

Application Number	Date of Appln	Committee Date	Ward
140556/FO/2024	18th Jul 2024	26th Sep 2024	Whalley Range Ward

Proposal Erection of a five-storey extra care scheme (C3) comprising 80 dwellings with ancillary facilities and circulation space and four-storey residential block comprising 40 dwellings (C3) and associated landscaping, private amenity space, access and parking

Location Land At Former Spire Manchester Hospital, Russell Road, Manchester, M16 8AJ

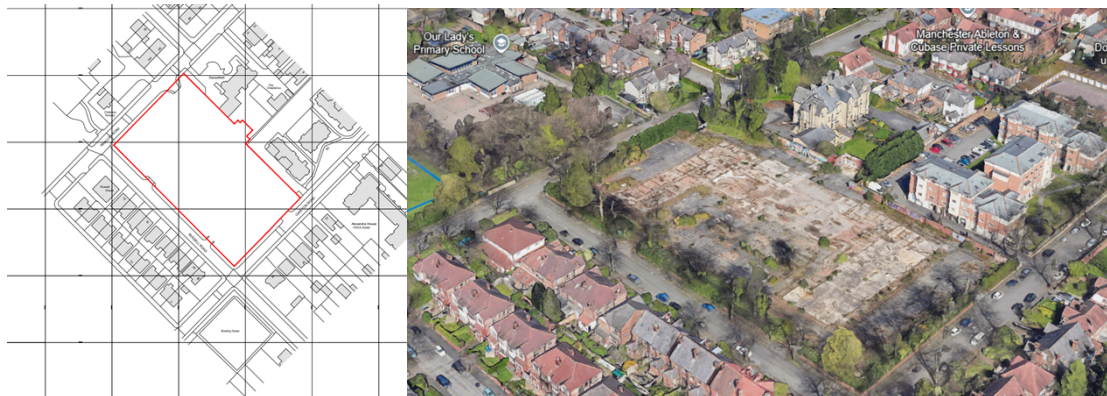
Applicant Mr Chris Baldwin, Great Places

Agent Mr Leon Armstrong, Mosaic Town Planning

Executive Summary

The proposal relates to the erection of a five-storey extra care scheme (C3) comprising 80 dwellings with ancillary facilities and circulation space, which would create the UK's first purpose built LGBTQ+ majority extra care scheme and a four-storey residential block comprising 40 affordable dwellings (C3) and associated landscaping, private amenity space, access and parking.

The application site, which formerly accommodated the Spire hospital prior to relocation, comprises a brownfield site measuring 0.93 hectares within Whalley Range Conservation Area within Whalley Range Ward.



The proposals were subject of notification, by way of 1896 letters, to nearby addresses, site notices were posted on the site boundaries and an advertisement placed in the Manchester Evening News.

In response to the neighbour notification 7 letters of objection were received, 4 letters of support were received and 2 neutral comments.

All relevant planning matters raised by objectors are fully addressed in the following report.

Amongst other matters that are set out within the body of the report it is considered

that the principle of housing development with affordable apartment led residential development in this part of South Manchester is appropriate as it will add to the stock of housing and meet a particular need. The scheme will also bring forward high quality development on a brownfield site in a sustainable location that will not give rise to unacceptable impacts on the highway network or cause undue harm to the amenity of surrounding property or have an unacceptable impact on the character of the Conservation Area within which the site is located.

Land Interest

The City Council has an interest in the site and members are reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Description

The former Spire hospital that was located on this site from the mid 1980's relocated to an alternative location in Didsbury. Prior to the Spire hospital, the site was occupied by St. Joseph's Hospital. The site currently comprises a cleared site following consent for the demolition of the former Spire hospital building under the cover of demolition consent referenced 122469/VO/2019. There are some self-seeded trees and vegetation that have grown on site following demolition works. The boundaries are bordered by large mature trees and established vegetation behind boundary treatment. Outside of the site are a number of large established street trees.

The site is bounded to the north west by Whalley Road (which accommodates Our Lady's Primary School), St Luke's Centre and St Margaret's Church beyond the north eastern site boundary, Russell Road to the south west and Carlton Road to the south east (which accommodates the Carlton Club). The area is predominantly residential in character. The site is currently accessed from access points on Whalley Road, Russell Road and Carlton Road.

The site sits in a sustainable location with close proximity to shops, services and public transport on Withington Road and on Upper Chorlton Road.

The site is a brownfield site measuring 0.93 hectares within Whalley Range Conservation Area within Whalley Range Ward



Consent is sought for the erection of a five-storey extra care scheme (C3) comprising 80 dwellings with ancillary facilities and circulation space and four-storey residential

block comprising 40 dwellings (C3) and associated landscaping, private amenity space, access and parking.

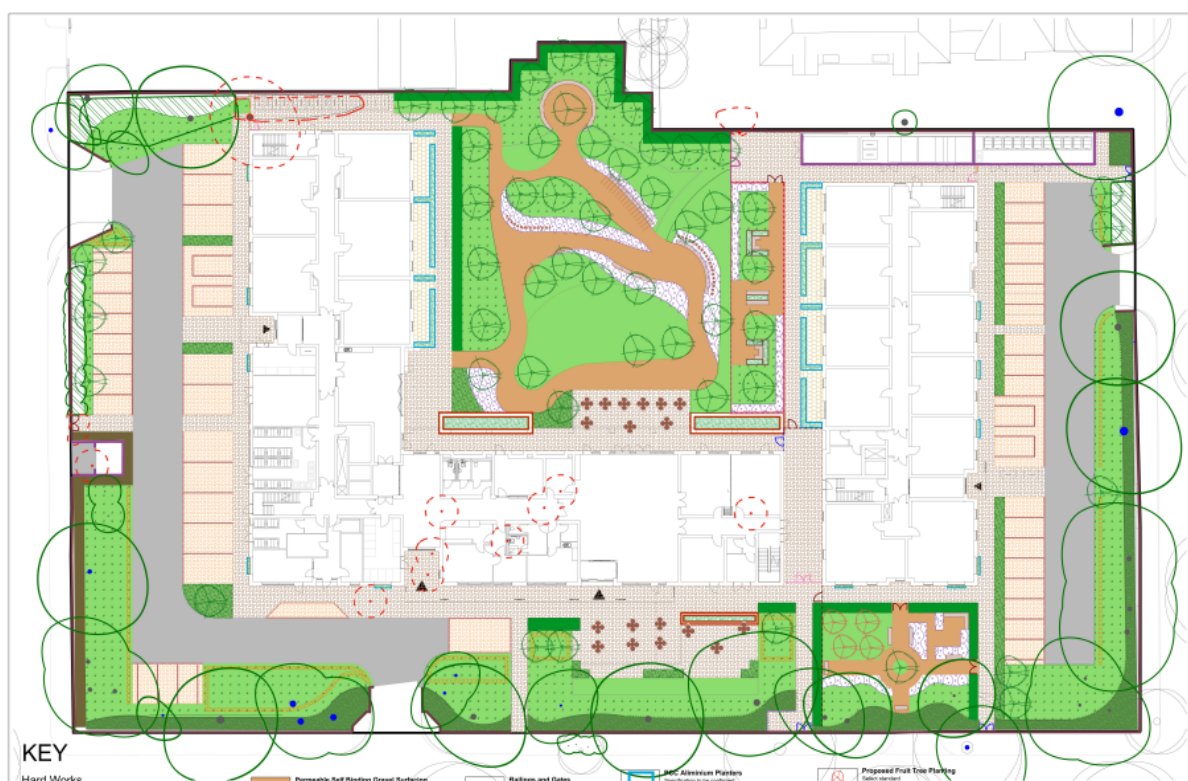
In association with Triangle Architects Ltd, this scheme has been developed by Great Places Housing Group, working in partnership with Manchester City Council, the LGBT Foundation and a Community Steering Group.

In total there would be 120 units. 40 affordable apartment units, 25 of which would be one bed and 15 of which would be two bed. 80 affordable extra care units, 41 of which would be one bed and 39 of which would be two bed. The units would be built to meet the Council's approved space standards.

43 car parking spaces would be provided on site for the 120 units (including provision for 4 accessible parking, 1 ambulance bay and 20% - 25% electric vehicle charging). 78 cycle parking spaces would be provided. Bin storage would be provided, including internal storage.

Vehicular access would be taken from the existing access point from Whalley Road (there would be an additional access from Whalley Road to gain external access to a proposed electricity substation), an existing access point on Russell Road (a further existing access would be removed from Russell Road) and from an existing site access onto Carlton Road.





Relevant Planning History

122469/VO/2019 - CITY COUNCIL DEVELOPMENT Demolition of former Spire Hospital to facilitate future redevelopment of the site

Consultations

Publicity – The development was advertised in the Manchester Evening News as a Major development affecting a Conservation Area. Site notices were placed next to the site boundaries. A map showing the extent of residents and businesses (1896) notified of the application is set out at the end of this report.

7 objections have been received and the material planning concerns raised can be summarised as follows:

- Query over the content within the Noise Impact Assessment (NIA) and requests that planning authority requires submission of revised document.
- Car movements have been underestimated and parking is underprovided and will place pressure on on-street parking.
The building is too high and out of character and higher than previous building on the site. There are no other buildings anywhere nearby of this height. States developer greed is motivator and notes there are no plans for a basement which is normal for other developments of apartments in this area. States that the area already has problems with dilapidated footpaths and roads. Pedestrians on Sylvan Avenue and Russell Road choose to use the road rather than footpath due to the uneven and narrow nature of it. There is not much gap between parked cars on the footpath and the hedges. Despite

cars tending to park on the footpath both streets are still too narrow for 2 way flow. This will worsen during the construction phase and problems will potentially linger afterwards with residents, workers and deliveries using the road outside as overflow parking.

