

Application Number	Date of Appln	Committee Date	Ward
137994/FO/2023	7 Sep 2023	30 May 2024	Chorlton Ward

Proposal Erection of 12 no. 2.5 storey dwellinghouses; a pair of three storey semi-detached dwellinghouses; a three storey building comprising 6 no. apartments; the retention and change of use of the existing mansion house together with the erection of a two storey side extension to form 2 no. dwellinghouses; creation of vehicular access points, associated landscaping, car parking and boundary treatment following the demolition of the other existing buildings and structures.

Location Manchester Islamic High School For Girls, 55 High Lane, Manchester, M21 9FA

Applicant Cube Homes

Agent Ailsa Goudie, NJL Consulting

Executive Summary

The proposal relates to the erection of twelve two and half storey houses fronting Acres Road, a three storey building comprising six apartments fronting Stockton Road and the retention and change of use of the existing mansion house fronting High Lane, together with a two storey side extension to form two houses and the erection of a pair of semi detached dwellings in the location of a former extension to the mansion house with the creation of vehicular access points, landscaping, car parking and boundary treatment.

The application site comprises a brownfield site measuring 0.4 hectares within Wilbraham Road /Edge Lane Conservation Area within Chorlton Ward.



The proposals were subject to the notification by way of 269 letters to nearby addresses, a site notice was posted at the site and an advertisement placed in the Manchester Evening News.

In response to the originally conducted neighbour notification 84 letters of objection were received, 7 letters of support were received and one neutral comment. In relation to the revised scheme there were 10 letters of objection, 2 letters of support and two neutral comments. All matters raised by objectors are fully addressed in the attached report.

Amongst other matters that are set out within the body of the report it is considered that the principle of housing development with a small element of apartment residential development in this part of South Manchester is appropriate as it will add to the stock of housing. 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 the character of the Conservation Area within which the site is located.

Description

The former school outgrew the site and relocated to alternative premises in Didsbury. The site currently comprises the main buildings set behind an existing car park fronting High Lane, including the original Carlton House and its 20th century extension and an L shaped projection that runs to the rear of property backing onto properties fronting onto Stockton Road with a large area of hardstanding occupying the remainder of the site enclosed by a brick wall to Acres Road. The site is currently accessed from an access at the junction of High Lane and Acres Road and access from High Lane further to the west.



The site sits in a sustainable location c. 400m to the south-west of Chorlton and to the north of Beech Road. It is bound by High Lane to the North, to the east by Acres Road, to the south by a rear access alley which serves property to the south on Hardy Avenue and to the west by the rear gardens of dwellings fronting Stockton Road. Part of the site is positioned between two existing dwellings fronting Stockton Road.

The site is a brownfield site measuring 0.4 hectares within Wilbraham Road/Edge Lane Conservation Area within Chorlton Ward.

Consent is sought for the erection of 12 no. 2.5 storey dwellinghouses; a pair of three storey semi-detached dwellinghouses; a three storey building comprising 6 no. apartments; the retention and change of use of the existing mansion house together with the erection of a two storey side extension to form 2 no. dwellinghouses; creation of vehicular access points, associated landscaping, car parking and boundary treatment following the demolition of the other existing buildings and structures. In total there would be 16 4 bed houses and 6 two bed apartments, making 22 units in total. The units would be built to meet the Council's approved space standards.

26 car parking spaces would be provided on site for the 22 units (including provision for accessible parking and electric vehicle charging). Bin storage would be provided and cycle storage for each unit, including internal storage in the apartments proposed.

The development would utilise an existing access from High Lane to provide a vehicular access for the mansion conversion and extension. The two new build semi detached properties at the corner of High Lane and Acres Road would take access from the existing access at the corner of High Lane and Acres Road. A new access would be proposed to the apartments access from Stockton Road. Properties fronting Acres Road would have their own driveway accessed from the widened highway.



Consultations

Publicity – The development was advertised in the Manchester Evening News as a major development affecting a Conservation Area. A site notice was placed next to the site boundary. A map showing the extent of residents and businesses (269) notified of the application is set out at the end of this report.

Following alterations to the scheme a further notification was undertaken. The alterations were as follows:

- Properties fronting Acres Road reduced from 3.5/4 storeys to 2.5 storeys
- Alterations to the car parking provision
- Parking courtyard to apartments reconfigured to highways requirements
- Access serving plots 15/16 moved east to improve visibility
- Additional landscaping
- Garage to properties fronting Acres Road removed to provide active street frontages

Further drawings have been received which include cycle parking within the apartment block and reconfiguring the car parking layout. On the same drawings an alteration is made to the balcony design. These details have been fully considered and are addressed within the report.

On the initially submitted scheme 84 objections were received and the concerns raised can be summarised as follows:

Concerns about the height of the properties proposed specifically in relation to the townhouses to Acres Road, height of the apartment block to Stockton Road. Reference made to the impact that would have in terms of loss of light to neighbouring property stating that the loss of light would be contrary to BRE guidance, that it may impact the efficiency of neighbouring photovoltaic installations and remove light from gardens removing vegetable growing opportunities.

The scheme is overly dense.

Limited on street parking in the area and that the development may place pressure on parking. Reference made to historic developments that have introduced further development into the area.

The development would create further traffic in the area.

