

Application Number	Date of Appln	Committee Date	Ward
136791/FO/2023	21st Apr 2023	31st Aug 2023	Chorlton Ward

Proposal Erection of 2 no. 5 storey residential buildings comprising 50 no. dwellings (Class C3) with ancillary communal facilities; and, associated access, car parking, bin store, amenity space and landscaping, following the demolition of the existing building

Location Former Chorlton Leisure Centre, Manchester Road, Chorlton, Manchester, M21 9PQ

Applicant Mosscafe St.Vincent's Housing Group Limited

Agent Mr Jordan Clark, Barton Willmore

Executive Summary

The application relates to the erection of a 5-storey residential development comprising 50 affordable apartments for the over 55s, following demolition of an existing vacant leisure centre.

Following notification of the application 9 representations have been received, including 3 objections, 2 in support and 4 neutral responses with comments.

Key Issues

-Impact to the character and appearance of the street-scene and the impact of the proposed demolition.

-Provision of affordable accommodation.

-Regeneration of a vacant, deteriorating site.

-District centre location.

Description

The application site relates to Chorlton Leisure Centre, a part single, part two storey, mainly flat roof building, situated on the eastern side of Manchester Road. The building has been vacant since the closure of the leisure centre in 2015. The facilities have since been replaced by new facilities at Hough End.

The building constructed in the 1920s is of an Art Deco style, constructed mainly of red brick, with ashlar detailing. The building is roughly symmetrical with a central entrance block and two wings extending either side. To the rear is a single storey, flat-roof extension. To the west is a later metal-clad extension containing two squash courts.

The building has undergone several unsensitive alterations over the years, including extensions, the blocking up of window openings, the removal of original glass roofs to the two wings, roof alterations, boundary treatment and an external access ramp to the front. The building is presently of a tired appearance and has been subject to vandalism and also understood to have been previously occupied by squatters.



View of the application site from the opposite side of Manchester Rd

The building is enclosed to the front by a low brick wall with stone coping. To the north (side) of the building is small, partially overgrown car park area enclosed by metal, weld mesh fencing with vehicular access onto Manchester Road.

The site is bounded to the north by Thirlmere Aqueduct and to the south by Unicorn supermarket and its associated car park.

To the east, the site is bordered by a Metrolink tram line, which due to site topography, lies at a lower level to the application site. Beyond the Metrolink line are residential dwellinghouses along Buckingham Road.

To the west, on the opposite side of Manchester Road are parades of three storey properties, with commercial ground floor frontages.

The facing side roads off Manchester Road, including Kensington Road and Cheltenham Road are residential in nature, comprising two storey dwellinghouses.

The site lies at the northern fringe of Chorlton district centre which underpins its mixed-use character. The area is busy in nature and consists of a number of retail, food and drink and other commercial uses, including those in the commercial parades directly opposite.

The Proposal

Planning permission is sought to demolish the existing vacant leisure centre building to facilitate the erection of 5 storey residential development comprising 50 apartments across two, five storey buildings with associated landscaping and 19 car parking spaces.

A private communal garden will be situated to the north of the site. A south facing courtyard would serve an outdoor meeting space and double up as a circulation route to and from apartments and the main entrance lobby.

The proposed apartments would form HAPPI housing (Housing our Ageing Population Panel for Innovation) operated by a registered social landlord (Mosscares St. Vincent) for the over 55 demographic.

Background of Applicant and Concept

The applicant is Mosscares St Vincent's Housing Group (MSV) - a registered social landlord who own and manage almost 9,000 properties in Greater Manchester, Lancashire and West Yorkshire.

MSV aspire to assist those struggling to find a decent home, the elderly, those on low incomes and those in need of specialist housing.

MSV have embraced HAPPI Living principles (Housing our Ageing Population Panel for Innovation) based on 10 key design criteria. Notably, good light, ventilation, room to move around, maximisation of daylight, care ready homes to adapt to emerging technologies, a layout which encourage interaction, social space, energy efficiency and good storage. The principles have particular relevance to older persons' housing which needs to both offer an attractive alternative to the family home and be able to adapt over time to meet changing needs.