- The appearance of the building looks ugly and impersonal. This could be improved by changing the colour of the brickwork to a yellow brick.
- 5 stories is excessively high, and will overlook and dominate houses opposite, the primary school and other neighbours on all surround streets. It is inappropriate to the area, the surrounding houses and the domestic activity of the streets. There are no other 5 storey buildings in this area, including new flat developments further down Whalley Road.
- The access road on Whalley Road is directly opposite a house causing issues with traffic, access, being constantly in use, causing pollution and much increased noise and disturbance.
- The access road is also directly opposite a school which has tried to adopt the Safer Schools Roads scheme and totally stop traffic during set times of the day. The aim to reduce pollution around this school would be undermined by adding an access road directly opposite on Whalley Road where goods vehicles and/or visitors would be using at all times of day.
- Concerned that the back of the development (Whalley Road) has not been given sufficient consideration in community safety and ecological impact. There is a lot of tarmac and car parking on this side and none of the green space that is within the rest of the space which is meant to improve residents and local community cohesion.
- Increasing traffic outside a school will cause more danger for the children and congestion at school drop off and pick up times. It is also highly inappropriate to build 5 storey flats overlooking a school, nursery and their play areas.
- No objection to the principle of residential development on this site nor to the development of housing to meet a specific need as described in the application. The problem is the scale, height, massing and monolithic design of the proposed development which bears no relation to its context in a sensitive location on the edge of the Whalley Range Conservation Area. Reference made to the National Design Guide and Policy JP-P1 of the Places for Everyone Joint Development Plan. States that the previous building does not make the form and scale of the development acceptable as the building has been gone for a number of years and was very negative for the character of the area. States that the former building was also not as large as the development proposed. States that if a large institutional type building is required this should be inspired by the historic building that pre-dated the Spire hospital. Criticism is made of the Heritage Statement submitted and the view is expressed that the development would cause significant harm to the character of the area.

4 letters of support were received as follows:

- The applicant has taken great care to propose a sustainable scheme, in keeping with the local character of the area, delivering much needed extra care and affordable housing in an area seeing huge demand. This development on derelict, brownfield land will return a vacant site into productive use and is exactly the kind of development to support the thriving community.
- The land has been scrubland for ages now and it is great that it will be for the LGBTQ+ community. Alert builders and contractors to the fact that local pets (cats) from neighbouring streets are present on site. Request that contractors take care of pets and wildlife within trees and bushes around site.
- Will bring benefits to the area.

2 neutral comments were received as follows:

- Questions the amount of affordable housing
- Supporting the comments of Let's Talk Clean Air Whalley Range, included below.

Comments were also received from the Whalley Range Climate Action Group which can be summarised as follows:

(WRCAG) broadly welcome the plans to construct LGBTQ+ majority extra care and social housing on Russell Road. They will embrace older residents from diverse communities and fully support the aim of the scheme to help to address the need for more affordable and social housing in Whalley Range.

They are pleased that sustainability has been incorporated into the scheme but urge the council to require it go further. This building should be built to attain zero carbon. They recognise the build first approach, but believe that not also exploiting the potential the site offers for incorporating renewable energy generation at this stage is a huge missed opportunity.

Their major concern is the amount of traffic the residents and staff will generate. This creates serious problems; detrimental impacts on air pollution, global heating, local people's health and traffic nuisance.

Whalley Range already has a dangerously high level of air pollution from car emissions. This raises local people's risk of asthma, bronchitis, impaired lung function, cancer, dementia, cardiovascular and respiratory mortality, and can inhibit children's lung development. This is particularly important as the proposed development will house older adults who are more vulnerable to the impacts of poor quality air and is near three primary schools.

They consider it disappointing that the air quality plan assessment only covers the quality of air during the building phase of the development. The transport assessment

does include a travel plan, but the main action seems to be to provide a travel pack for residents overseen by a travel co-ordinator. The scheme needs a more proactive approach to reduce the number of car journeys.

There should be a whole staff travel plan to reduce the number of journeys into and out of Whalley Range as well as across the area, and this development offers an ideal opportunity to trial an EV shared car club approach for staff (provided by the company). The number of car parking spaces should be reduced further. It is good to see provision for cycle parking but we believe the proposals for this are inadequate. More secure parking spaces for electric bikes should be provided to and the design of the cycle racks for the shared ownership should be re considered.

They also call on the council to develop plans for Russell Road and other residents to make Whalley Range a low traffic neighbourhood. This might include small EV buses to transport people across the area and to tram and bus stops, possibly on a ring and ride model, and an EV car club for local residents.

In relation to biodiversity WRCAG are pleased to see the intention to preserve the mature trees on site and the additional planting to enhance biodiversity associated with the development. It is also important to plant trees and shrubs that will be resilient to changes in temperature and rainfall patterns as the climate changes. Other creative approaches could be green walls and roofs and edible walls which will help with heat stress combined with the potential to involve residents in community food growing.

They are committed to developing a more integrated, sustainable community and are pleased to see a cafe and other spaces built into the design. At an appropriate stage they would welcome exploration of how use of the proposed social and care support facilities might be extended to local community members to enrich the lives of all residents without compromising the privacy and security of people who live in the housing.

Comments were also received from Let's Talk Clean Air Whalley Range that reiterate the comments of Whalley Range Climate Action Group.

Highway Services

Carlton Road, Russell Road and Whalley Road has a 20mph speed limit in place. School Entrance markings (Mon-Fri, 8am-5pm, No Stopping) is in place along Whalley Road.

A trip generation assessment was undertaken for the proposed development to understand the anticipated trips associated with the development during the AM and PM peak periods.

The data shows that a total of 12 two-way vehicle movements are anticipated in the AM peak and 13 two way vehicle trips in the PM peak period. The TRICS assessment and trip rates are acceptable to Highways.

A trip generation assessment has been undertaken for the proposed Shared Ownership Apartment use of the site.

The multi-modal peak hours trips rates for the development type were identified and trips for the AM and PM peak period were obtained from the TRICS database. The data shows that a total of 11 two-way vehicle movements are anticipated in the AM peak and 10 two way vehicle trips in the PM peak period. The TRICS assessment and trip rates are acceptable to Highways.

The number of vehicular trips associated with site is expected to not be significant and therefore it is accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

The TA notes that the average parking space for extra care accommodation is 25% with a 19% residential car ownership rate. Taking this into account the proposed development will provide a 25% parking rate.

In regard to the shared ownership apartments the TA suggests that 52% of residents in the area in the 2011 Census live without a car and 47% live with a car. Taking that into account the development proposes a layout of 50% parking for the shared ownership apartments.

The site is well accessed by sustainable modes. Regular bus services and tram services are in place withing walking distance of the development site. The site has a GMAL rating of 5, which is rated as a good level of public transport accessibility.

The TA confirms that the footway bounding the site on Russell Road will be resurfaced and any redundant accesses closed and reinstated. It is requested the all footways bounding the site are resurfaced.

Proposed circulation and access points, including visibility splays are acceptable.

20 car parking spaces will be provided for the extra care units, which is a provision of 25%. Two spaces will be accessible

The TA confirms that 20% of the spaces will provide EV charging spaces. Spaces will also be provided for ambulance and to accommodate drop-off activity.

20 parking spaces are provided for the shared ownership units, which is a provision of 50%. Two of the spaces will be accessible. The TA confirms that parking spaces will not be allocated and 25% of the parking spaces will be EVCs.

32 cycle parking spaces will be provided in a covered store behind the courtyard in the form of Sheffield stands. The cycle store will be located close to the entrance and will be available for visitors. This is acceptable to Highways.

The TA confirms that 46 cycle spaces will be allocated to the shared ownership apartments (provision of 115%). 42 spaces will be provided in the form of two-tier racks within a secure cycle store, whilst 4 will be provided in the form of Sheffield stands. This is acceptable to Highways.

Designated refuse storage has been accommodated within the site. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway. The applicant has confirmed that refuse collection and delivery activity will take place within the site. Swept path analysis has

been undertaken for a MCC specified refuse vehicle (Drawing SK223104-022) and demonstrates that the vehicle can enter, manoeuvre and egress safely. Deliveries will also occur within the site via smaller vehicles and a fire tender swept path (Drawing SK223104-023) has been prepared and demonstrates that a vehicle can enter, manoeuvre and egress safely.

A Framework Travel Plan has been provided as part of the application. The Framework Travel Plan includes objectives, targets and indicators, management strategy, measures to encourage sustainable travel, marketing strategy and a monitoring and a draft action plan.

The Travel Plan will be managed by a Travel Plan Coordinator (TPC) The TPC will be appointed prior to the development being occupied. The Framework Travel Plan has confirmed that a Baseline Survey will be undertaken within occupation of the development. Once completed the targets for the Travel Plan will be updated and a full travel plan submitted within 3 months of the baseline survey being undertaken. The Framework Travel Plan confirms that a survey and Monitoring Report will be undertaken in Year 3 and Year 5.

A Construction Phase Plan has been submitted and provides details on utility and underground works and site risk management.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

Comments are made in relation to boundary treatments and off-site highways works which have been considered. A road safety audit would be carried out during any Section 278 agreement for works to the highway.

