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Planning, Development & Heritage Consultants

Hale Estates

Proposed Residential Development on Former Church Inn Site, Church Road, Northenden

Planning and Heritage Statement

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Appendix 1: Waste Management Strategy

1. Introduction

1.1 This Planning and Heritage Statement has been prepared by Paul Butler Associates on behalf of Hale Estates. It forms part of an application for planning permission and conservation area consent to redevelop the former Church Inn site, Church Road, Northenden. The proposal is for the refurbishment and conversion of the Church Inn building to form 4 dwellings; erection of 8 dwellings within the remainder of the site; and, associated car parking and landscaping.

Structure of the Statement

1.2 In order to provide a clear understanding of the proposed scheme and its relationship with the surrounding area, this statement includes:

- A description of the application site and surrounding area;
- A review of the application site's planning history and a summary of pre-application discussions between the design team, Manchester City Council's officers, local residents and the Northenden Civic Society;
- An overview of the proposed scheme;
- A review of relevant national and local planning policy guidance; and,
- An appraisal of the proposed scheme against its planning policy context and relevant planning and heritage issues.

Other documents

1.3 The application is supported by a series of drawings prepared by Ollier Smurthwaite Architects and the following documents:

- A Design and Access Statement prepared by Ollier Smurthwaite Architects;
- A Code for Sustainable Homes Pre-Assessment Report prepared by Element Sustainability;
- A Bat Survey prepared by Urban Green; and,
- A Flood Risk Assessment prepared by REC Ltd.

2. Application site and Surrounding Area

Application Site

2.1 The application site is occupied by the former Church Inn on Church Street, Northenden and is located approximately 300m from Northenden District Centre. The site is bounded by Boat Lane Court retirement flats to the north; a recently built residential development known as Joseph Johnson Mews to the east; and, to the south and west, commercial premises with residential use above (see Fig. 1).



Figure 1: Aerial view of the application site

2.2 The application site is roughly 'L' shaped and 0.2 hectares in size. The former Church Inn, a large 2/3 storey late Victorian building built c. 1897, dominates the site and fronts Church Road. It is an imposing brick built building that is of some architectural and historical interest, with decorative features including arched window heads to the first floor and ball finials to the parapet of the roof. However, following fire damage in October 2006, the building has remained vacant, has continued to decline and is in need of significant

repair. The building is currently supported by scaffolding, whilst its openings have been blocked up to prevent further vandalism and anti-social behaviour.

2.3 There is a single storey outbuilding positioned against the shared boundary with no. 10 Consul Street, which has been vacant for a number of years (having previously had a retail use) and is also in a poor state of repair. The remainder of the site comprises a large area of car parking. The site is enclosed by red brick walls, concrete panel fencing and wooden fencing. There are no trees located within the site, although there is a high level of overgrown vegetation.

2.4 Vehicular and pedestrian access to the site is from Church Road via a narrow driveway along the western side of the Church Inn.



Figure 2: Former Church Inn public house



Figure 3: Derelict outbuilding adjacent to 10 Consul Street

Surrounding Area

2.5 The application site is located within the heart of the Northenden Conservation Area, which was designated in 1981 to preserve its special architectural, historical and visual qualities. The area covers over seven hectares of land and centres on the parish church of St Wilfred's; and, extends northwards to include the banks of the River Mersey and southwards to include 19th century shops, houses and other buildings on Church Road and Royal Green Road.

2.6 The conservation area contains a mix of uses including residential properties, commercial/retail premises and community facilities. Characteristics that contribute to the character and appearance of the conservation area include: buildings of a moderate height, which, on Church Road, are built back of pavement with small front gardens; narrow fronted buildings with vertically proportioned windows set back from wall faces; the use of traditional materials including slate, brick and stone; and, mature trees which make a contribution to the enjoyment of the conservation area.

2.7 The Site is positioned within a highly sustainable and accessible location, due to its close proximity to Northenden District Centre and the array of facilities it has to offer, whilst being accessible by a good public transport network.

3. Planning History and Pre-application Discussions

Planning History

3.1 There is an extensive planning history associated with the application site. However, it is the latest planning application that is of most relevance to the proposed scheme and which is set out in further detail below.

Application 081467/FO/2006/S2

3.2 A full application was submitted by S W Foulkes Architects on behalf of Arrows International on 27 November 2006. The application was for the extension and refurbishment of the existing building (Church Inn) to form 14 apartments and the erection of 4 x two storey dwellings with associated car parking and landscaping with new vehicular access from Elverston Street. The application was approved 23 October 2007.

3.3 The approval of this scheme established the principle of a residential use on the site. However, the benefit of the latest proposals is that the density of development has been significantly reduced from 18 – 12 properties. Not only will this minimise traffic generation and potential impact on the local highway network, it will also provide each of the dwellings with sufficient car parking and private amenity space. In addition, the majority of the properties are in the form of family housing for which there is a need in the area.

Pre-application Discussions

3.4 Pre-application discussions have played an important role in shaping the design of the proposed development. Paragraphs 188 – 195 of the National Planning Policy Framework set out the benefits of early engagement, including consideration of all fundamental planning issues associated with a proposal, which enables timely decisions to be made and reduces costs/delays to the applicant; and, agreement on the information required to accompany an application. As set out below, pre-application discussions have been held with the Council, local residents and the Northenden Civic Society.