The development proposed too much in the way of parking and that the scheme should encourage reliance on other modes of sustainable transport in this sustainable location. Furthermore, that reliance on the car has a detrimental effect on air quality.

The units proposed would provide overlooking and associated loss of privacy to surrounding residential property, specifically in relation to the proposed balconies to the town houses to Acres Road and to the apartment block fronting Stockton Road.

Not in keeping in design terms with the character of the Conservation Area or that the retained Mansion House was being treated sensitively. Materiality referencing aluminium roofs.

A query over the provision of waste storage and that there are difficulties with waste management.

The impact of the scheme with regards to the proposed drainage due to localised flooding.

The development would be contrary to planning policies.

Perception that the developer did not consult widely at pre-application stage and when people did make comment that those were not taken into consideration.

The introduction of more residents would place further pressure on existing struggling infrastructure. E.g Doctors, Dentists.

Would not be truly affordable.

The site should remain a school.

More trees should be planted on Acres Road.

The alleyway proposed would not be secure.

Safety may be comprised during the construction/demolition period.

7 expressions of support were received as follows:

This is a scheme for housing on a brownfield site that does not impact on ecology, development should happen quickly.

Like the additional pavement and widening of Acres Road and demolition of the wall as this opens up the area and removed an eyesore. Choice of materials are in keeping. Good design. Sufficient parking.

1 neutral comment was received as follows:

Street parking is inevitable in side streets in this location.

On the altered scheme 10 objections were received as follows:

Objectors acknowledge improvements to scheme.

Overbearing impact/ loss of light and overlooking / loss of privacy that the development would provide, particularly on residents on Hardy Avenue and Stockton Road. Particular concern in relation to windows to gables and terraces proposed (concern also expressed about noise from balconies). One comment that balconies are not a feature of the area.

Reiterated concerns about the design and materiality of the scheme in the Conservation Area referring to aluminium roofs.

Impact the scheme would have with regard to an increase in traffic.

Reiterated about the lack of (pressure on on street parking) / overprovision of car parking (lack of regard to sustainable location and impact on air quality).

2 letters of support were received as follows:

Welcomes revisions to the height of the properties and removing the garage to the townhouse facing Acres Road, sees the positives for the area of widening the road and removing the wall and netting (Acres Road), apprehensive about parking but supportive.

Supportive of changes, hopes that the development causes least disruption to services during construction.

2 neutral comments were received as follows:

Reassuring to see that the developer has taken comments into consideration in relation to the height of properties proposed on Acres Road, more in keeping in the Conservation Area and reduces privacy issues. Concern remains in relation to traffic management and parking but considers that this will be addressed.

Chorlton Civic Society

Welcome the submitted amendments to the design of the proposed houses fronting Acres Road.

However, objected on the grounds that there is a need for affordable stock in all housing types, not just flats. Affordable housing should be tenure blind in design and pepper-potted across the site, not ghettoised into a single block.

They note that the location of the apartment block fronting Stockton Road has been modified to reduce the impact on the adjacent Passivhaus. However, they consider that the scale and massing of the apartment block is overbearing against the smaller Passivhaus.

Highway Services

Context - The site is located adjacent to 30mph adopted highway A5145 High Lane and adopted highways Acres Road and Stockton Road which are both subject to a 20mph speed restriction. No kerbside restrictions are present in the vicinity of the site.

Trip Generation and Junction Capacity - The submitted Highways Technical Note demonstrates that the proposals are likely to result in a reduction in peak-period trips in comparison to the site's extant use. An accident assessment has also been

undertaken which shows no pre-existing highways safety issues within the vicinity of the site. It is accepted that the proposals would not give rise to highway safety or capacity concerns.

Accessibility - The site is located in an established residential area located in close proximity to various facilities/services with Chorlton District Centre located within walking distance of the site. The submitted technical note also shows that various bus services operate within walking distance providing access to locations including Manchester City Centre and Stockport.

Parking provision - The proposed level of parking provision is considered acceptable by Highways.

In line with MCC Residential Guidelines, 1no. Electric Vehicle (EV) charging point (minimum 7kW) is provided for each individual dwelling. The proposed apartments will provide 2no. EV charge points. A swept path assessment has been provided.

Access and Visibility - Vehicular visibility splays have been presented within the submitted technical note for the proposed vehicle access points from Acres Road, High Lane and Stockton Road. A sufficient level of visibility is shown at the apartments access off Stockport Road and for Plots 2 - 12 along Acres Road. Reduced levels of visibility (2.4m x 15.5m) are achieved at Plot 1 to the south (in the leading direction) due to existing third-party boundary treatment. Highways therefore recommend that traffic calming measures are provided along Acres Road (to the south of this dwelling) in order to reduce speeds of approaching vehicles.

Cycle Parking - The submitted technical note states that 100% cycle parking is proposed. Integrated internal cycle storage is now proposed for the apartment block.

Off-Site Highways Works - The scheme includes works along Acres Road within the vicinity of the site's eastern frontage, including carriageway widening to 5.5m, provision of a 2m wide footway along the western side of the carriageway (connecting to existing footway provision close to Hardy Avenue) together with dropped-crossing access to plots 1 - 12. Dropped-kerbs and tactile paving is also proposed at the Acres Road/High Lane junction. As requested, the proposals also include dropped-kerb/tactile paving provision to the southern aspect of the new footway at Acres Road with associated provision to the existing footway next to no.2 Hardy Ave.