Environmental Health

Recommend conditions relating to fume and odours for the proposed café, the submission of a construction management plan, deliveries, external lighting, acoustic insulation, external plant, refuse, air quality and contaminated land. An informative will be placed on any decision notice relating to hours of working.

Neighbourhood Team Leader (Arboriculture)

T2, G3, T4, G9, G10 and G29 are listed for removal in order to facilitate the development. The trees listed for removal are medium to low quality Cat-C specimens, and there is no objection to the removal proposals.

The main focus from an arboricultural perspective is ensuring the retained trees are adequately protected during the proposed development. Would request that the

protective fencing is erected as shown and not moved for the duration of the development. Also request a condition to ensure a qualified arboriculturalist is onsite to oversee the replacement of the hardstanding within the root protection zones.

MCC Flood Risk Management

Recommend the imposition of conditions relating to Sustainable Urban Drainage and the maintenance thereof.

Greater Manchester Police

Not too concerned with the proposed development. The Crime Impact Statement identifies the recessed entrances to the building as potential generators of antisocial behaviour or crime, these remain on the plans submitted and therefore it is strongly recommended that the mitigating security measures are included.

Greater Manchester Ecology Unit

Any comments received will be reported to Committee

Whalley Range Forum

Any comments received will be reported to Committee

Whalley Range Conservation Area Group

Any comments received will be reported to Committee

United Utilities

Recommend the imposition of conditions relating to Sustainable Urban Drainage and the maintenance thereof.

Policies

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

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

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant

elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. The proposals seek to provide additional diversity in terms of type of housing within the area and towards the creation of neighbourhoods of choice.

Policy DM1 (Development Management) states that new development should have regard to more specific issues including: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) Identifies the requirements for provision of new residential development across the City and indicates that new housing will be predominantly in the North, East, City Centre and Central Manchester. High density development (over 75 units per hectare) is identified as being appropriate in the City Centre and parts of the Regional Centre. Within the Inner Areas in North, East and Central Manchester densities are identified as being lower but generally around 40 units per hectare. Outside the Inner Areas (where the application site is located) the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate. The policy clarifies that the proportionate distribution of new housing, and the mix within each area, will depend on amongst other things:

- The number of available sites identified as potential housing sites in the SHLAA;
- Land values and financial viability;
- The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and
- the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester.

Policy H6 (South Manchester) - South Manchester will accommodate around 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 older people, with schemes adding to the stock of affordable housing.

Policy H8 (Affordable Housing) states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The applicant has provided a 100% affordable scheme, this matter is considered in more detail within the issues section of this report.

Policy EN1 (Design Principles and Strategic Character Areas) - The southern character area.

Policy EN 3, Heritage – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. The application is accompanied by a Heritage Assessment and this matter is considered in more detail within the issues section of this report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon & Policy

EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies. The Proposed Development takes an enhanced building fabric led approach to minimising energy demand by minimising heat loss from the building envelope and building systems.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The proposals incorporate areas of landscaping and tree and hedge planting to enhance the setting of the development proposals whilst maintaining existing trees and landscaping to site boundaries.

Policy EN 15 relates to Biodiversity and Geological Conservation. The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. The applicant has undertaken Ecological Appraisal of the site which does not raise any significant ecological concerns but makes a series of recommendations regarding precautionary measures during construction works and provision of biodiversity gain on site.

Policy EN 16 Air Quality – The application is accompanied by and Air Quality Impact Assessment and this matter is considered in more detail within the issues section of this report.

Policy EN 18 Contaminated Land and Ground Stability – The site has been subject to desk study and site investigations. If the proposals are granted approval further site investigations would be required, and this could be secured via an appropriately worded condition.

Policy EN19 Waste – The proposals incorporate an internal and external bin store, further details would be required to demonstrate compliance with the Council's guidance on waste management and this could be secured via an appropriately worded condition.

Policy T1 Sustainable Transport – The development would provide less than one car

parking space per residential unit is located in close proximity to a range of public transport modes.

Policy T2 Accessible Areas of Opportunity and Need – The application site is highly accessible by foot, cycle and public transport networks.

Saved Unitary Development Plan Policies

Policy DC18, Conservation Areas – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following: a) 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 iv. street trees).

DC26.1, DC26.2 and DC26.5 Development and Noise – A noise assessment has been prepared to accompany the application. With appropriate mitigation it is not considered that there would be adverse impacts on future occupiers.

Relevant National Policy

The National Planning Policy Framework (December 2023) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role. The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.

Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed. The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) – The proposals would provide 80 residential units on a previously developed site.

Section 6 – (Building a strong and competitive economy) - The proposal would create jobs during construction that would support commercial premises within the local area.

Section 8 (Promoting healthy and safe communities) – The proposals are accompanied by details which indicates measures to be included into the development to reduce the opportunities for crime and the fear of crime.

Section 9 (Promoting Sustainable Transport) – The proposal is in a location accessible to a variety of public transport modes.

Section 11 (Making Effective Use of Land) – The proposal would re-use previously developed land for the provision of residential properties.

Section 12 (Achieving Well-Designed Places) – The proposals are supported by a Design and Access statement that sets out the context of the site and the design process undertaken. This matter is considered in more detail within the issues section of this report.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposal has been designed to reduce energy demands. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would not have a significant adverse impact in respect of the natural environment.

Section 16 (Conserving and enhancing the historic environment) – The site is located within the Whalley Range Conservation Area. No listed buildings are impacted by the proposals. The applicant has prepared a Heritage Statement to accompany the application and the impacts on these designated assets is considered in more detail within the issues section of this report.

Planning Policy Guidance (PPG)

The PPG provides additional guidance to the NPPF and the following points are specifically highlighted as relevant in this instance.

Design - states that where appropriate the following should be considered:

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

There is a Government Consultation under way in relation to a draft update to the guidance contained within the National Planning Policy Framework and those proposed draft changes have been fully considered in relation to this report and the associated recommendation.

Other Material Considerations

Places for Everyone - The approved Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

The Plan identifies the essential aspect of the efficient and effective use of land with

the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

JP-S2: Carbon and Energy

JP-S5: Flood Risk and the Water Environment

JP-S6: Clean Air

JP-Strat14: A sustainable and integrated transport network

JP-C8: Transport Requirements of New Development

JP-H1: Scale, Distribution and Phasing of New Housing

JP-H3: Type, Size and Design of New Housing

JP-H4: Density of New Housing

JP-P1: Sustainable Places

JP-G8: A Net Enhancement of Biodiversity and Geodiversity

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The design, scale and siting of the proposed development is considered in more detail within the issues section of this report.

The South Manchester Strategic Regeneration Framework (2007) - The South Manchester SRF was adopted prior to the preparation of the Core Strategy policies, however, it formed an important document in the formulation of the priorities for South Manchester that were subsequently contained in a number of the subsequently adopted policies particularly in relation to housing priorities. The SRF set out that the key characteristics of South Manchester that shaped the vision and objectives for the SRF are based on a number of key facts one of which relates to the pressure for development and densification which threatens the inherent urban character of the area that makes it attractive in the first place. The SRF also commented that there had been a trend for large villa/family housing conversions for flats and offices placing a further restriction on the supply of larger accommodation. One of the key issues identified in the SRF was to provide a wider choice of housing for attracting and retaining residents and that future housing developments need to focus on providing high-quality family accommodation.

Manchester Green and Blue Infrastructure Strategy 2015 - The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

Manchester Residential Quality Guidance (July 2016) (MRQG) – This document provides specific guidance on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

Manchester Housing Strategy 2022 to 2032 - A report prepared for the Executive Committee meeting on the 22nd July 2022 indicates that the Manchester Housing Strategy (2022-2032) sets out a long-term vision which considers how best to deliver the city's housing priorities and objectives, building on progress already made, whilst tackling head on the scale and complexity of the challenges ahead. The priorities for the new Housing Strategy are:

1. Increase affordable housing supply & build more new homes for all residents
2. Work to end homelessness and ensure housing is affordable & accessible to all
3. Address inequalities and create neighbourhoods & homes where people want to live
4. Address the sustainability & zero carbon challenges in new and existing housing stock

Manchester Climate Change Framework 2020 - 2025 - The Manchester Climate Change Framework (2020-2025) was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

Legislative requirements

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

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

Issues

Principle of Development

Policy H6 guides development in the South of Manchester. Policy H6 states: South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. 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.

The scheme will bring forward high quality housing development that meets specific needs with regards to affordability, meeting the needs of the elderly and meeting the needs of the LGBTQI+ population on a brownfield site in a sustainable location. The previously existing private hospital having been relocated.

Residents living together in purpose build retirement accommodation such as the extra care offer can increase their social network. This has been linked to improved quality of life, psychological and social well-being through meeting older people's needs for intimacy, comfort, support, companionship and fun.

Residents in extra care accommodation often report increased happiness and subsequently their health and well-being had improved since moving. This intervention can help to reduce or delay the need for care which can minimise the impact on health services. Extra care creates a safe environment which encourages residents to circulate. The facilities will be well-lit and flat, removing the potential for slips and falls. The premises will be patrolled by a 24 hour onsite warden who can respond to emergencies if they occur. This also provides additional security for residents who wish to leave their apartment doors open during the day and interact with others. Great Places staff can offer readily accessible repairs and maintenance for residents, in terms of both contents and the building itself. Practical support for elderly residents offers convenience and peace of mind whilst ensuring that the building is maintained to a good standard.

The extra care and apartment led development has been designed to respond to the scale and massing of properties in close proximity and has had regard to the scale of the previous hospital building on site and the developments impact on the Whalley Range Conservation Area. The properties meet space standards and meet housing need.