The Council

3.5 Prior to submission of the planning application, the design team have had various discussions with Manchester City Council's officers. A meeting was held with the Council's planning and design & conservation officers on 7 May 2013 to establish the principle of the proposals, discuss the planning issues requiring consideration and the next steps for progressing an application. In response to comments received during the meeting, a series of amendments were made to the scheme's design, including:

- Removal of the shared surface and provision of a pavement throughout the site.
- Removal of the proposed dwelling attached to the western side of The Church Inn.
- A reduction in the car parking provision from 21 to 19 spaces.
- Reworking of the front entrances to the dwellings formed within the Church Inn so that dwellings 2, 3 and 4 utilise existing door openings and dwelling 5 has a new side entrance.
- Repositioning plots 6 and 7 so that they are further away from the rear garden of no. 1 Joseph Johnson Mews, whilst still providing cover and screening to the parking area.

3.6 The revised floorplans and proposed elevation drawings were issued to the officers for further comment. There was also subsequent agreement with the Council's planning officer on the information that would be required to support an application for planning permission and conservation area consent.

Local Residents and Northenden Civic Society

3.7 The design team thought it important to engage with the Northenden Civic Society (NSC) and local residents prior to the submission of an application. The proposals were presented at a NCS meeting held on Tuesday 9 July 2013 at St Wilfrid's Church Hall, Ford Lane, Northenden. The purpose of attending the meeting was to explain the proposed scheme and allow residents the opportunity to comment on the proposals.

3.8 The meeting was attended by members of the NCS (including Conor Jerram, Greg Forster and Susan Walker) and approximately 25-30 local residents. Councillors Cowell and Di Mauro were also in attendance but unable to stay for the presentation due to serving on the Wythenshawe Area Committee. The presentation was followed with a question and answer session.

3.9 The following questions/queries were raised by the attendees, together with a response from the design team.

Q1) The proposals appear to insert new floor levels within the Church Inn?

Response: That is correct. This is necessary to allow suitable floor to ceiling heights within the houses and to provide a saleable product. The new floor levels will be pulled away from the internal wall of the Church Inn to enable appreciation of the building's original fabric.

Q2) Has the use of Photo Voltaic Panels been considered?

Response: This form of renewable energy isn't viewed favourably by the design team, partly because the site is located within a conservation area. It has been decided that a 'Fabric First' approach will be taken, ensuring that the proposed dwellings are well insulated and therefore require minimal heating. Level 4 of the Code for Sustainable Homes is being aimed for.

Q3) What will happen with the cellars of the Church Inn?

Response: It is likely that they will need to be filled in. Converting them as internal floorspace will significantly increase the size/cost of the dwellings which will affect their saleability. There may be the option of retaining the void for future conversion by its residents.

Q4) Use of Elverston Street for access may raise issues from its residents?

Response: Various accesses to the site have been considered, including from Consul Street and that existing to the side of the Church Inn. However, Consul Street is an unadopted highway and its use would require the permission of all its residents, whilst the access to the side of the Church Inn is too narrow. Also, the principle of using Elverston Street has been established through a previously consented scheme.

Many of the residents confirmed that they supported the pedestrian link from Church Road through the site to Elverston Street.

Q5) What is happening to the redbrick wall to the rear boundary of the site?

Response: Although a more considered view will be taken, it is envisaged that all redbrick boundary walls will be retained and repaired.

Q6) What are the project timescales?

Response: The owners are keen to progress a planning application as soon as possible. It is hoped that we might be on site in December 2013/January 2014, with completion in 12 months.

Q7) What colour brick is proposed?

Response: The brick used will match that of the older properties in the area i.e. Cromwell Cottage. Should the application be approved, the design team will work closely with the Council's planning and conservation officers to agree on a brick specification/sample.

Q8) How many car parking spaces are provided within the scheme?

Response: 19 spaces are proposed: 2 spaces are provided for the larger family townhouses, whilst there are no spaces allocated for the two 1 bed apartments.

Q9) The proposals will change the appearance of Elverston Street?

Response: This is inevitable if the site is to be redeveloped. However, the redevelopment of a site that has been vacant and derelict for a number of years with a scheme of high design quality will have significant regeneration benefits and add value.

3.10 At the end of the presentation many of the residents confirmed that they welcomed the proposal scheme since it would redevelop a site that had blighted the area for a long time. In terms of the other schemes proposed for the site, it was confirmed that this was the most sensitive and the residents looked forward to seeing it delivered.

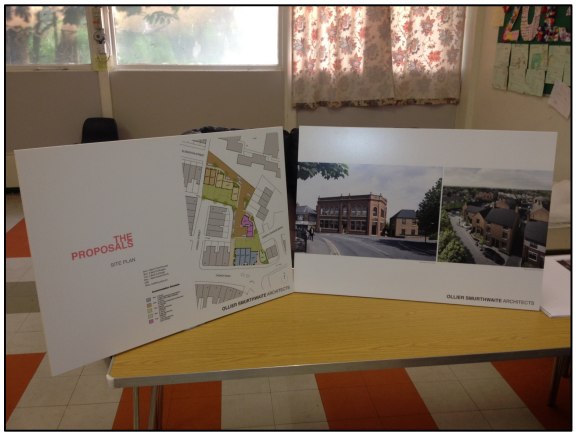


Figure 4: Boards of proposed scheme on display



Figure 5: Presentation of proposed scheme

4. The Proposed Scheme

4.1 This is a full application for planning permission and conservation area consent relating to the refurbishment and conversion of the Church Inn building to form 4 dwellings; erection of 8 dwellings within the remainder of the site; and, associated car parking and landscaping.

4.2 The scheme proposes the following residential mix:

- 4 x 3 storey 4 bed townhouses (within converted Church Inn).
- 2 x 3 storey 4 bed semi-detached townhouses.
- 1 x 2 storey 2 bed Cottage.
- 3 x 2 storey 3 bed Cottages.
- 2 x 1 storey 1 bed apartments.