The proposals will require construction of a new access at Acres Road to serve plots 13 and 14 which will require footway reinstatement within the vicinity of the site's existing access from Acres Road. Submitted plans indicate that works will be required at the school's existing Higher Lane access to enable vehicular access to plots 15 and 16. A new point of access to the apartments will be provided from Stockton Road. Highways request that all points of access are provided for via a dropped-crossing arrangement in order to maintain pedestrian amenity and any redundant access points will be subject to footway reinstatement works. Recent observations by Highways also include that Acres Road would benefit from resurfacing works in the vicinity of the site. A condition requiring offsite highways works should be appended to include footway, carriageway resurfacing, carriageway

widening, dropped kerbs, tactile paving and to explore traffic calming and traffic regulation order reviews.

Travel Plan Pack - Whilst the proposed development is not at a scale which would warrant a full Travel Plan, in order to encourage the use of sustainable travel, Highways request that a Travel Pack for future residents is conditioned with any approval. The Travel Pack should include useful details of the nearest public transport services, journey planning etc.

Refuse and Servicing - Refuse will be stored within the curtilage of each individual dwelling within dedicated refuse storage areas. A shared bin store is also proposed to serve the apartments, located to the rear within the car park area.

In alignment with existing operations within the surrounding residential area, bins for the individual dwellings will be presented on surrounding footways with on-street servicing. The submitted technical note states that on-street refuse servicing will also take place for the apartments, with bins stored in the vicinity of the access for servicing. Given the proposed access width and limited vehicle movements associated with a 6-space car park, this is considered acceptable by Highways.

Construction Management - A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Environmental Health

Recommend conditions relating to the submission of a demolition/construction management, 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.

MCC Flood Risk Management

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

Greater Manchester Police

Recommend the inclusion of a condition requiring the scheme is design and constructed in accordance with Sections 3.3 & 4 of the Crime Impact Statement (Ref: 2023/0110/CIS/01, Version B: 14/06/23) and/or achieves Secured by Design (SBD) accreditation.

Greater Manchester Ecology Unit

Have no comments to make on the application

Sport England

Referred the local planning authority to standing guidance as the development does not fall within their statutory or non-statutory remit. Manchester Active confirmed that

the tarmacked land to the rear is not included within any strategy and was not made available for community use.

Policies

The National Planning Policy Framework (NPPF) (December 2023)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11). Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective
- b) a social objective
- c) an environmental objective

The following specific sections are considered to be particularly relevant to the proposed development:

- 5. Delivering a sufficient supply of homes
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed and beautiful places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 16. Conserving and Enhancing the historic environment

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. Updated March 2024 following the adoption of the Places for Everyone Joint Development Plan.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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.

Of relevance are:

Policy SP1 (Spatial Principles) (last bullet point of the policy removed following the adoption of the Places for Everyone Joint Development Plan).

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN3 (Heritage)

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) (part of policy replaced by PfE policy JP-S2).

Policy EN 8 (Adaptation to Climate Change) (part of policy replaced by PfE policies JP-S2, JP-S4 and JP-G8).

Policy EN9 (Green Infrastructure)

Policy EN14 (Flood Risk) (part of policy replaced by PfE policy JP-S4).

Policy EN15 (Biodiversity and Geological Conservation) (part of policy replaced by PfE policy JP-G8).
Policy EN 16 (Air Quality) (part of policy replaced by PfE policy JP-S5).
Policy EN18 (Contaminated Land and Ground Stability)
Policy EN19 (Waste)
Policy H1 (Overall Housing Provision) (part of policy replaced by PfE policy JP-H1).
Policy H6 (South Manchester)
Policy H 8 (Affordable Housing) (part of policy replaced by PfE policy JP-H2).
Policy T1 (Sustainable Transport) (part of policy replaced by PfE policy JP-C1).
Policy T2 (Accessible Areas of Opportunity and Need)
Policy DM1 (Development Management).

Unitary Development Plan

Saved Policies Large elements of the UDP have been superseded by the Core Strategy.

The following saved policies are of relevance in the consideration of this application:

DC7- New Housing Development
DC18 – Conservation Areas
DC26 - Development and Noise

It is considered that the proposal is consistent with the policies contained within saved policies of the UDP.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The policies of relevance are:

JP- S1- Sustainable development
JP- P2 - Heritage
JP- S2 – Carbon and energy
JP- S5 – Flood risk and the water environment
JP- H1 – Scale, distribution and phasing of new housing.
JP-C1- An integrated network
JP- H2- Affordability of new housing
JP- G9- A net enhancement of biodiversity and geodiversity
JP- S6- Clean Air

Other Material Considerations

Guide to Development in Manchester Supplementary Planning Document (SPD)

and Planning Guidance (April 2007)

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity. In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

Residential Quality Guide

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

South Manchester Regeneration Framework

South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the SRF is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness.

The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods.