Redevelopment of the Site and Contribution to Regeneration

The proposal would redevelop a site which is currently vacant and occupies a site adjacent to other residential properties. The site is located within easy access to local transport and other services are also located close by to the site. It is considered that any perceived harm arising from the development proposal is outweighed through bringing the site into a residential use including through diversification of housing choice, job creation through the construction process and benefits to the local economy via increased expenditure at local businesses.

Affordable Housing

The applicant is Great Places who are one of the North West's largest Registered providers. Great Places currently own and operate a range of extra care schemes in the region. They have staff with considerable experience in supporting and commissioning extra care services for residents as a care provider. They will be responsible for management of all accommodation on site.

Policy H8 of the Core Strategy seeks a 20% contribution of all new housing developments in the City to be affordable. 100% of the 40 apartments in the apartment block are for shared ownership tenure. All of the extra care units will be affordable rent or let at the social rent formula. Lettings will be through a bespoke arrangement with Manchester City Council formulated by a Local letting Policy.

The proposals would exceed the affordable housing requirement of 20% set out in Core Strategy policy H8 and allow a broader range of affordable housing types to be provided in the local area. This would assist in providing a mix of housing types within this area and would meet a priority in delivering an identified shortfall for affordable housing in the area as identified in policy H6. As such it is considered that the proposal complies with the strategy set out in the adopted housing policies of the

Core Strategy. To secure the provision of affordable housing as outlined within the application submission an appropriately worded planning condition is recommended.

Standard and Mix of Accommodation, including amenity space

The property has been designed to accord with the space standards set out within the residential design guidance. The development would offer 40 affordable rent units within the apartment block, 25 of which would be one bed and 15 of which would be two bed. The development would also offer 80 affordable extra care units for the over 55's, 41 of which would be one bed and 39 of which would be two bed.

All units would have access to an external communal amenity space, a number of units would have access to external balconies. The site is in close proximity to outdoor public amenity space which is less than c.830 metres to the east of the site at Alexandra Park.

In this instance the proposed standard and mix of residential units and provision of amenity space is considered to be acceptable.

Accessibility

All dwellings (including the communal areas) are designed to be fully accessible and meet the standards set out within Building Regulations (Approved Document M4(2) Category 2: 'Accessible and Adaptable Dwellings'), with a number of flats within the Extra Care block designed to meet the higher standard within the Building Regulations (M4(3) 'Wheelchair User Dwellings')

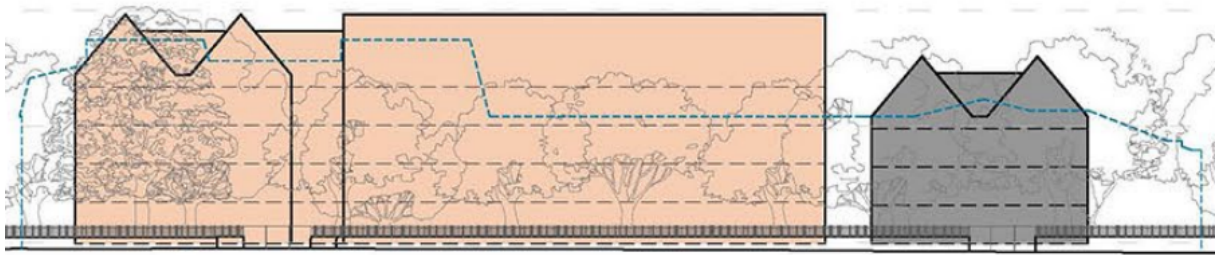
The ground floor of the Extra Care Unit includes Approved Document M4(3) Category 3: 'Wheelchair User Dwellings', and a variety of communal spaces and shared facilities with provision for flexible care and support services for the residents.

There are four accessible parking spaces within the car parking area. A lift is to be provided internally providing access to each floor.

Scale, layout and design



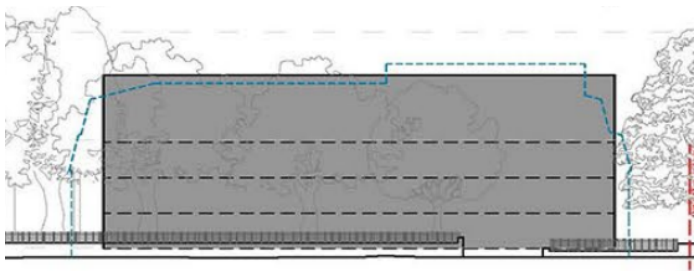
Street View from Russell Road



Massing diagram showing height relative to previous building on site from Russell Rd



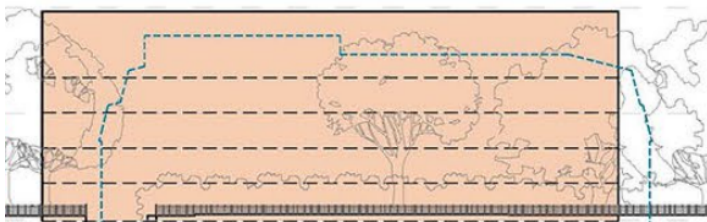
Street View from Carlton Road



Massing diagram showing height relative to previous building on site from Carlton Rd



Street View from Whalley Road

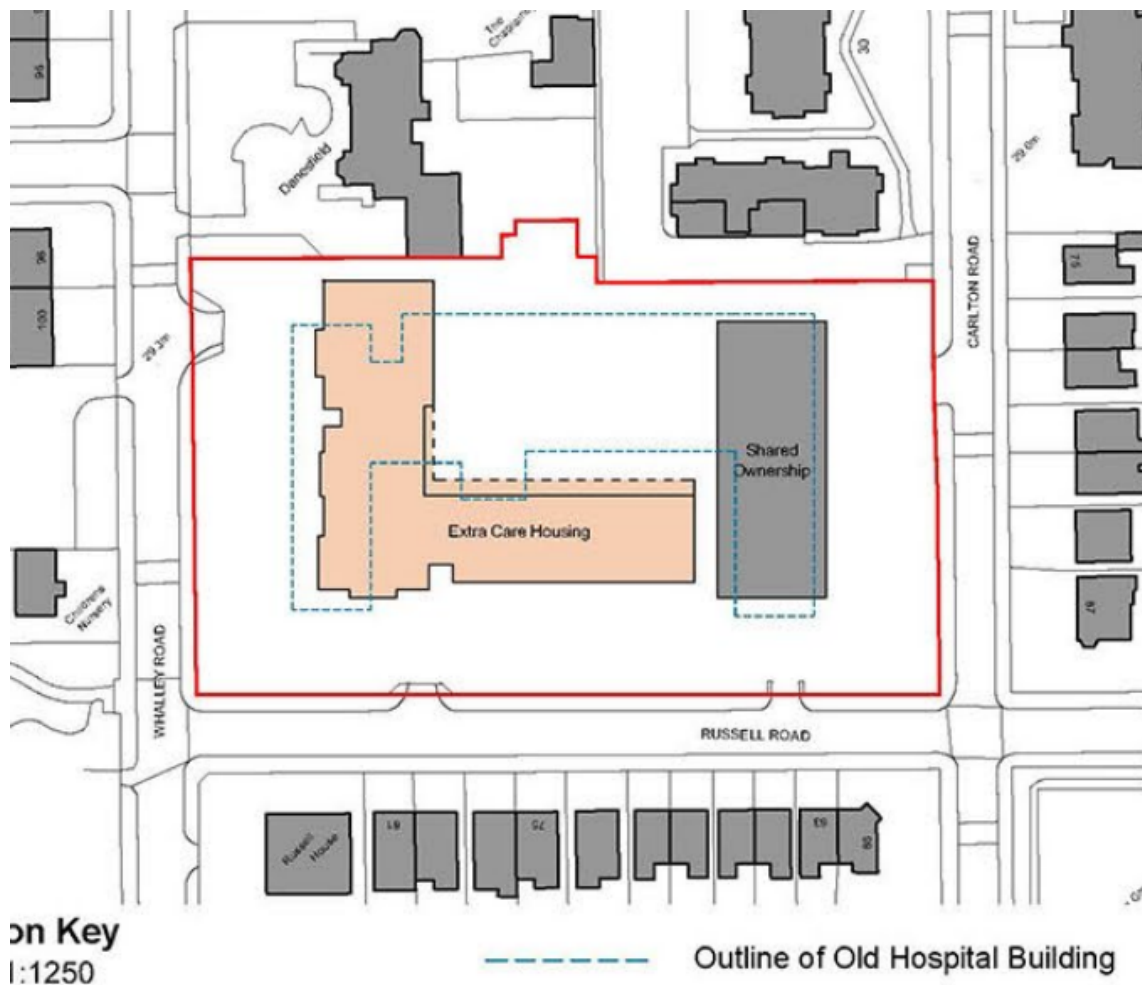


Massing diagram showing height relative to previous building on site from Whalley Road

The frontage proposed to Russell Road would have a lesser extent in width terms in comparison to the previous hospital development on site. The scale of the

development is comparable to the previous hospital development to both Whalley Road and Carlton Road frontages.

The scale within the central section of the scheme fronting Russell Road would have a greater mass when viewed from Russell Road and would be closer to the southern site boundary than the previous development on site, however, this façade sits significantly back from the site boundary, screened by dense landscaping, with some distance to residential property on the opposite side of Russell Road. It has moved away from neighbouring property to the north.