4.3 The accommodation within each of these dwelling types is set out below:

- The 3 storey 4 bed townhouse (Plots 2-5) – will be constructed behind the retained façade of the Church Inn and will comprise a kitchen, dining area, lounge and w/c on the ground floor; 2 bedrooms and a bathroom on the first floor; and, 2 bedrooms (1 with en-suite) on the second floor.

- The 3 storey 4 bed semi-detached townhouse (Plots 11-12) – comprise a kitchen, dining area, lounge and w/c on the ground floor; a bedroom, bedroom/study and bathroom on the first floor; and, 2 bedrooms (1 with en-suite) on the first floor.

- The 2 storey 2 bed Cottage (Plot 1) – comprise a kitchen, dining area, lounge and w/c on the ground floor; and, 2 bedrooms and a bathroom on the first floor.

- The 2 storey 3 bed Cottages (Plots 8-10) – comprise a kitchen, dining area, lounge and w/c on the ground floor; and, 3 bedrooms and a bathroom on the first floor.

- The 1 storey 1 bed apartment (Plots 6-7) – comprise a kitchen, lounge, bedroom and bathroom at first floor level.

4.4 The dwellings will comprise redbrick, dark grey tile and timber windows and doors. The existing redbrick boundary wall will be retained and repaired where necessary. The majority of the dwellings will be provided with private amenity space to the rear, with some of the properties also having amenity space at the front. Additional tree and shrub planting will be provided on the site boundaries.

4.5 Vehicular and pedestrian access will be from a new road accessed from Elverston Street. Separate pedestrian access will be from Church Road and a pedestrian link will be provided through the site to Elverston Street. A total of 19 car parking spaces will be provided on the site. Adequate and secure cycle storage will be provided for each of the dwellings.

4.6 For each dwelling, there will be internal facilities for the storage of refuse and recycled waste; and, each dwelling will be provided with an external bin store.

5. National and Local Planning Policy Guidance

5.1 Planning policy guidance of relevance to the proposed scheme, and which provides the context for its assessment, is set out within the following documents:

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Manchester.

National Planning Policy Framework (NPPF)

5.2 Published on 27 March 2012, the National Planning Policy Framework (NPPF) sets out the Government's planning policies for England. The document states that the purpose of the planning system is to contribute to the achievement of sustainable development. It seeks to achieve this objective by:

- Encouraging sustainable economic growth and recognising that a poor environment and lack of housing can be potential barriers to investment (Section 1).

- Recognising that residential development can play an important role in ensuring the vitality of centres and that local planning authorities should set out policies to encourage residential development on appropriate sites (Section 2).

- Encouraging developments to take the following into account: maximising opportunities for sustainable transport modes; ensuring that safe and suitable access to the site can be achieved for all people; giving priority to pedestrian and cycle movements and access to high quality public transport facilities; creating safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; considering the needs of people with disabilities; balancing land uses to minimise journey lengths for employment, shopping, leisure, education and other activities. With regards to appropriate car parking standards, the following should be considered: accessibility of development, type/mix/use of development, availability of and

opportunities for public transport, car ownership levels and the need to reduce emissions (Section 4).

- Delivering a wide choice of high quality homes, widening opportunities for home ownership and creating sustainable, inclusive and mixed communities by: planning for a mix of housing to meet needs of different groups in the community; and, ensuring that the size, type, tenure and range of housing reflects local demand (Section 6).

- Achieving high quality and inclusive design for all development, including individual buildings. Developments should: function well and add to the overall quality of the area; establish a strong sense of place using streetscapes and buildings to create attractive and comfortable places to live, work and visit; create an appropriate mix of uses and support local facilities and transport networks; respond to local character and history; create safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion; and, be visually attractive as a result of good architecture and appropriate landscaping (Section 7).

- Facilitating social interaction and creating healthy and inclusive communities by amongst other things: creating safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; creating safe and accessible developments, containing clear and legible pedestrian routes and high quality public space which encourage the active and continual use of public areas (Section 8).

- 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 (Section 10).

- Contributing to and enhancement of the natural and local environment by minimising impacts on biodiversity; preventing new development from contributing to or being put at risk from soil, water, noise pollution or land instability; encouraging the effective use of land by re-use of previously developed brownfield land (Section 11).

- Striving to retain and enhance the significance of heritage assets and their settings (Section 12).

Development Plan Documents for Manchester

5.3 The Development Plan for Manchester comprises the following documents:

- The Core Strategy Development Plan Document (July 2012);
- Saved policies of the Unitary Development Plan for Manchester (July 1995); and,
- The Guide to Development in Manchester Supplementary Planning Document and Guidance (April 2007).

The Core Strategy Development Plan Document (July 2012)

5.4 The Core Strategy was adopted in July 2012 and 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 S03 'Housing' seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.

- Policy SP1 'Spatial Principles' seeks to provide high quality and diverse housing around district centres which meet local needs.

- Policy H1 'Overall Housing Provision' states that proposals for new residential development should take account of the need to: contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population; support growth of previously developed sites in sustainable locations; the scheme's design and density contributing to the character of the local area; make provision for useable amenity space and provision for parking cars and bicycles; address any existing deficiencies in green infrastructure; prioritise sites that are

in close proximity to centres and public transport routes; be designed to give privacy to both its residents and neighbours.

- Policy H7 'Wythenshawe' states that there is an identified shortage of family housing in addition to that for single people and first-time buyers. In this context, 'Wythenshawe' includes Northenden.

