations in place to manage the construction phase. The appointment of a contractor typically takes place once planning permission has been approved, and therefore this matter is usually the subject of a pre commencement planning condition in the Manchester City Council administrative area.

The applicant is keen to manage the construction process as effectively as possible and this may include the site manager liaising with residents/businesses in the area so they have a 'point contact' should they need it.

As mentioned above the construction management plan is usually the subject of a planning condition and will include information with respect to the items listed below:

- Defined access and egress routes for demolition and construction traffic, including staff, delivery and construction vehicles, including HGVs.
- Details of dust suppression measures and measures to control dust etc. on the surrounding public highway network.
- Methodology for the undertaking of demolition and on site processes.
- Extracted materials to be segregated within the building/site for removal to licensed waste sites. Any asbestos would be removed by a licensed contractor.
- Specified working hours for the site including hours for the delivery of materials.
- Identified measures for the management of construction vehicles and plant machinery in order to reduce emissions.
- Measures for securing the site, including on site security and lighting.

The plan will set out the arrangements for contractor parking in liaison with Manchester City Council in order to minimise the potential parking issues with surrounding residents. We will work with the Council through the post planning stages in order to formalise the management of the construction phase.