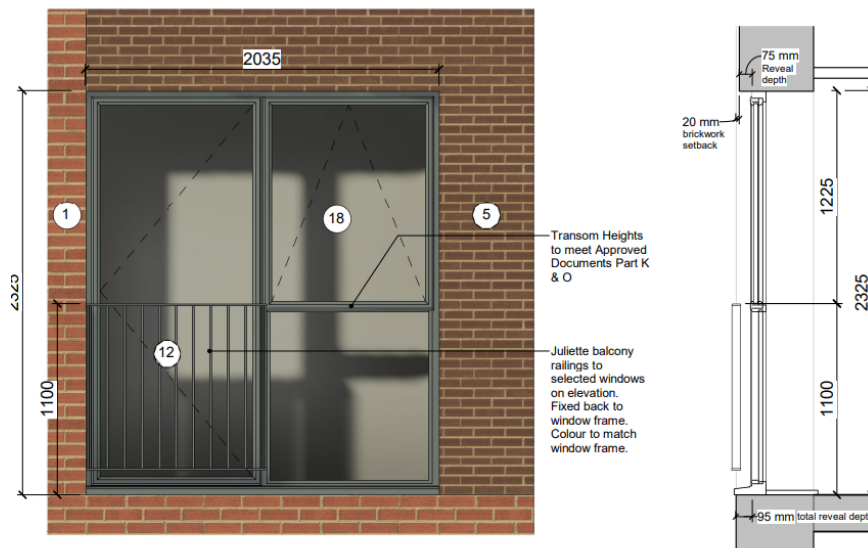
The scheme submitted includes strong building lines fronting the surrounding streets with recesses and setbacks to the built footprint to breakdown the blocks, giving the appearance of a group of smaller buildings.

Recesses and setbacks are also utilised within the elevations to give greater articulation. Visual interest has also been incorporated in detailing and with the use of high quality materials proposed and the use of large uniform openings and a structured window pattern to create a rhythm along the elevations.

The development would be constructed in red brick with feature brick banding, projecting snapped headers (including 20mm recessed panels) and 20mm recessed panels in a contrasting brick, a roof tile to have an appearance of slate, aluminium coping, metal railing balconies to Juliet and walk on balconies, aluminium planters

and canopy and glazed curtain walling system. There would be "Hit and miss" (void) headers to plant/bin stores and powder coated aluminium doors (louvred to bin/plant rooms.)

The windows themselves would have a reveal of 95mm, however, when read in conjunction with the above detailing this will give interest and articulation to the elevations with the installation of aluminium windows and rainwater good to the externally facing elevations.



Precise details of the materials would be subject to consideration through a condition requiring samples to be agreed.



(Partial Elevations with detailing)

The effect of these setback of the building line from the street scene is to maintain the existing tree lined perimeter and create a setting for the buildings proposed.

A secure and private courtyard has been created for residents. Landscaped public areas are included to external areas of the site which are overlooked by apartments. There is a distinction between public and private spaces.

Existing access points have been utilised for vehicles, and existing hardstanding areas have been utilised for parking areas. Parking provision is integrated into the development layout to minimise the urban design implications of a proliferation of parked vehicles along the street scene and allow security.

The development holistically has a housing mix that is reflective of the local context.

Heritage

The site is located in the Whalley Range Conservation Area. The special significance, distinctive character and sense of place of the area depend on the grain, scale, appearance and form of development, and its verdant nature, with a large number of mature trees and open spaces, most in the form of private landscaped grounds.

Whalley Range Conservation Area is defined by large houses on tree lined avenues, some of which have been converted to apartments or institutional uses (such as the nearby Carlton Club) over time. Large apartment buildings were built around the area prior to the designation of the Conservation Area. There are also a number of sites throughout the Conservation Area with larger buildings such as St. Bede's College and the British Muslim Heritage Centre.

Historically this site had a large home upon it that was converted to the St Joseph's hospital, this as demolished and replaced in the 1980's with the Spire hospital. The 1980's building, which was demolished c. 5 years ago is depicted below.



Constructed from red-orange brick, and with a dark grey mansard roof, the part 3 part 4-storey building possessed little architectural detailing and articulation that otherwise defines the Conservation Area and has been assessed as having 'a minor negative impact on the character and appearance of the conservation area.' Consent was given for the demolition of this building in 2019.

The only remaining part of the former hospital considered to have a 'positive impact' on the Conservation Area are the back of-pavement boundary walls – despite sections of the wall dating from the 1980s, the general construction marries in with the overall character and appearance of surrounding dwellings. The undeveloped site detracts from the character of the Whalley Range Conservation Area.

The proposed layout whilst impacting on the sense of space and character of the area is considered to be informed by the historic pattern of development within this

part of Whalley Range, with all proposed housing fronting existing highways within a landscaped setting whilst accommodating appropriate levels of car parking. The size of proposed communal gardens areas for the extra care offer and for the neighbouring apartment development is considered to be appropriate within the context of the wider Conservation Area.

A principle of a building of scale has been long established on this site within the Conservation Area, albeit that the building was demolished just under five years ago.

The Spire hospital occupied a building of three and four storeys in height with plant and equipment on an additional fifth storey. The three storey element was to the south of the site, facing Carlton Road and the four storey element was to the north of the site facing Whalley Road. The proposed massing of the new development takes reference from the former hospital, with four storey massing to the south of the site adjacent to the three to four storey apartment buildings at Royston Court and 5 storey massing to the north of site adjacent to the four storey equivalent St. Luke's Centre.

Paragraph 209 of the NPPF states that proposals should consider:

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, where appropriate, securing its optimum viable use.

It is considered that the proposals in that they would provide a building of a greater scale with an impact on the sense of space and character of the area would cause less than substantial harm to the designated asset that is the Conservation Area which is outweighed by the public benefits of the redevelopment of the site and bringing forward of sustainable housing development, specialist extra care apartments and affordable housing.

It is not considered that the development would have any impact on any local listed buildings.

It is considered that the development is consistent with paragraph 135 of the NPPF which sets out:

Planning policies and decisions should ensure that developments:

- a) 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;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate

amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁵²; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Public benefits – As set out above it is concluded that the proposal would give rise to less than substantial harm to the designated Conservation Area as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 208 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

There are a range of benefits that would arise through the delivery of the proposals which include:

- Delivery of housing for older people of which there is a need
- Redevelopment of a previously developed site
- Redeveloping a sustainable site
- Effective and efficient use of land
- Meeting local housing need for affordable housing
- Visual enhancement of the townscape
- Economic benefits
- Social benefits
- Environmental benefits

It is considered in this instance these benefits outweigh the harm of the application proposals on the preservation and enhancement of the Conservation Area in which it is located.

Residential Amenity

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents as well as creating places that make a positive contribution to neighbourhoods of choice. Policy DM1 goes further by stating that the effect on amenity is a key consideration particularly effects relating to loss of privacy from overlooking, any overbearing or overshadowing impacts and any unacceptable noise and disturbance from comings and goings.

Daylight and Sunlight

A Daylight and Sunlight Amenity Impact Assessment has been prepared by Energy Consul in support of the application, this measures the impact of the proposed development on:

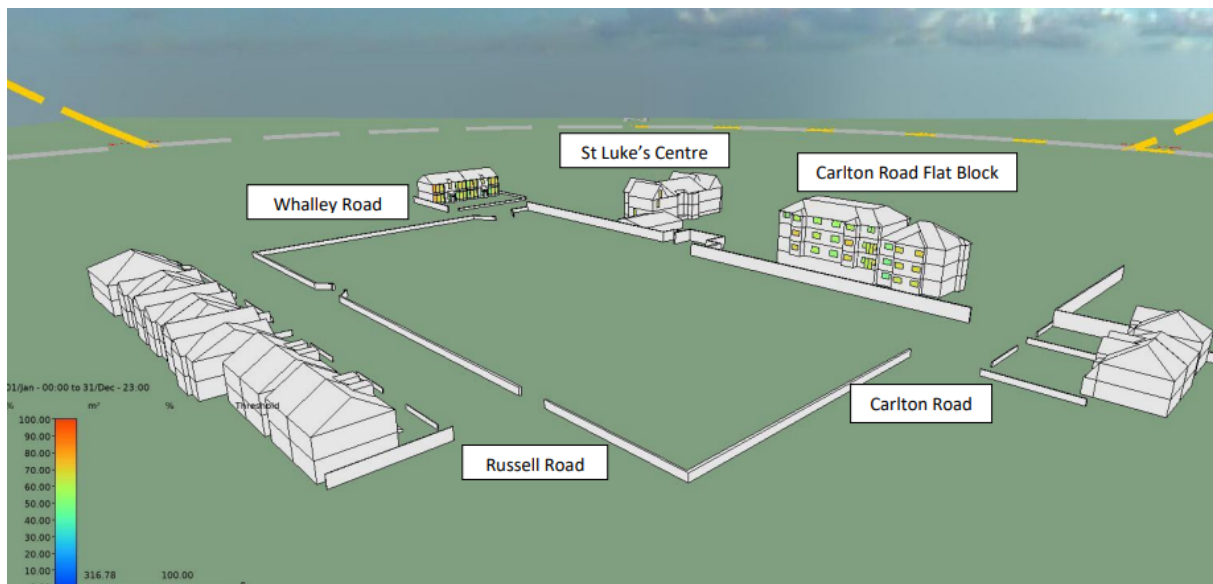
- Carlton Road flats
- 75-79 Carlton Road
- St Luke's Centre
- 98 & 100 Whalley Road

- 65-83 Russell Road

Daylight

Vertical Sky Component (VSC) – This measures the amount of sky visible from a centre point of a window. A window that achieves 27% or more is considered to provide good levels of light, but if with a development in place the figure is both less than 27% and would be reduced by 20% or more, the loss would be noticeable.