- Policy T2 'Accessible area of opportunity and need' seeks to ensure that new development is accessible by walking/cycling/public transport; provided with appropriate car parking facilities; and, should have regard to the need for disabled and cycle parking.

- Policy EN1 'Design Principles and Strategic Character Areas' requires that all developments follow the seven principles of urban design. Within the Wider Wythenshawe Character Area its sets out that the principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape.

- Policy EN3 'Heritage' states that new developments must preserve or enhance the historic environment, the character and setting of areas and buildings of acknowledged importance; and, that proposals which enable the re-use of heritage assets will be encouraged.

- Policy EN4 '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 EN8 'Adaption to Climate Change' requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and 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 EN9 'Green Infrastructure' states that new development will be expected to maintain, and where opportunities arise, enhance green infrastructure.

- Policy EN14 'Flood risk' requires that all development should minimise surface water run-off through sustainable drainage systems and use of Green Infrastructure.

- Policy EN15 'Biodiversity and Geological Conservation' states that developers will be expected to enhance, restore and create new biodiversity, either on site or adjacent.

- Policy EN19 '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 DM1 '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 and external amenity space; refuse storage and collection; vehicular access and car parking; effects relating to biodiversity and landscape; green infrastructure; and, new residential development to meet as a minimum Code for Sustainable Homes Code Level 4.

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

5.5 Although the Manchester Core Strategy is now adopted, some unitary development plan (UDP) policies remain extant until they are superseded by policies in a future Development Plan Document. Saved policies of the City of Manchester UDP of relevance to the proposed development include:

- Policy DC7.1 'New Housing Development' requires new housing to be accessible at ground floor level for disabled people where this is practical and for family homes to be designed with safe areas for children to play.

- Policy DC18.1 'Conservation Areas' states the Council will seek to preserve and enhance the character of designated conservation areas.

Guide to Development in Manchester Supplementary Planning Document (Adopted April 2007)

5.6 This document aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development that everyone wants to see in Manchester. The sections of the guide that have been considered in the development of the proposed scheme include:

- Section 2 'Design' provides guidance under 7 key principles recognised as being urban design characteristics which together create successful places.

- Section 3 'Accessibility' sets out design principles that will help to achieve accessible development and makes reference to the guidance document 'Design for Access 2' which provides detailed information on design standards.

- Section 4 'Environmental Standards' considers energy efficiency, the use of renewable energy and water and waste management.

- Section 6 'Parking Guidelines' promotes the sensitive location of car parking and secure cycle parking.

- Section 7 'Housing Density and Mix' sets out that new housing development should be designed having regard to the immediately adjoining buildings but also the wider context.

- Section 8 'Community Safety and Crime Prevention' promotes a safer environment.

- Section 9 'Internal Design Principles and the Provision of Space within Housing' promotes a high standard of internal design for new housing, encourages innovation and improved standards.

5.7 For the reasons given in section 6 below it is considered that the proposal is consistent with the above planning policy guidance.

6. Planning and Heritage Appraisal

6.1 Having regard to the above planning policy guidance, the main material considerations against which the proposed scheme should be judged, and which are discussed in the following section, include:

- Principle of Residential Use
- Design: Height, Scale, Massing and Materials
- Heritage Considerations
- Residential Amenity
- Sustainability Credentials
- Access, Traffic and Car Parking
- Access for Disabled People
- Crime and Safety Issues
- Environmental Considerations
- Waste Management Strategy

6.2 Further material considerations against which the scheme should be considered relate to the design of the scheme and access to the site. These issues are considered in more detail in the Design and Access Statement produced by Ollier Smurthwaite Architects.

Principle of Residential Use

6.3 The principle of a residential use on the site has been established through the approval of a previous residential scheme (Application Ref: 081467/FO/2006/S2) on 23 October 2007. The principle of the current scheme has been established following consultation with Manchester City Council's planning and conservation & design officers, the Northenden Civic Society and local residents.

6.4 Planning policy guidance supports development that makes the best use of previously developed land within an urban setting and which is well located in terms of existing activities and infrastructure. The application site comprises a parcel of vacant land that is

occupied by a derelict building and surrounded by residential properties. The development maintains a predominantly residential use within the immediate surroundings of the site, proposes a development of exceptional design quality that redevelops a site and building within an urban environment, is in close proximity to Northenden District Centre and is accessible by sustainable modes of transport.

6.5 The population of Manchester continues to grow which is placing increasing pressure on the existing housing stock. The need for additional housing is recognised by Core Strategy policies SO3, H1 and H7, which confirms a need for a minimum of 1,830 dwellings in Wythenshawe during the period March 2009 – March 2027; and, identifies a shortage of family housing and accommodation for single people and first-time buyers. The provision of pre-dominantly family housing and some 1-bed apartments will contribute to meeting this need, whilst at the same time assisting in the regeneration of this part of the Northenden. Also, the site is available, suitable and achievable for residential development: Hale Estates own the site and are therefore in a position to proceed with its redevelopment; the site offers a suitable location for residential use due to the character of the surrounding area and it being both accessible and sustainable; and, there are no policy restrictions or development constraints that would impact on the scheme's deliverability. Should permission be secured, Hale Estates are keen to commence works immediately.

6.5 In addition, the scheme:

- Delivers an appropriate density of dwellings that reflects the character of the Northenden area, and a balanced mix of dwelling types/sizes that meets the needs of the local population and contributes to achieving a sustainable community.
- Will refurbish, convert and secure the long term future of a building that is of heritage interest, whilst the redevelopment of the site will have a positive impact on the character and appearance of the Northenden Conservation Area.
- Ensures no adverse impact on the amenity of existing neighbouring residents, whilst the design of the scheme will enable a good standard of living for future occupants.