The SRF identifies a key issue for the area as providing a wider choice of housing to

attract and retain residents. The SRF states future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

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

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

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

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

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

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. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

The scheme will bring forward high quality housing development on a brownfield site in a sustainable location. The previously existing school having been relocated elsewhere with no resultant loss of sports provision. Six of the units proposed are for

apartment led development, however, in the location they are proposed they are appropriate as the block has been designed to respond to the scale and massing of largescale properties on Stockton Road. The properties meet space standards and are two bed, meeting housing need.

Affordable Housing

On submission it was stated that the six 2 bed apartments fronting Stockton Road were to be offered as Share Ownership and Affordable Rent, the exact tenure to be agreed with the City Council. A Viability Statement has been received to state that the development can no longer support an affordable housing provision, this has been assessed and the findings are found to be correct. The application will be minded to Approve subject to the signature of a Section 106 agreement that requires a re-testing of the viability at a later date during development of the site.

Heritage

The site is located in the Wilbraham Road and Edge Lane Conservation Area.



It is considered that the loss of the car parking area to the frontage and the large area of hardstanding the rear would be positive for the character and appearance of the Conservation Area.

The retention, refurbishment and extension of the existing mansion house, the relative age, aesthetic value and communal historic interest of the building of which is considered to be sufficient to consider the building as a non-designated heritage, is considered to be a positive and appropriate approach to development of the site frontage. The redevelopment along with landscaping and the loss of car parking to

this frontage will enhance the character of the Conservation Area at one of its outer facing boundaries.



The contribution of the existing outbuildings within the grounds to be demolished to accommodate the new vehicular access into the site from High Lane and the loss of the extension fronting High Lane has been assessed and it is considered that their loss 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. There is also some benefit to residential amenity of surrounding property that outbuildings lie in close proximity to the boundaries with.



(Highlighted buildings to be demolished)

The introduction of town houses fronting the widened Acres Road, in an area of the site which was characterised a being open within the Conservation Area is appropriate given the current enclosure of this area with a high brick wall, the treatment of the area with hardstanding enclosed by high level metal mesh fencing behind the wall. The townhouses have been reduced in scale to reflect surrounding terraced housing stock. Any less than substantial harm is considered to be outweighed by the public benefits of bringing forward the sustainable housing development.



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

The proposed layout is considered to be informed by the traditional street pattern within this part of Chorlton with all proposed housing fronting existing highways with front gardens and landscaping. The size of proposed rear gardens is considered to be appropriate within this context creating open garden areas replicating the existing street pattern and form of development within the wider Conservation area.

The archeological survey submitted has been assessed and no further archeological investigation is warranted in this instance.

Scale, layout and design

14 townhouses

The development holistically has a housing mix that is reflective of the local context, which is characterised by a mix of large villas, large semi-detached properties, terraces and in the immediate context a run of cottages to the north of Acres Road. The design of the town houses has been revised, with a reduction in height to provide a more appropriate relationship to the street scene.

The properties would be constructed in red brick with a standing seam zinc roof with architectural detailing including contrasting soldier courses, stacked bricks, recessed brick details and artstone parapets, windows having a 200mm reveal. Proposed external terraces would be enclosed by timber screens. Driveways would be finished in grey block paving.





Figure 10: Illustrative view along Acres Road

Six No. 2 bed apartments to Stockton Road





The scale and massing of the apartment block has been designed to reflect semi detached villas on Stockton Road.

The apartments would be 71 sqm making them compliant with the Manchester residential spaces standards, the ground floor units are detailed to be M4(2) compliant, which equates to 10% across the site.

The apartment block would be constructed in red brick with a standing seam zinc roof. Architectural detailing would include contrasting stacked bricks, recessed brick details and artstone parapets, windows having a 200mm reveal. There would be projecting terraces with appropriate detailing.

Conversion of Carlton House to two homes

The existing mansion house will undergo conversion into two separate homes, to accommodate this an extension would be added to the western side and the current outbuilding would be demolished.



The extension proposed is contemporary in design, reading as though it is attached by a lightweight glazed link from High Lane.



Erection to two houses following demolition of extension to mansion house

The former extension to the mansion fronting High Lane would be demolished and replaced with two new build semi-detached properties to the junction of High Lane and Acres Road.

The two new build properties would have lower ridge and eaves level than the existing mansion house to be retained, ensuring subservience to the non designated heritage asset. Room in the roofspace would be accommodated through the use of small scale dormers which are prevalent in the character of existing housing stock in the area.

The properties would be constructed in red brick with a thin profiled concrete tile, although this is still being considered as a slate or other alternative may be more appropriate, architectural detailing including contrasting solidier courses, recessed brick details, zinc dormers, zinc door surrounds and feature bays. Windows have a 200mm reveal. Precise details of the materials would be subject to consideration through a condition requiring samples to be agreed.



Other works

To accommodate the development, the north end of Acres Road where it attaches to High Lane is to be widened to 5.5 metres with a 2m wide footpath to be provided to the western side. These works are considered to be appropriate as they represent an improvement to the operation of the highway and for pedestrians, Highways find the arrangement acceptable subject to the imposition of appropriate conditions.

Residential Space Standards

The units meet the internal space standards set out in the residential design guide.

Amenity For Future Residents

The proposed dwelling houses have gardens and the townhouses fronting Acres Road would also have green terraces to the rear. The apartments would have a patio for the ground floor flats and terraces for the first and second floor apartments.