The impact of the proposals upon the windows in the surrounding buildings is mostly found to be in accordance with the BRE Vertical Sky Component criteria – the VSC to the relevant existing windows comfortably achieves the minimum VSC of 27% in the majority of cases, there are a few of the Ground Floor and First Floor rooms in the adjacent Carlton Road Apartment Block and St Luke's Centre which would be impacted beyond the minimum BRE standard.



Six rooms in the Apartment Block and one room in St Luke's Centre fall below the minimum VSC level of 27%, all of these windows would still achieve a minimum of 22.58% and would therefore still achieve a reasonable level of daylight marginally short of the BRE minimum. The Spire Hospital building that previously existed on the would have had a similar effect. All of the other windows/spaces within the surrounding buildings achieve a VSC which exceeds 30% and is as high as 33-4% for most windows.

No Sky Line (NSL) – The no sky line is the divider between the part of the working plane from which a part of the sky can be seen directly and the part from which it can't. This is often given as a percentage indicating the area from which the sky can be seen, compared to the total room area. The deeper the no-sky line permeates the room, the brighter the scene appears. A room will appear gloomy if more than 50% of the working plane is beyond the no sky-line. The working plane is usually taken to be horizontal at 0.85m above the floor in houses.

All rooms comfortably achieve the BRE's No Sky Line criteria, in all but two cases there is no loss of 'View of the Sky' from the working plane, the development therefore falls within acceptable levels. The two windows (a ground floor living space and first floor living space within Carlton Road Flats) that do experience a loss lose only an 11% and 12% loss of 'View of the Sky.'

Sunlight

The BRE guidance sets out that if a habitable room has a main window facing within 90 degrees of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected. This will be the case if the centre of the window:

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March and;
- Received less than 0.8 times its former sunlight hours during either period and;
- Has a reduction in sunlight over the whole year greater than 4% of annual probable sunlight hours.

Impact to all of the windows is minimal and fully accords with the BRE APSH criteria – the proposed APSH is very good due to the orientation of the relevant dwellings, and all windows achieving the minimum value of 25%, therefore the sun-lighting of the relevant spaces in the existing dwellings has not been adversely affected. The APSH exceeds 30% for all but one window (26% for a ground floor living space window at the St. Luke's Centre – still exceeding the minimum value of 25%) and is as high as 45% for most windows.

The National Planning Policy Framework sets out that Councils should take a flexible approach when applying daylight and sunlight guidance to planning applications.

On the basis of the information submitted and having regard to the National Planning Policy Framework, it is not considered that the impacts of the proposal would cause such undue harm as to warrant refusal of planning permission.

Overlooking and overbearing impact

Sections have been submitted that show the interface distance between properties.



When looking towards the development from Russell Road as shown on the section above shows the nursery building to Our Lady's RC Primary School on the left hand side c. 45m from the proposed extra care block across Whalley Road, with the

section of the intervening proposed single storey electricity substation between. To the right hand side shows the property to the other side of Carlton Road c.41m from the proposed apartment block.

The distances provided and mature tree cover negate any undue loss of privacy or overlooking issues. There would be no more overlooking than from the former hospital building that was located on site.



When looking towards the development from Whalley Road as shown on the section above you see the St Luke's Centre and the Carlton Road Flats behind.

Windows to the gable of the extra care and apartment development in this location would be to corridors and the stair cores and would be c.14m from the original St Luke's Centre side gable and c. 12.5 to Carlton Road Flats. There is an intervening large scale extension at St Luke's Centre, a high level wall and proposed stores towards the Carlton Road side of the development. There is an access road into the Carlton Road Flats site in the intervening distance (as depicted below). It is not considered that the impact of the scheme would be unduly harmful over and above the impacts of the previous hospital building particularly with regards to the scale of the previous building fronting Whalley Road and the movement of the central section away from the shared boundary.

An obscure glaze condition is appended to restrict any overlooking and protect privacy in this location.



On the right hand side of the section above from Whalley Road you see the separation distance across Russell Road of c. 35m. The distances provided and mature tree cover negate any loss of privacy or overlooking issues.



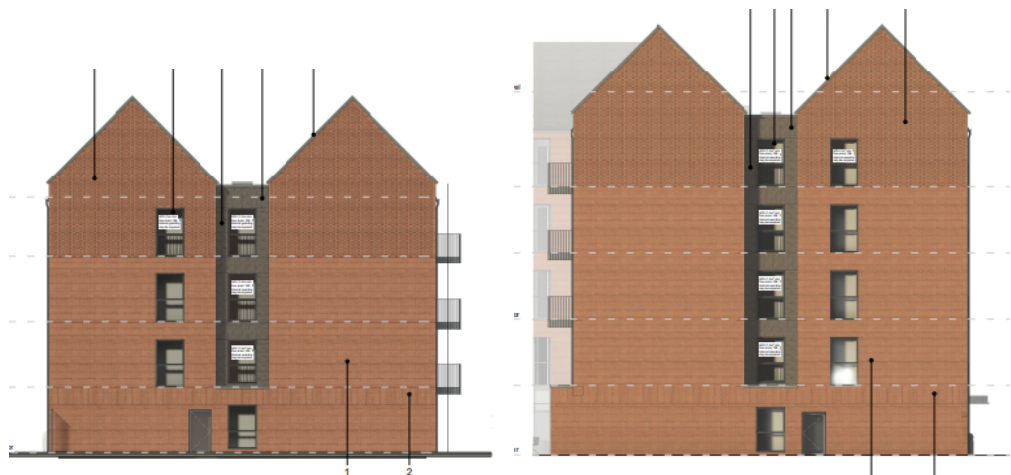
When looking towards the development from Whalley Road as shown on the section above on the left you see the separation distance across Russell Road again of c. 35m. The distances provided and mature tree cover negate any undue loss of privacy or overlooking issues.

To the right hand side you see the separation to Carlton Road apartments described above.

Whilst the building is taller than the previous hospital building on site it is not considered that the proposed building causes such a degree of harm with regards to an overbearing impact as to warrant the refusal of planning permission.

The interface distances proposed are contextually acceptable having regard to the historic pattern of development.

Some of the proposed apartments have external terraces, for the most part the separation distance provided mitigates any overlooking or loss of privacy. However, the terraces nearest to the north eastern boundary on inward facing courtyard elevations would benefit from a privacy screen being affixed to the north east facing side elevation of the terrace to prevent overlooking. The details of which can be conditioned.



North East Elevation to Apartments North East Elevation to Extra Care

Noise Disturbance

It is not considered that the comings and goings and the use of external areas associated with the residential properties would cause any undue harm to the amenity of any neighbouring property. Car Parking would occur on areas already previously been used for car parking associated with the operation of the former

hospital. It must be noted that the previous use as a hospital would have generated significant comings and goings and associated outdoor activity.

Controls would be put in place with regards to Construction Traffic. These impacts would be time limited. Hours for deliveries and servicing of the properties, with regards to servicing of the café and refuse collection for the development would be controlled by condition.

A noise impact assessment has been submitted to accompany the planning application. Environmental Health colleagues have assessed the submitted information and are satisfied subject to the imposition of a specific pre-occupation condition requiring further information in order to protect the residential amenity of those within and surrounding the development, securing a reduction in the level of noise emanating from the site.

Parking

Parking provision balances the needs of the proposed user groups against the need for a well-designed, safe and attractive public realm that is appropriate in a Conservation Area context. Due to the occupation of the Extra Care building it is anticipated that car ownership will be lower than average, as such the scheme provides 23 no. vehicle parking spaces to the Extra Care block (29% provision), while 20 parking spaces are provided to the apartment block (50% provision). Each block offers 2 disabled parking spaces.

The Transport Statement accompanying the planning application relies upon evidence of parking requirements for two later living facilities located close to the site at Cardinal Court and Hartshorne Court that cumulatively offer 80 units and have 20 car parking spaces. The average parking space rate for extra care accommodation nearby is 25% with a 19% resident car ownership rate.

In terms of the apartments, the site sits in Census area Manchester 028. 2021, Census data shows that 52% of residents in flats in the area live without a car and 48% live with a car. The layout provides 50% parking for the apartments, which is in excess of the car ownership level for the local area.

The scheme should therefore cater to its own parking requirements with no overspill car park off site.

The scheme as a whole provides 43 car parking spaces for 120 residential units, which equates to a 36% parking provision. Given the evidence above proposed this is considered to be compliant with the Core Strategy.

The site is located in a sustainable location within walking distance of Whalley Range and Chorlton, has a bus stop 300m north of site, along Upper Chorlton Road and a tram stop at Firwood, a 15 minute walk west of site offering regular services into the City Centre and South Manchester.

Properties would have access to secure cycle parking spaces to be provided in the form of 32 cycle spaces (40% provision) within a covered and secure areas for the Extra Care block, utilising Sheffield stands and 46 cycle spaces for the apartments within covered and secure stores (115% provision). Additional Sheffield stands for visitors would be located near front entrances to both blocks. There is easy access to the newly upgraded cycle infrastructure.

Objections received request a higher car parking ratio, however the National Planning Policy Framework which is up to date states that it is important to promote Sustainable Transport.

Development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. In this instance there are a range of facilities/amenities within walking distance.