- Will provide private amenity space and cycle parking for the dwellings which will have positive benefits for the health and well-being of future occupants.
- Provides a development with high sustainability credentials that will deliver economic, social and environmental benefits.
- Is to be developed in a highly sustainable and accessible location that will have minimal impact on the surrounding highway network, will provide an adequate level of car parking for the dwellings and will enable access for all.
- Has been designed to ensure that any opportunities to commit crime are limited and that the fear of crime is reduced.
- Will not have an impact on protected species, whilst the provision of green infrastructure in the form of private amenity space and tree/shrub planting will create new habitats and enhance biodiversity.
- Is not affected by any development constraints which can't be mitigated through the planning process.

6.6 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.

Design: Height, Scale, Massing and Materials

6.7 The proposed scheme has been designed to reflect neighbouring buildings in terms of their scale, appearance and use of materials. The scheme consists of properties which range from 2-3 storeys which is appropriate and reflects the scale of the Church Inn and neighbouring properties, including the 2 storey terrace properties on Church Road, Consul Street and Elverston Street and the 3 storey Boat Lane Court. The proposed scheme is to be built primarily from red brick and a dark grey tile to reflect the neighbouring properties and the character of the conservation area. The design of the scheme and its evolution is discussed in detail in the Design and Access Statement produced by Ollier Smurthwaite Architects which accompanies this application.

Heritage Considerations

6.8 The Northenden Conservation Area and the Church Inn building are defined as a 'Designated Heritage Asset' by Annex 2 of the National Planning Policy Framework. Since the proposals involve the refurbishment and conversion of the Church Inn, as well as the redevelopment of a site within the conservation area, the scheme has been designed to ensure minimal harm is caused to the significance of these assets. Also, the scheme's design has evolved following discussions with the Council's planning and design & conservation officers.

The Church Inn

6.9 The building has suffered significantly from fire damage, has subsequently been vacant for a number of years and is in a poor state of repair. As a result, the building – and site as a whole – has become an unsightly feature in the streetscene. However, the building is of historical/architectural merit, is of landmark quality and is held in high regard by local people. Its conversion into 4 dwellings will secure its long-term future.

6.10 The scheme isn't able to retain the entire Church Inn building, since its large size doesn't lend itself to conversion into townhouse accommodation. The retention and conversion of the whole building would create townhouses of a significant floorspace and a housing form that wouldn't be saleable in the Northenden area. This would impact on the scheme's commercial viability and deliverability. The scheme therefore proposes retention of the front section of the building, which is of more heritage interest and is sited in a prominent position within the streetscene, and loss of the rear section which extends into the site.

6.11 The scheme will structurally secure a building that has been supported by scaffolding for a number of years and will repair the building's external/internal fabric and features. The layout of the accommodation will ensure that all existing windows and doors are utilised, with minimal intervention in terms of new openings. An original corner entrance will be reincorporated. Internally, there will be the insertion of new floors to allow suitable floor to

ceiling heights and provide a saleable product; however, their positioning will ensure minimal impact on the building's external appearance. The proposed works to the Church Inn will provide the building with a new lease of life, thus ensuring that it provides a positive contribution to the site, streetscene and Northenden Conservation Area.

Northenden Conservation Area

6.12 The proposed residential use of the site is entirely consistent with the immediate surroundings, whilst the intensification of a residential use has already been approved through a previous permission. Due to a high proportion of the conservation area comprising housing, the proposed residential use on the site would be an appropriate form of new development.

6.13 As well as the refurbishment and conversion of the Church Inn, the redevelopment of the remainder of the site will significantly enhance the setting of the building and visual appearance of the conservation area. A large part of the site is currently occupied by hardstanding and overgrown vegetation, which is unsightly particularly when viewed from Consul Street, Elverston Street and neighbouring properties. The scheme's high quality design, which has been developed in consideration of the conservation area's key characteristics (see below), will ensure that its character and appearance is enhanced.

<u>Design: layout, building height and massing</u>

6.14 Older residential properties surrounding the application site tend to be sited back of pavement or have small front garden areas with useable amenity space to the rear; and, have a narrow fronted design that ensures a vertical rhythm in the street wall. These design principles have continued within the scheme, through the siting of the dwelling's adjacent to the highway and their positioning at the front of the plot. The dwellings have also been sited on existing building lines to maintain street patterns. With regards to height, building heights in the area vary moderately, which is respected by the proposed housing ranging between 2 and 3 storeys.

Material and detailing

6.15 The majority of materials used in the construction of the dwellings will comprise redbrick, stone and slate to match those used in the surrounding area. However, the proposed apartments located in the centre of the site will be of a more contemporary design, utilising materials such as timber cladding, brick, and dark grey tile. This design approach will provide a contrast to the Church Inn building and the more traditionally designed dwellings, whilst providing a positive contribution to the conservation area. Also, the building details draw inspiration from the local vernacular, through the use of vertically proportioned windows, stone cills and brick headers; and, the setting back of the windows from wall faces to create a modelling on the facades.

Trees

6.16 Although the site currently contains no trees, the gardens of nearby housing and other land surrounding the village contain a number of trees which make a significant contribution to the conservation area. The scheme will include the planting of younger trees within the rear gardens of the properties and on the boundaries of the site, which will ensure their valuable function is provided into the future. The trees and landscaping in general will provide a high quality setting to the building form.