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 BWB Consulting in support of the revised application, this measures the impact of the proposed development on:

- No. 2-14 Hardy Avenue houses (to the south-west);
- No. 1A-11 Stockton Road houses (to the west);
- No. 5-31 Acres Road houses (to the east); and
- No. 49-51 High Lane houses (to the north-east).

In terms of daylight quantity the report concludes that the proposed development would have satisfactory impact on daylight amenity of the neighbouring property. 92% of windows appraised adhere to the BRE guideline. The cumulative effect of the development is therefore found to be negligible.

The windows impacted are:

3 north east facing windows to 2-14 Hardy Avenue by less than 4% over BRE guidelines (which is considered to be marginal)

6 south east facing windows to 1A to 11 Stockton Road by between 5% to 37%

All windows to 5-31 Acres Road and 49-51 High Lane were within BRE guidelines.

In relation to sunlight, the projected impact of the proposed development on

neighbouring properties (within a 90-degree range due south) is considered negligible, 100% of the windows appraised within this southward range comply with the BRE guideline.

In terms of overshadowing, BWB's analysis indicates that the proposed development's effect on surrounding amenity spaces (gardens) is negligible. For an amenity space (garden) to appear adequately sunlit throughout the year, at least half of the space should receive a minimum of two hours of sunlight on 21 March.

The overshadowing assessment shows that all gardens (excluding No. 1 Stockton Road rear garden) pass the BRE criteria and will receive adequate levels of sunlight (more than 2 hours) on the 21st of March. Whilst No. 1 Stockton Road rear garden will see a slight reduction in sunlight (up to 5%). However, up to 49% of the rear garden will still offer enjoyable pleasant and usable space which is considered acceptable for its proposed use during the hours of 9am – 3pm. Consequently, the impact of the Proposed Development on the sunlight levels of all surrounding amenity spaces (gardens) is considered negligible as the vast majority of the neighbourhood residential gardens will continue to receive the minimum of two hours of sunlight on the 21st of March as defined by the BRE guidance.

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

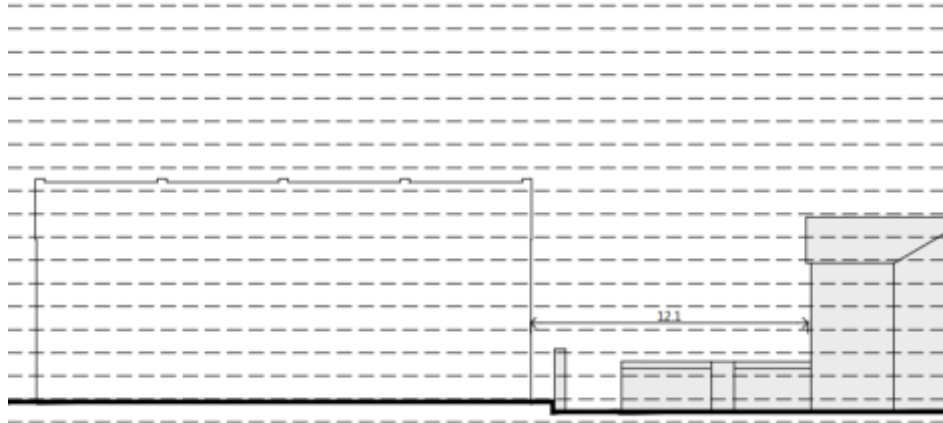
On the basis of the information submitted and having regard to the National Planning Policy Framework, it is not considered that the impacts of the proposal would cause such undue harm as to warrant refusal of planning permission. It is identified that 4 windows to the side of No 1a Stockton Road would face out onto the gable of the proposed apartment building to Stockton Road. The proposed building is separated from the boundary by the access to the car parking area and the windows are not the sole windows to the rooms.

Overlooking and overbearing impact

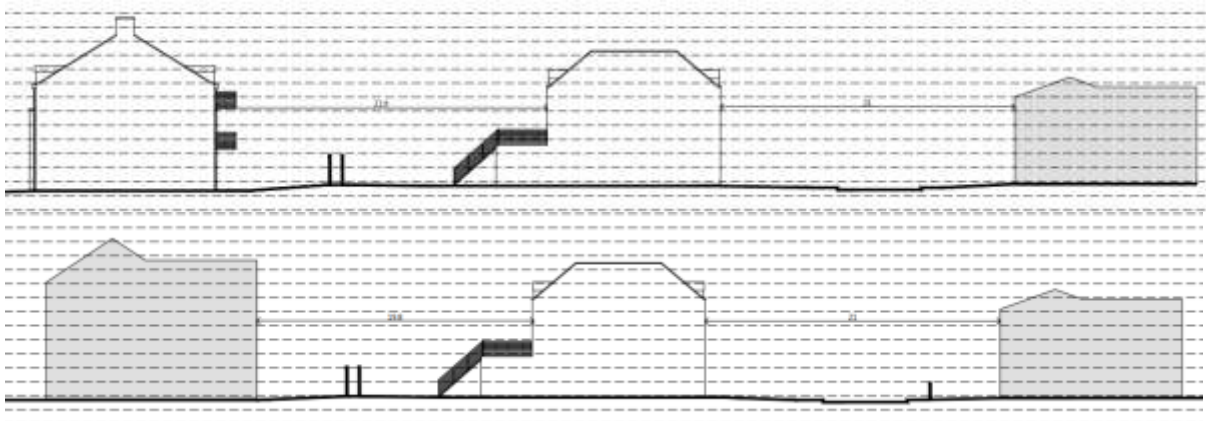


Sections have been submitted that show the interface distance between properties.