Consideration has been given to comments received that identify that the levels of car parking may add to on street parking in this particular locality. However, it is considered that an appropriate level of car parking has been proposed and that this is supported by an appropriate cycle parking offer, enabling the storage of cycles to encourage residents to make more sustainable transport choices. It is considered that the parking proposals would place less pressure on on-street parking than the previous hospital use.

Operation of the Highway and Construction Management

The supporting documentation with regards to Transport has been assessed and Highway Services require works to mitigate the impacts of the development. The works required are: Footway reinstatement works, dropped kerbs and tactile paving

A condition is proposed to secure these works. A condition requiring a detailed construction management plan is recommended to control the impacts of the development during construction. An updated Travel Plan has also been requested for future occupants of the development. It is therefore considered that the impacts of the development proposals during construction and upon the operation of the Highway post development are acceptable, subject to conditions.

Landscaping and Boundary Treatments

The site is currently bounded by a low stone or brick wall with railings on three sides and a tall brick wall along the northern elevation. These walls are generally consistent with other boundary treatments within the area and have a positive impact on the character and appearance of the Conservation Area.

The applicants' intention is to maintain and restore the existing low level boundary walls surrounding the site, as well as retaining the existing tree-line within the site with the inclusion of additional planting and hedges beyond.

There will be a break in the boundary wall to provide access to the substation from Whalley Road and there will be amendments to the existing access points to satisfy

Highways requirements, however, for the most part the boundaries will remain intact. No access gates are proposed to access points to the car parking areas.

Boundary landscaping is to be retained and enhanced, there is to be amenity planting to the public facing “square” and car parking areas and planting to the private amenity and courtyard areas.

It is considered that the landscaping and replacement planting is appropriate. A condition requiring works to be in accordance with the submitted landscaping details is recommended.

Trees

The proposals have been developed in a manner whereby the mature trees to the site boundaries and street trees are to be retained. Some trees within the site are to be lost to facilitate the development (some of these are self-seeded and have occurred on site since demolition of the former hospital building).

Two trees and four groups including leylandii and self-seeded trees are listed for removal, these have been assessed as medium to low quality Category C trees and there is no objection to their removal. 48 replacement trees are to be included within the landscaping scheme and these would be of an appropriate species and size.

An arboricultural method statement has been submitted that requires the supervision of an arborist on site whilst works are taking place in close proximity to trees to be retained.

Ecology/Biodiversity Net Gain

The proposals are supported by appropriate ecological surveys of the site. Appropriately worded conditions and informatives are needed to secure biodiversity enhancements and to remind the applicant of their legal responsibilities in respect of protected species that may be present on the site.

The proposals do include a landscaping scheme that incorporates areas of soft landscaping and tree planting on site, to replace the limited poor-quality landscaping and shrubs present within the site, whilst retaining mature planting to boundaries.

The submitted landscaping scheme is considered acceptable and is to be secured via an appropriately worded condition. In addition, the submitted Biodiversity Net Gain (BNG) assessment indicates that it would be possible to secure a greater than 10% increase in BNG on site. As such the provision of this would be subject to the statutory BNG condition with enhancements to be based upon the submitted information.

Drainage

The site falls within Flood Zone 1 and is at low risk of flooding, the applicant has provided a drainage strategy to accompany the application. Following receipt of

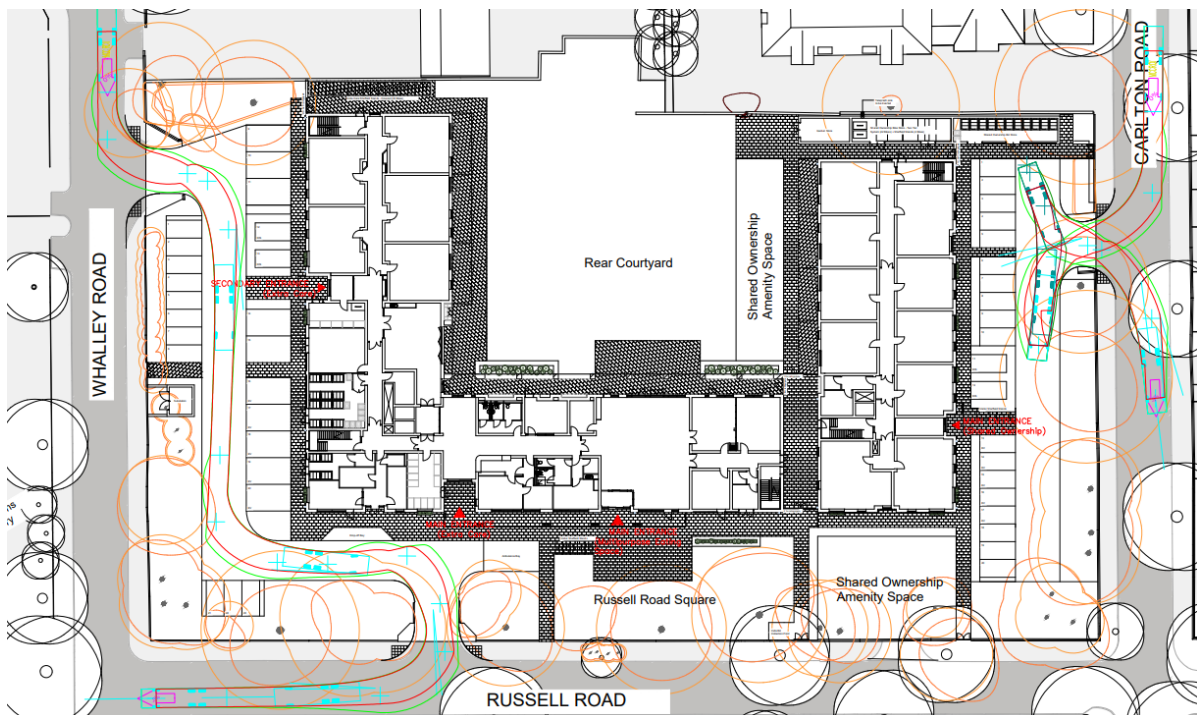
these documents the Councils Flood Risk Management Team and United Utilities raise no objections to the proposals and have recommended a number of conditions be attached to any approval. The application proposals are therefore considered to accord with policy EN14 of the Core Strategy.

Waste Management

Within the Extra Care unit, an integrated bin store is proposed. Within the apartment block an external bin store is proposed located within a covered bin store to the rear of the site.

A management company would move bins to collections points for refuse vehicles which could access the site, details of swept paths for refuse vehicles have been provided.

Further details of waste management arrangements (such as the frequency of collection) are required by condition.



Climate Change

An Environmental Standards Statement has been submitted to accompany the planning application.

To improve the energy performance of the development, they state that they aim to take a fabric first approach and that the application of heat pumps for heating and hot water ensures reductions to energy consumption and a low carbon footprint.

The design proposes to use a heating scheme throughout the buildings that will be

based around Low Surface Temperature Panel Heaters with an all-electric system, whilst communal areas in the Extra Care building will be provided with a VFR Heating and Cooling system.

Heat pumps reduce carbon emissions by 62.53% and provides a primary energy reduction of 27.51% when compared to building regulations.

External wall construction thicknesses are large enough to accommodate Future Homes Standards 2025 U-Value targets.

The scheme includes for electric vehicle charging points to be installed.

Comments received criticise the perceived lost opportunity for a carbon zero scheme. The scheme meets policy requirements.

Air Quality

An air quality assessment has been submitted in support of the application.

With the implementation of mitigation measures dust impacts from construction of the development are considered to be not significant when assessed in accordance with the institute of Air Quality Management guidance. Potential impacts during the operational phase are within guidelines and are found to be not significant. The scheme includes for electric vehicle charging.

Security

A condition is appended to require that security measures for the development are agreed, a crime impact statement has been submitted to accompany the application and the police are satisfied subject to certain measures being put in place.

TV Reception

A TV reception study had concluded that the proposal may cause some localised disruption to the reception of digital terrestrial television services to receptors immediately to the south-east of the site at 77-87 Carlton Road. Should interference occur, moving satellite dishes to new locations out of any signal shadows should restore good reception conditions. No other interference is expected.

A condition would require a post completion survey to be undertaken to verify the maintenance of at least the pre-existing level and quality of signal reception as identified in the submitted survey.

Local Labour

The development would create employment opportunities during construction, a condition has been included which requires that the applicant enters into a local labour agreement to target local residents for employment during construction to contribute positively to the local economy.

Infrastructure

The proposed development is in walking distance of the Whalley Range and Chorlton, as such it is considered that the scheme would be well catered for by local services and facilities and that the increase in population associated with the development proposals would not have a detrimental impact on the operation of local infrastructure.

Conclusion

The development proposals would see the provision of 120 residential units, including a vanguard much needed extra care retirement living product and affordable housing, in a sustainable location and form. The principle of residential development in this location is acceptable. The scheme for development is of an appropriate scale, mass and design having regards to the site context. It is not considered that the proposals will unduly adversely impact upon the residential amenities of surrounding residential property and it is considered that the scheme causes less than substantial harm to the character of the Conservation Area within which it sits, which is outweighed by the public benefits of bringing forward the proposal, namely the redevelopment of the site for high quality housing. The development proposals will maximise high quality site landscaping as a setting for the development proposals.

Other Legislative Requirements

Equality Act 2010 - Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

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

benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the application, and the application has been determined in accordance with the policies within the Development Plan.