6.17 The proposed scheme will retain an important building in the Church Inn, have a positive impact on its setting and enhance the character and appearance of the Northenden Conservation Area in accordance with the provisions of the NPPF; policies EN1 and EN3 of the Core Strategy; and, saved UDP policy DC18.1.

Residential Amenity

6.18 There are two issues requiring consideration when assessing the potential impact of the scheme on residential amenity. Firstly, whether the proposed dwellings will ensure that a satisfactory level of residential amenity is maintained to existing neighbouring occupiers,

and secondly, whether the design of the scheme will ensure that future occupiers can enjoy a satisfactory level of amenity. These issues are considered in further detail below.

Neighbouring Properties

6.19 The site is surrounded by residential properties. Those which could be potentially affected by the development are located on Consul Street and Elverston Street, Boat Lane Court and Joseph Johnson Mews. The scheme's layout and internal layout of accommodation ensures that any impact on residential amenity will be minimal. Also, and with specific regard to the Church Inn, planning permission has previously been secured for its reuse for residential. The removal of a proportion of the Church Inn's rear section will actually improve the amenity of neighbouring properties fronting Church Road by reducing opportunities for overlooking and the overbearing impact of the building. The single property to the side of the Church Inn is positioned on similar front and rear building lines to no's 1 and 3 Joseph Johnson Mews, whilst the positioning of habitable windows on the front and rear elevations of the property will minimise privacy/overlooking issues.

6.20 With regards to the dwellings to the rear of the site, their siting continues the Elverston Street building line, whilst they have been staggered in response to the alignment of the internal road. The majority of windows are located on the front and rear elevations, whilst the distances between their principal elevations to Boat Lane Court and the dwellings on Consul Street are sufficient to ensure there are no privacy or overlooking issues. This will be further minimised through the repair of the existing boundary redbrick walls and new tree planting. In terms of the proposed apartments, there are no windows on the side and rear elevations of this building which prevent privacy or overlooking issues to the residents of Joseph Johnson Mews, whilst there is sufficient distance between the front elevation and the rear of properties on Consul Street. Furthermore, the siting of the apartments will ensure that views from the principal elevations of properties within Joseph Johnson Mews are not impeded and the development will not have an overbearing impact.

6.21 Residents of Elverston Street may raise an issue with regards to the increased number of vehicles using this highway. However, the small number of dwellings proposed will ensure that traffic generation is minimal and resultant impact on residential amenity negligible.

Proposed Properties

6.22 For the reasons set out above, the occupants of the proposed dwellings will not be affected by surrounding neighbouring properties, whilst the layout of the proposed housing will ensure that the privacy of its residents is protected. When considering the amenity of future occupants it is worth noting that such issues were not raised in relation to the previously permitted scheme, which was a more dense development and comprised an additional 6 properties. The provision of private amenity space for the majority of the housing, as well as high quality hard/soft landing within the remainder of the site, will provide an aesthetically positive development.

6.23 The scheme's design ensures that it accords with the provisions of the NPPF; Core Strategy policies H1 and DM1; and, the Guide to Development in Manchester SPD.

Sustainability Credentials

6.24 The proposed scheme will have high sustainability credentials as a result of the economic, social and environmental benefits it will bring.

Economic

6.25 Ministerial statements refer to the pressing need of ensuring that the planning system does everything it can to help secure a swift return to 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. The scheme will provide job opportunities during the construction phase of the development; and, local retailers/businesses located in Northenden town centre will benefit from increased footfall

and consumer spending. The scheme may also act as a catalyst to investment and the redevelopment of nearby sites e.g. The Tatton Arms.

Social

6.26 The scheme will deliver high quality housing, the majority of which will be family accommodation that will meet an identified need in Northenden. The design of the scheme, including the provision of plentiful amenity space and hard/soft landscaping, will create an attractive built environment that will improve the quality of life for Northenden's residents. As well as being in close proximity to Northenden District Centre and various retail and leisure facilities, the site is also located near to education facilities including Northenden and St Wilfrid's CE primary schools, Roundwood Upper School and Manchester College; and, community facilities including Northenden Library, St Wilfred's Church and community hall, Northenden Methodist Church and Northenden Social Club.

6.27 The site is located in an extremely accessible location with numerous bus routes operating along Church Road and along Palatine Road. Bus services 43, 105 and 272 operate along Church Road and provide services to Manchester Airport, Wythenshawe, Manchester, Withington, Sharston, Sale, Stretford and Trafford Park. Bus services 41, 105, 178, 272, 370 and X41 operate along Palatine Road and provide services to Manchester, Wythenshawe, Manchester Airport, Wythenshawe Hospital, Altrincham, Didsbury, Stockport and Rusholme. Northenden is located in close proximity to junction 5 of the M60, with junctions 3 and 3A of the M56 being a short drive from the application site.

Environmental

6.28 The proposed scheme will have significant environmental benefits since it involves the redevelopment of a brownfield site that currently accommodates 2 vacant buildings in a poor state of repair and an expanse of unmaintained hardstanding. The high quality design of the scheme will ensure that it has a positive impact on the streetscene and Northenden Conservation Area. The provision of private amenity space, new trees and

soft/hard landscaping will increase the provision of green infrastructure and increased levels of biodiversity in accordance with Core Strategy policies DM1, EN9 and EN15.