To the south the properties on Hardy Avenue would be 12.1m from the nearest gable to the proposed townhouses fronting on Acres Road. Any windows to this gable would need to be obscurely glazed. In an area characterised by high density residential development, particularly in this location, where Hardy Avenue has terraced dwellings and across the road on Acres Road are small cottages, the interface distances reduces. The development is now 2.5 storeys in height and it is not considered that this would constitute an unduly overbearing or over dominant relationship.



The townhouses that front onto Acres Road are separated by 21m face to face from properties on the opposite side of Acres Road. This is considered to be an appropriate front to front separation distance regardless of local context. The reduction in the height of the proposed dwellings to 2.5 storeys negates any possible overbearing or over dominant impact, albeit that some residents refer to a loss of view, the right to view is not a material planning consideration. The view is currently towards a high level wall with a high level mesh fence behind enclosing a large area of hard standing previously associated with former school.



The distance of the proposed townhouses to the rear face of the properties facing Stockton Road is 19.8m, which is a contextually appropriate separation distance. The proposed apartment block to Stockton Road would have a greater separation distance of 23.8 to the proposed townhouses. The apartment block itself would be separated from property on the opposite side of Stockton Road by the width of Stockton Road and the build is an appropriate height having regard to the height of existing property to the Stockton Road street scene. The apartment block is therefore

not considered to have an overbearing impact on property to the opposite side of Stockton Road.

Where the apartment block proposed to Stockton Road sits between existing property windows to the gables that are to bathrooms should be obscurely glazed, the building is separated from 1a Stockton Road by the access road to the parking area and from No.1 Stockton Road by a pathway. Whilst the building is taller than the previous school 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 properties to the High Lane frontage are sufficiently set away from neighbouring property on the opposite side of High Lane so as not to cause any harm from overlooking or overbearing impact, especially having regard the existing buildings in situ, the height and scale of the proposals and the significant amount of demolition that is to occur. The properties would also be separated from properties by the width of High Lane. The property fronting High Lane on the opposite side of Acres Road would be unaffected by any overbearing impact, again due to the scale of the proposals and the separation by Acres Road, the drawings submitted show obscure glazing to the gable elevation of the proposed semi detached dwelling to the junction of High Lane and Acres Road, this will be conditioned. To the rear elevation on the extension to the Mansion House, the first floor rear is blind, with detailing to prevent overlooking, whilst windows to the side elevation are not on the shared boundary to the apartment block on the corner of High Lane and Stockton Road, these should be obscurely glazed. The interface distance between the rear elevation of the units and the side gable of the townhouses facing onto Acres Road is contextually acceptable having regard to the historic pattern of development.

The proposed townhouses have included for a first floor terrace to the rear. These are shown to be enclosed by wooden slatted screening, however it is considered that to the end gables and between each property the height of the wooden slatted screening should be increased to prevent overlooking. The details of which can be conditioned.

The proposed apartments also have terraces to the rear, which it is considered should be enclosed by screening to the side elevations to prevent overlooking. The details of which can be conditioned.

Noise Disturbance

It is not considered that the comings and goings and use of external areas associated with 22 residential properties would cause any undue harm to the amenity of any neighbouring property. It is noted that the 6 apartments to Stockton Road would have 6 car parking spaces to the rear. These spaces would be in close proximity to the rear gardens of the townhouses proposed to property on Acres Road and take access alongside the existing property that was recently constructed at 1a Stockton Road. However, given the limited numbers of parking there would be limited comings and goings and this is not a contextually unusual arrangement in this specific location, it will be adjacent to an existing car park that serves property

fronting High Lane. It must also be noted that the existing use as a school 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.

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 conditions.

Parking

The scheme provides 26 car parking spaces for 22 residential units, which equates to a 118% parking provision. This is largely compliant with the Core Strategy. The site is located in a sustainable location. It is within walking distance of Chorlton and St Werburgh's tram stop and there is a bus station located to Barlow Moor Road with frequent services. All properties have secure cycle parking spaces to be provided and quick access to the newly upgraded cycle infrastructure.

There is an acknowledged tension between the aspiration to provide sustainable development and the reality of modern living. In this instance the applicant chose to provide 118% car parking provision in response to perceptions about issues relating to on street parking in this particular location. A number of 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 about the parking pressures in this particular locality and it is understood why the applicants have ensured that the development site caters to its own needs. It is considered that the appropriate level of car parking has been proposed and this is supported by an appropriate cycle parking offer, enabling the storage of cycles at each unit to encourage residents to make more sustainable transport choices.

Operation of the Highway and Construction Management

The supporting documentation with regards to Transport have been assessed and the Highways section require works to mitigate the impacts of the development. The works required are:

Footway works, carriageway resurfacing, carriageway widening, dropped kerbs, tactile paving and to explore traffic calming and traffic regulation order reviews.