Conditions to be attached to the decision

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

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

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

Location Plan 1:1250 A3 2000 P01
Proposed Site Plan 1:500 A2 2010 P01 REV H
Proposed Plans: Ground Floor 1:100 A0 2100 P01 REV D
Proposed Plans: First Floor 1:100 A0 2101 P01 REV D
Proposed Plans: Second Floor 1:100 A0 2102 P01 REV D
Proposed Plans: Third Floor 1:100 A0 2103 P01 REV E
Proposed Plans: Fourth Floor 1:100 A0 2104 P01 REV E
Proposed Plans: Roof 1:100 A0 2105 P01 REV D
ECH Flat Type Plans 1:50 A1 2130 P01 REV C
SO Flat Type Plans 1:50 A1 2131 P01 REV C
Street Elevations 1:200 A0 2210 P01
Proposed Sections 1:200 A1 2301 P01 REV E
SO External Store 1:50 A0 2401 P01 REV A
Substation 1:50 A2 2402 P01 REV A
Typical Boundary Treatments 1:100 A1 2501 P01
External Bin Holding Area 1:20 A2 2502 P01
Computer Generated Images (illustrative purposes only)
Landscape General Arrangement Plan UG_2410_LAN_GA_DRW_101 REV P07
Landscape Soft Landscape Plan 1 of 2 UG_2410_LAN_SL_DRW_301 REV P05
Landscape Soft Landscape Plan 2 of 2 UG_2410_LAN_SL_DRW_302 REV P05
Swept Path Analysis Drawing - General Arrangement SK223104-021
Swept Path Analysis Drawing - Fire SK223104-023
Swept Path Analysis Drawing – Refuse SK223104-022

Affordable Housing Statement
Air Quality Assessment
Arboricultural Impact Assessment

Biodiversity Net Gain Assessment / Metric
Broadband Connectivity Assessment
Construction Phase Plan
Crime Impact Statement
Drainage Strategy and Flood Risk Assessment
Environmental Standards Statement (Energy and Sustainability)
Flood Risk Assessment
Heritage Statement
Landscape Plan and Strategy
Phase 1 Site Investigations
Phase 2 Site Investigations
Planning Statement
Preliminary Ecological Assessment
Remediation Strategy
Statement of Community Involvement
Sunpath Study / Daylight / Sunlight / Overshadowing Assessment
Thermal Comfort Analysis
Topographical Survey
Transport Assessment and Travel Plan
TV Reception Assessment
Waste Proforma

Received 18th July 2024

Arboricultural Method Statement
BNG Management and Monitoring Plan

Received 8th August 2024

Ecology Assessment

Received 10th August 2024

Residential Management Strategy

Received 21 August 2024

2201 - GA External Elevations – revision P02
2202 - GA Internal Courtyard – revision P02
2220 - ECH Elevation Detail - Sheet 1 – revision P02
2221 - SO Elevation Detail - Sheet 1 – revision P02
2222 - ECH Elevation Detail - Sheet 2 – revision P02
2223 - SO Elevation Detail - Sheet 2 – revision P0 2
Design & Access Statement

Received 10 September 2024

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

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

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN3 and DM1 of the Core Strategy.

4. Prior to occupation details of security measures shall be submitted to the local planning authority and agreed in writing by the local planning authority. The development shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

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

5. The development hereby approved shall be implemented in full accordance with the measures as set out within the Environmental Standards Statement prepared by Energy Counsel (reference Z61922 rev B), received by the City Council as local planning authority on 18 July 2024.

Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

6. The development hereby approved shall be implemented in full accordance with the measures as set out within the Air Quality Assessment prepared by Energy Counsel (reference Z61922), received by the City Council as local planning authority on 18 July 2024.

Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant

to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

7. Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.
- A finalised drainage layout showing all components, outfalls, levels and connectivity.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- Construction details of flow control and SuDS elements.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

8. Prior to the first occupation/use of the development hereby approved details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 7, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 7.
- Provide As Built construction drawings OR confirm that they align with the original design construction drawings.

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

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

9. Prior to first occupation of the development the cycle parking shall be implemented in full and made available for use. The approved scheme shall remain available for use whilst the development is occupied.

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

10. The car parking layout indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the buildings hereby approved being occupied. The car parks shall remain in use at all times thereafter.

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

11. Prior to occupation further details of the provision of electric vehicle charging points shall be submitted in writing for the approval of the local planning authority. These charging facilities shall thereafter be retained for the use of the dwellings.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

12. Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include but is not restricted to the following:

Footway resurfacing;

Dropped-kerbs/tactile paving.

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

13. Within three months of the first use of the development, a revised Travel Plan which is consistent with the Framework Travel Plan submitted as part of the

application and which takes into account the information about travel patterns gathered following the opening of the building shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

14. No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period.

The plan/statement shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site;
- o Deliveries, waste, cranes, equipment, plant, works, visitors;
- o Size of construction vehicles;
- o The use of a consolidation operation or scheme for the delivery of materials and goods;
- o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

15. a. Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

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

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

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

b) When the development within each phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the

development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

17. a. Before the development hereby approved is occupied external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

b. Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties as specified in policies SP1 and DM1 of the Core Strategy.

18. a. Notwithstanding the Noise report submitted with the application, before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Carlton Road, Russell Road and Whalley Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises such as the boxing club.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

b. Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to

ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating having regard to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

19. a. Notwithstanding the Noise report submitted with the application. Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b. Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site having regard to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

20. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby properties as specified in policies SP1 and DM1 of the Core Strategy.

21.a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - To safeguard the amenities of the occupiers of nearby properties as

specified in policies SP1 and DM1 of the Core Strategy.

22. No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (1st March - 31st August inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

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

23. The details of the hard and soft landscaping treatment scheme as set out within the approved drawing references:

UG_2410_LAN_GA_DRW_101 P07 LANDSCAPE GA PLAN

UG_2410_LAN_SL_DRW_301 P05 LANDSCAPE - SOFT LANDSCAPE PLAN1

UG_2410_LAN_SL_DRW_302 P05 LANDSCAPE - SOFT LANDSCAPE PLAN 2

received 8 July 2024, shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

24. In this condition "retained tree" means an existing tree, which is to be as shown as retained in Arboricultural Method Statement prepared by Uran Green and received by the local planning authority on the 08.08.2024, this condition shall have effect until the expiration of 5 years from the date of the first occupation of the development.

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

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

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

consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

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

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

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and reenacting that Order with or without modification) the apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and reenacting that Order with or without modification) other than the purpose(s) of Class C3(a). For the avoidance of doubt, this does not preclude two unrelated people (who are not part of a single household or otherwise) sharing a property.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework

27. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further

development in the form of upward extensions to the buildings shall be undertaken save where it is authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012).

28. Each residential unit within the purpose-built Retirement Living housing development hereby approved shall be occupied only by:

- A single person not less than 60 years of age;
- Joint residents of whom the head of the household is not less than 60 years of age and the spouse, partner or cohabitee not less than 55 years of age;
- Persons living as part of a single household with such a person or persons;
- Persons who were living as part of a single household with such a person or persons who have since died.

Reason - In the interest of amenity and to allow diversification of the housing stock, pursuant to policies DM1, SP1 of the Manchester Core Strategy.

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

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

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

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

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

30. Prior to first occupation of any approved terraces nearest to the north east boundary on the extra care and apartment block shall be fitted with a screens to the north eastern side of the terrace proposed. Full details of the screens including the design shall first be agreed in writing with the Local Planning Authority. The screens shall be retained at all times thereafter.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and

DM1 of the Core Strategy.

31. Prior to occupation of the development hereby approved the windows to the north-east boundary on the extra care and apartment block shall be made fixed and obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

32. Prior to the commencement of development (excluding demolition works) and notwithstanding the details submitted, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include:

- i. the type and tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) which shall consist of 100% of the dwelling houses;
- ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to such exclusions and exemptions as may be approved by the City Council); and
- iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).
- iv. The approved affordable housing scheme shall be implemented as part of the development subject to the following exclusions and exemptions:
 1. The affordable housing scheme shall not be binding upon a mortgagee, chargee or any receiver (including an administrative receiver) appointed by such mortgagee or chargee or any other person appointed under any security documentation to enable such mortgagee or chargee to realise its security or any administrator (however appointed) including a housing administrator (each a receiver) of the whole or any part of the affordable housing or any persons or bodies deriving title through such mortgagee or chargee or receiver.
 2. The affordable housing scheme which is the subject of this condition shall cease to apply (and shall be of no further effect) to any dwelling that has been acquired by an individual owner/purchaser and/or their mortgagee OR any dwelling in respect of which a statutory or voluntary right to buy or acquire has been exercised.

Reason - To contribute to the delivery of affordable housing, pursuant to policy H8 of the Manchester Core Strategy.

33. Prior to the commencement of development, a biodiversity gain plan shall be submitted to an approved in writing by the City Council as local planning authority. The development shall be subsequently carried out and maintained in accordance with the approved plan.

Reason – In the interests of biodiversity net gain being achieved on site pursuant to Core Strategy policy EN15, Places for Everyone Policy JP-G8 and schedule 7A of the Town and Country Planning Act 1990 as amended.

34. Notwithstanding the TV And Radio Impact Assessment received, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before each phase is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television and radio signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Manchester Core Strategy (2012).

Informative

1. Construction works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 140556/FO/2024 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services

Environmental Health

Neighbourhood Team Leader (Arboriculture)

MCC Flood Risk Management

Greater Manchester Police

Transport For Greater Manchester

Greater Manchester Ecology Unit

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

Relevant Contact Officer : Jennifer Connor

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