Relevant Planning History

135209/AOH/2022

Installation of non-illuminated hoarding signs for a temporary period. *Approved 22 December 2022.*

076547/AOH/2005/S1

Installation of an externally illuminated 48 sheet advertisement hoarding. *Refused 6 September 2005.*

021353

City Council Development - Filling of one number swimming pool to form sports hall, replacement roof to sports hall, and alterations to changing areas to form additional toilets and shower. *Approved 25 April 1984.*

F02040/LA

Erection of 2-single storey buildings to form 3 squash courts at rear of public swimming baths. *Approved 5 February 1975.*

068949/FO/2003/S1

Retrospective erection of plant room in roof top sports centre. *Approved 21 December 2004.*

Land Interest

Members of Committee are advised that the City Council has an interest in this application as land owner and are reminded that they must disregard these interests and exercise their duty as Local Planning Authority only.

Consultations

Local Residents/Occupiers

9 representations have been received. 2 in support, 4 against, including an adjacent business and 3 neutral comments in which issues are raised. Principal comments are summarised below:

-Chorlton Voice welcome the redevelopment of this vacant site and support its use for affordable housing.

-It is pleasing to see high quality, affordable housing coming to Chorlton.

-The proposed housing type is much needed in the area and the appearance of the building is excellent.

-The derelict baths have been replaced and are no longer needed in the area.

-During demolition and construction concern is raised about the levels of noise and dust created which will affect the neighbouring store, causing additional expense, loss of business, as well as being detrimental to the working environment.

-The proposed works will affect the party wall with the neighbouring building affecting operations of the business.

-During demolition and construction, concerns are raised about damage to the culvert which runs close to the southern boundary and under the neighbouring site.

-Concern is raised that external plant relating to the neighbouring business may impact upon prospective residential occupiers in terms of noise.

-The proposed bin area is located adjacent to the neighbouring shop, with the potential for pollution, unpleasant odours, vermin and littering.

-It is believed that a 5 storey building represents a significant over-development of the site and will be a detriment to the area.

-The design is uninspiring and generic, having little architectural finesse, no recognisable sense of place, while being at the northern gateway to Chorlton centre

-The front of this building could be improved to maintain the historical significance of the building. If it is a necessity to demolish the building, the façade could be retained.

-Insufficient off-road parking is proposed.

-It is questioned whether adjacent roads will be issued with parking permits.

A low-car/no-car development with active travel is supported. However, there are concerns that the car management plan is not robust and will lead to cars, either from residents or visitors, being parked on-street. The developer should proactively manage/restrict car ownership for future residents.

-It is surprising that only 5 car parking spaces are equipped with EV charging.

-In terms of energy efficiency, it is concerning that electric panel radiators are being used for space heating. Heat pumps would be around 3 times as efficient. It is also surprising that no solar PV or batteries are planned, both of which would cut heating costs and reduce carbon emissions for residents.

-The lack of communal space that will be available to the public after this takes place is concerning. Public money should be spent on the refurbishment of the leisure centre.

-This is broadly a good scheme, but the proposed building is not distinctive or high quality enough in appearance. There is no reference to design cues in the local area and looks like it could be anywhere, whereas the former baths building it is replacing had a distinctive presence.

-It is not clear if the recommendation of the Crime Impact Statement have been incorporated into the scheme.

-Unless stepped back from the front of the road, the building will be imposing and dominate the frontage. It's a shame the original facade cannot be incorporated into the design.

-There are too many floors to promote the continued Independence if people want a home for life. It would be better for the over 55's if there were two floors maximum, then most would be encouraged to use the stairs.

-20 parking spaces should be enough, but it's very unrealistic to think people will be cycling around for their shopping.

-It's a shame this isn't a mixed age group development.

-There does not seem to be sufficient green / outdoor space for so many people.