The works would be dealt with via a Section 278 agreement, this should be controlled by condition. A condition requiring a detailed construction management plan is recommended to control the impacts of the development during construction. A travel pack 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

Front garden space to all properties would comprise a mix of native/ornamental shrub and hedge planting, which would be complemented by ornamental tree planting. Rear gardens would be laid to lawn, with the hardstanding areas for refuse and patios. Private driveways and access ways would be constructed utilising either resin bound gravel or block paving.

The existing tree to the northwestern corner of the site will be retained.

The existing walls fronting High Lane and Stockton Road will be retained, although the openings will be adapted and made good.

The boundary treatments proposed are:

1.8m high slatted fencing topped with 0.3m trellising to enclose rear garden spaces

2.1m high brick curved wall to Acres Road to the rear garden of Plot 13

1.1m high metal railing enclosing lightwells to the mansion house frontage and subdividing between the mansion conversion and the proposed semi detached new build scheme to the High Lane frontage

Existing walls to be retained and made good around most of the site to the Stockton Road frontage (with the exception of the access point), to the boundaries of properties on Stockton Road and Hardy Lane and to the High Lane frontage

With 1m metal gates to the pedestrian access to the units fronting Stockton Road and 2.1m high metal gates to the access ginnels.



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. For the most part the boundary treatment details submitted are acceptable, however, the frontages of the townhouses to Acres Road are to be mainly open with hedges delineating between the curtilage of each property. There may be some benefit to a low level railing fronting onto Acres Road, to incorporate a litter skirt, which should also be incorporated into the low level railing design that subdivides the High Lane frontage. A condition requiring this detail is recommended.

Ecology

Greater Manchester Ecological Unit have considered the application they had no comments to make. The application was submitted prior to the recent imposition of Biodiversity Net Gain, however, there is limited existing ecology on site and the landscaping scheme submitted constitutes a significant improvement over and above the existing situation on site.

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 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.

United Utilities also require conditions in relation to sustainable urban drainage.

Waste Management

Each property has a paved area within the rear garden for the siting of 4 waste bins, all properties have direct access from the rear garden to the highway for movement of bins by residents on collection day. The apartments have a dedicated bin store. Further details of waste management arrangements 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 exceeding the current Building Regulations Part L 2022 standards. The design proposes to use efficient MVHR systems for house types A & B, which will further reduce energy demands and ensure healthy indoor environments. There is a low-energy design concept resulting in high-energy performance, qualifying the development as low carbon.

A feasibility assessment indicates a 34kWp solar system and ASHPHW units per dwelling, leading to a 60.3% carbon reduction. The development will be carbon neutral, obtaining energy from a renewable electricity supply.

Sustainable surface water drainage systems, green infrastructure and waste minimisation will also assist with offsetting carbon emissions.

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

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 IAQM guidance. The scheme includes for electric vehicle charging.

Inclusive Access

All ground floor apartments proposed as part of this scheme meet Part M4 standard of Building Regulations or better. Level access has been achieved to all new build elements of the scheme, with stepped access to the mansion conversion part of the scheme. An accessible car parking space has been accommodated in the car park for the 6 apartments.

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.

Comment has been made by residents about the inclusion of an alleyway to the rear of the townhouses proposed to Acres Road, however this alleyway is gated, as is the pattern of development for terraced properties in this area.

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

Comments received raised concerns in relation to the impact of the proposed development upon infrastructure in the locality. The proposed development is in walking distance of the district centre, as such it is considered that the scheme would be well catered for and that the small increase in population associated with the development proposals would not have a detrimental impact.

Residents Comments

Matters raised by residents have been addressed in the report.

It is considered that the scale, character and appearance of the development proposals are of high quality and would be appropriate contextually.

The Highways impacts of the scheme have been assessed. A balanced view has been taken on the level of car parking provision having regards to parking needs, the sustainability of the location, climate change requirements and levels of amenity for occupants and the Highways section have confirmed that the Highway network would not be adversely impacted upon subject to a condition requiring highways works.

The composition of the development and its design has been assessed having regards to whether or not the development would have any undue impact upon the residential amenity of surrounding property or upon the character of the Conservation Area. It is not considered that the scheme would cause any undue impacts through such as overlooking, loss of privacy, overbearing, loss of light or noise disturbance subject to appropriate controls. The scheme has secured improvements to landscaping and boundary treatments subject to conditions.

Conclusion

The development proposals would see the provision of 22 residential units 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.

The proposals are considered to be consistent with Core Strategy Policies SP1, H1, H6, H8, T1, T2, EN1, EN3, EN4, EN6, EN9, EN14, EN15, EN16, EN18, EN19, DM1, PA1 and Saved Unitary Development Plan Policies DC7, DC18 and DC26.

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

Recommendation - Minded to Approve subject to the signing of a Section 106 agreement to require re-testing of viability.

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.

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: 137994/FO/2023 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.