6.29 The Code for Sustainable Homes (CSH) Pre-Assessment Report prepared by Element Sustainability confirms that the scheme will achieve a CSH level 4 rating. In response to policies EN4 and EN8 of the Core Strategy and section 4 'Environmental Standards' of the Guide to Development in Manchester SPD, the following measures will be incorporated into the proposals:

- The dwellings will have high levels of Fabric Energy Efficiency; and, construction materials will have low environmental impact and be responsibly sourced where feasible.
- Installation of energy meters displaying current electricity/heating fuel consumption and A + rated white goods; external lighting with daylight sensors and energy efficient fittings; and, provision of external drying space. These measures will ensure a reduction in energy demand.
- Integration of air source heat pumps to ensure a 25% dwelling emission rate reduction is deliverable.
- Bicycle storage to reduce use of cars and improve health.
- Dwellings to enable home working in order to reduce the need to travel.
- Water use to be minimised through low flow taps and showers, dual flush WC and low volume baths to limit potable water consumption to 80L per person per day.
- Installation of water butts to allow for external irrigation.
- Provision of internal/external storage areas for waste.
- Compliance with a Construction Site Waste Management Plan with regards to resource efficiency, minimising construction waste and diverting waste from landfill.
- The dwellings will be built in accordance with principles of the 'Considerate Constructors Scheme'.
- The provision of lawn areas, tree and shrub planting to enhance biodiversity.

6.30 In accordance with the provisions of the NPPF, the proposed scheme will contribute to the achievement of sustainable development through the delivery of positive economic, social and environmental benefits; and, will accord with Core Strategy policies, EN4, EN8

and EN15. The application site's excellent public transport links and the provision of cycle storage within dwellings also ensures that the scheme complies with Core Strategy policy T2.

Access, Traffic and Car Parking

6.31 It was recognised in the early stages of the scheme's design that the most suitable vehicular access to the site is from Elverston Road. Access from Consul Street is a private road and agreement would be required from frontage owners to bring the road up to adoptable standards, whilst the existing access to the side of the Church Inn is too narrow to serve the development and would raise highway safety concerns on Church Road. Also, access from Elverston Road had been confirmed acceptable by the head of engineering with regards to the previously permitted scheme.

6.32 The number of car parking spaces proposed is 19: 2 spaces are provided for each of the larger family townhouses, whilst there are no spaces allocated for the 1 bed apartments. Although a higher level of parking is provided than one might expect for this accessible location, it is recognised that the surrounding area suffers from high levels of on-street parking. The proposed car parking ratio is therefore appropriate in minimising on-street car parking within the scheme and surrounding streets. Furthermore, the car parking has been sensitively located, with adjacent tree and shrub planting to reduce its visual impact in the streetscene.

6.33 As highlighted earlier within this report, the level of car parking proposed will not generate a level of traffic that would impact on highway or pedestrian safety. The level of car parking is similar to that provided in the previous approval (18 spaces were allocated) and there were no highway issues raised in relation to this scheme. The proposed scheme has been designed in accordance with Core Strategy policies T2 and DM1, as well as section 6 'Parking Guidelines' of the Guide to Development in Manchester SPD.

Access for Disabled People

6.34 The scheme has been designed in response to the requirements of Core Strategy policy DM1, DC7.1 of the City of Manchester UDP, section 3 'Accessibility' of the Guide to Development in Manchester SPD and the guidance document 'Design for Access 2', in order to ensure that the proposed dwellings are inclusive and accessible to all and consider the requirements of disabled persons.

6.35 The design measures that have been introduced include:

External Measures

- The entrance to the dwellings will be accessible at ground floor level.
- The entrance doors will have a clear opening of 850mm.
- Incorporation of kerbs will differentiate between the road and footpaths.
- Footpaths will be of a firm and smooth surface and will not contain obstacles.

Internal Measures

- All internal doors will have a clear opening of 800mm.
- Internal corridors and lobbies will have a clear width of 1200mm.
- The width of internal stairs will be 900mm.

Crime and Safety Issues

6.36 The scheme has been designed in accordance with provisions of the NPPF, Core Strategy Policy DM1 and section 8 'Community Safety and Crime Prevention' of the Guide to Development in Manchester SPD. The development has been designed to create a safe and accessible environment where the future occupant's quality of life will not be undermined by crime and disorder or by fear of crime. The design measures incorporated into the scheme include:

- The positioning of housing in the site to promote informal surveillance. Each of the houses front onto the street so that pavements are overlooked by windows and entrances, thereby increasing security for street users.
- Appropriate boundary treatment will be provided to the housing curtilages, whilst defensible space is provided to the front of some of the properties.
- Car parking is located in areas overlooked by housing.
- The creation of a high quality environment will enhance residents'/neighbours sense of well-being and safety.

6.37 Advice has been sought from the Greater Manchester Police (GMP) Design for Security. GMP confirm in their Crime Impact Statement that the proposal is satisfactory in principle but highlights various matters relating to layout. These matters have been considered by Ollier Smurthwaite Architects in finalising the scheme's design.

Environmental Considerations

6.38 The proposed development is not constrained by any environmental impacts. A Stage 1 Flood Risk Assessment has been prepared by REC Ltd. The assessment indicates that the northern part of the site is located within flood zone 2 (with the southern part in flood zone 1) and that the primary source of flood risk is from the River Mersey. However, the Environment Agency has no records of any historical flooding events within a 250m radius of the site and the risk is considered to be low due to the presence of flood defences and flood storage areas. The risk of surface water and groundwater flooding is considered to be negligible, and the risk of flooding from sewers and artificial sources considered low. The assessment concludes that a residential use of the site is deemed to be both acceptable and appropriate, whilst the scheme's reduction in the current level of impermeable area will decrease surface run-off and increase infiltration volumes.