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:

22114_HT_07 Rev A 2B4P Apartments
Air Quality Assessment BWB
Archaeological Desk Based Assessment Lanpro
Crime Impact Statement Greater Manchester Police
Demolition Survey AMC
Planning Statement NJL Consulting
Design and Access Statement MPSL
Statement of Community Involvement Communiti
Preliminary Roost Assessment and Ecological Walkover E3P
Nocturnal Bat Survey E3P
Phase 1 Report – Preliminary Risk Assessment RSK Geosciences
Phase 2 Geo-environmental Site Investigation RSK Geosciences
Tree Survey Tree Solutions
Arboricultural Impact Assessment and Method Statement Tree Solutions
Demolition Survey, Assessment and Register of Asbestos Containing
Materials Asbestos Management Consultancy Limited

Received 05.09.2023

NJL Consulting Supporting Cover Letter
MPSL Design and Access Statement Addendum (Reference: 22114_DAS_AD 01).
Statement of Community Involvement Addendum
Heritage Impact Assessment Lanpro Updated
Drainage Strategy Report Brennan Consult Drainage Layout updated
Streetscape Assessment Land Studio Updated
Environmental Standards Statement Watt Energy Updated
Noise Impact Assessment RS Acoustic Engineering Updated
Daylight, Sunlight and Overshadowing Assessment BWB Consulting Updated
Phase 2 Geo-environmental Site Investigation RSK Geosciences Supplementary
Phase 2 Site Investigation
Transport Statement SCP Transport Updated

Site Location Plan 22114_00
Boundary Treatment Details 22114_04
Type A Elevations 22114_HT_01 A 22114_HT_01_C
Type A Floor Plans 22114_HT_02 A 22114_HT_02_C

Type B 22114_HT_03 A
Type C_M4(2) 22114_HT_07 A
Landscape General Arrangement 348-LST-XX-XX-DR-L-0101 P03

Received 15.01.2024

22114_03 REV C	BOUNDARY TREATMENT LAYOUT
22114_05 REV B	ILLUSTRATIVE STREET SCENES
22114_06 REV B	ILLUSTRATIVE SITE SECTIONS
22114_08 REV B	BIN STORE DETAIL
22114_HT_04_B	HOUSE TYPE C PLANS & ELEVATIONS
22114_HT_05_B	HOUSE TYPE D-E FLOOR PLANS
22114_HT_06_B	HOUSE TYPE D-E ELEVATIONS
22114_01 REV P4	PROPOSED SITE LAYOUT
22114_02 REV P4	ILLUSTRATIVE LAYOUT
22114_07 REV C	WASTE MANAGEMENT PLAN

Received 13.05.2024

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. Notwithstanding the boundary treatment details listed within the condition 2 above, prior to occupation of the development hereby approved further boundary treatment details for the Acres Road frontage should be submitted to and agreed in writing by the local planning authority. The further details shall include for a litter skirt provision for low level railing. 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.

5. 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

6. The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy Standards Statement Prepared by Watt Energy, received by the City Council as local planning authority on 15 January 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. The development hereby approved shall be implemented in full accordance with the measures as set out within the Air Quality Assessment by BWB Consulting, received by the City Council as local planning authority on 05 September 2023. 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.

8. No drainage shall be installed until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

9. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a. Verification report providing photographic evidence of construction as per design drawings;
- b. As built construction drawings if different from design construction drawings;

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

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

10. 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.

11. 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.

12. 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).

13. 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 the following:

Footway/carriageway resurfacing,

Carriageway widening,

Details to be agreed of any necessary traffic calming and traffic regulation orders;

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).

14. When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination,

groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

15. 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.

16. 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.

17. Before the development hereby approved is first occupied a Travel Pack shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Pack means a pack that includes:

Details of the nearest public transport services, journey planning etc.

Details of incentives to be offered to encourage the use of alternative modes of travel to the private car such as concessionary bus fares, discounted cycles, journey planning etc.

Any Travel Pack 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, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

18. No demolition of the building on site or removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and

to comply with policy EN15 of the Core Strategy.

19. 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.

20. a. Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from High Lane and Acres 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.

21. a. 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.

22. The details of the hard and soft landscaping treatment scheme as set out within the approved drawing reference Landscape General Arrangement 348-LST-XX-XX-DR-L-0101 P03 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.

23. In this condition "retained tree" means an existing tree, which is to be as shown as retained in Arboricultural Impact Assessment prepared by Tree Solutions and received by the local planning authority on the 05.09.2023, 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).

24. 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 dwelling houses 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.

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting 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 re-enacting 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

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches, roof alterations or outbuildings shall be erected onto the dwellings within the development hereby approved other than those expressly authorised by this permission.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

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.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).

29. Prior to occupation of the development hereby approved the following windows:

Left Hand Side Elevation and Right Hand Side Elevation of the Townhouses proposed to Acres Road listed on plan 22114_HT_01 Rev C;

Side facing windows to the apartment building proposed to Stockton Road marked on plan 22114_HT_04;

Left Hand Side Elevation and Right Hand Side Facing Elevation windows to the semi detached properties facing onto High Lane listed on plan 22114_HT_03 Rev A;

Side facing windows to the mansion house conversion and extension shown on plan 22114_HT_05 Rev B;

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.

30. Prior to first occupation of any of the townhouses fronting Acres Road or the apartment building fronting Stockton Road hereby approved balconies shall be fitted with screens to both sides of the balconies 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.

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

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

Highway Services

Environmental Health

MCC Flood Risk Management

Greater Manchester Police

Greater Manchester Ecology Unit

Sport England

Chorlton Voice

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

Relevant Contact Officer : Jennifer Connor
Telephone number : 0161 234 4545
Email : jennifer.connor@manchester.gov.uk