6.39 An internal and external search of the Church Inn and outbuilding was undertaken by Urban Green on 13th August 2013. The prepared Daytime Bat Survey confirms that there was no evidence of bat roosting within the buildings and that the site is a very unlikely place for roosting bats. This is primarily due to the derelict state of these buildings and the

fact that they offer very limited potential for bat usage and therefore a poor sub-optimal habitat. The survey also confirms that the surrounding area is considered to be poor for local foraging and commuting bats. On the contrary, the scheme's increase in green infrastructure and tree planting within the site is likely to enhance biodiversity and create habitat for protected species such as bats.

6.40 In response to the above, the proposed development complies with section 10 of the NPPF, Core Strategy policies EN14 and EN15, and the 'Guide to Development in Manchester' SPD.

Waste Management Strategy

6.39 The construction site will be managed in an environmentally sound manner. For example, water and energy consumption will be monitored on site and targets will be set to monitor usage; best practice policies will be adopted for air (dust) pollution and water (ground and surface) pollution; a Site Waste Management Plan will be implemented and will outline ways in which to divert at least 85% of all waste generated on site away from landfill; and, 80% of timber will either be reclaimed, re-used or responsibly sourced. Furthermore, there will be a requirement for the contractor to be registered with the 'Considerate Contractors Scheme'.

6.40 With regards to waste storage and collection for the scheme, a waste management strategy has been prepared (see appendix 1). The waste management strategy confirms that facilities for the internal storage of refuse and recycled waste will be provided in the kitchen area of each dwelling, whilst each property will be provided with an external space for the storage of bins to enable the recycling of refuse, garden waste, paper, glass and cans. The dwellings occupants will be responsible for the transfer of waste to the external bin store areas; and, for moving the bins to the collection points and returning them following collection. Manchester City Council will be responsible for waste collection. The approach to waste management ensures that the scheme complies with provisions of the NPPF and Core Strategy policies EN19, DM1 and section 4 'Environmental Standards' of the Guide to Development SPD.

7. Conclusion

7.1 The proposed residential development will provide a series of economic, social and environmental benefits.

7.2 In terms of regeneration, the proposed development will secure the long term future of a heritage asset and redevelop an existing brownfield site. The building and site are currently a blight on the area. The refurbishment and conversion of the former Church Inn and the development of the remainder of the site with high quality designed housing will have a significant positive impact on the streetscene and the character and appearance of the Northenden Conservation Area.

7.3 A major benefit of the scheme is that it will provide housing that meets the needs of this part of the city. As well as providing much needed family housing, the scheme will also provide accommodation for single people and first-time buyers for which there is an identified need. Also, the site is wholly appropriate for residential use due to the character of the surrounding area; its proximity to Northenden District Centre and accessibility by public transport; and, the fact that there are no policy restrictions or development constraints that will affect the scheme's deliverability.

7.4 On this basis, the proposed scheme positively responds to national and local planning policy guidance contained within the NPPF, Manchester's Core Strategy, saved policies of the Unitary Development Plan and Supplementary Planning Documents and Guidance. Paul Butler Associates are pleased to submit this planning application on behalf of Hale Estates and look forward to working with Manchester City Council in progressing the application through to a positive determination.

Appendix 1: Waste Management Strategy

Waste Management Strategy

PA Number: Unknown (prior to application submission)
Development description: Refurbishment and conversion of the Church Inn building to form 4 dwellings; erection of 8 dwellings within the remainder of the site; and, associated car parking and landscaping.
Development location: Former Church Inn, Church Road, Northenden, M22 4WD
Strategy prepared by: Ralph Taylor, Paul Butler Associates
Date Prepared: 28/08/2013

Notes
The following strategy should be prepared using the guidance document available from:

http://www. manchester.gov. uk/opservices/rubbish/developers.htm

1.	**Number of bins proposed?** - Please provide details of the number of bins proposed and how this was calculated. Each dwelling will be provided with the following: Refuse: 1 x 240 litre wheeled bin Garden Waste: 1 x 240 litre wheeled bin Paper: 1 x 140 litre wheeled bin Glass and Cans: 1 x 140 litre wheeled bin The proposed bin provision has been calculated using the Waste Storage and Collection Guidance for New Developments document.
2.	**Bin storage area** - Please include a plan of the proposed bin storage area, showing the bins that are proposed and the proposed collection point. - Please describe how occupants will transfer waste to the bin store and the distance travelled in doing so.

	Refer to drawing A169_P_105 Proposed External Works Plan prepared by Ollier Smurthwaite Architects which identifies the bin store areas. Each dwelling will be provided with facilities for internal storage of refuse and recycled waste. For each of the houses an external bin store area will be provided within the rear garden area, and for the apartments, a communal bin store will be provided beneath the shared staircase. The dwellings occupants will be responsible for the transfer of waste to the external bin store areas.
3.	**Bin collection arrangements** - Please describe the bin collection area, including how and where bins will be moved to in order to reach the collection vehicle. - Please include plans showing how the collection vehicle will travel around the site.
	On collection day occupants of the dwellings will be responsible for moving bins to the collection points. There will be two collection points: one at the entrance to the site adjacent to Elverston Street, where the 5 dwellings to the rear will place their bins; and the other at the existing entrance to the site from Church Road, where the remaining properties will place their bins. This will allow bins to be collected from the existing highway and without having to access the site. Manchester City Council will be responsible for waste collection. Proposed surfaces within the site will be level to allow bins to be moved easily between the bin store areas and collection points.

For MCC use only

Please tick which stage the development is at:

Planning application: Planning condition discharge:

Sent to MCC Recycling Officer by:

Name **Date** **Signed**