Greater Manchester Archaeology Advisory Service (GMAAS)

The submitted assessment concludes that the application site has little potential to contain any archaeological remains that predate the construction of the Chorlton Public Baths in the 1920s. GMAAS agrees with this conclusion, but recommends that, prior to any demolition or soft-strip, a programme of historic building investigation commensurate with a Historic England Level 3 survey should be carried out of the former public baths.

The historic building investigation should aim to provide a detailed survey record of the exterior and interior of the public baths, including any evidence for the steam-raising plant and calorification system. Where it is recognised that significant historic fabric that is presently concealed could be exposed during development works, the building recording should allow for a watching brief to be maintained during any soft-strip, demolition and / or ground-breaking works required to deliver the proposed scheme. This programme of work should be secured through a planning condition, the wording of which is suggested.

Historic England

Historic England had received an application to assess the former Chorlton Baths, Manchester for listing

Following an assessment, it is the view of Historic England that Chorlton Baths does not merit listing for the following principal reasons:

- The building is typical for its date, demonstrating limited architectural interest or innovation in a national context.

- Later alterations have significantly diminished the integrity of the swimming pool complex as an example of its type and period.

Highways Services

No objection following the submission of additional information.

The level of car parking provision and scooter provision has been justified by the applicant and is supported.

Highways consider that the proposed form of access is appropriate with suitable radii and tactile paving proposed. The amended boundary treatment and pedestrian inter-visibility splays are acceptable.

Dialogue should be continued with the developer regarding Chorlton Cycle Way in terms of access into the site in order to ensure works are not abortive for either party.

It is recommended that conditions are attached to any approval for the submission and approval of: construction management plan, travel plan, electric vehicle charging points

Environmental Health

No objection. Conditions are advised in relation to construction management, external lighting, acoustic insulation, external plant equipment, air quality, EV charging, ground conditions and adherence to the submitted waste management strategy.

Transport for Greater Manchester (TfGM)

Metrolink runs in a cutting adjacent to the site and it is important that the shallow cutting slope, the retaining structures and the trees between the property boundary and the tramway are not de-stabilized by the works on the site or by changes to the drainage in the vicinity.

A Metrolink specific Construction Management Plan will be required and a number of Conditions are proposed to ensure that the Metrolink infrastructure is adequately protected and not adversely impacted by the works

It is noted that an acoustic report has been submitted and that an acoustic barrier is proposed along the Metrolink boundary which is welcomed. The methodology for the erection of this on the Metrolink boundary needs to be included in the Metrolink specific Construction Management Plan to be agreed with Metrolink. In addition to this, a suitable vehicle restraint barrier is provided along the car park boundary to prevent vehicles breaching the boundary and entering the tramway.

The Method Statement provided by the Tree Management consultant includes a plan showing the root protection of trees, some of which are within Metrolink land, with the most significant tree within Metrolink land being T12, an oak, that extends extensively into the site and is proposed to have its crown lifted. Measures should be revised to ensure this tree is adequately protected.

MCC Arboriculture

The development does not require the removal of any high value trees and as such, there is no objection from an arboricultural perspective.

Some of the trees fronting the property will need to be pruned back from the development to allow clearance for the work to commence. There is no objection to this work, as long as the work is carried out in accordance with BS:3998.

The proposed mitigation planting proposal is suitable for this location.

Greater Manchester Ecology Unit (GMEU)

The information submitted includes an Ecological Survey and Assessment undertaken by an experienced ecological consultant.

The surveys found no evidence of roosting bats in the building to be demolished.

The vegetation and building are identified as being suitable for use by nesting birds. Any clearance or demolition should therefore avoid the main bird breeding season.

In addition a number of precautionary measures have been recommended for other species such as hedgehogs. GMEU advise that these are covered by way of appropriately worded conditions.

The ecology survey makes recommendations for biodiversity enhancements at the site in line with the requirements of the National Planning Policy Framework. To ensure such measure are included in the scheme an appropriately worded condition is recommended to be attached to any permission.

Flood Risk Management

Conditions are requested which require the submission and approval of a detailed surface water drainage scheme and for its future maintenance.

United Utilities

Conditions are advised in terms of the needs for a surface water drainage scheme and its future management/maintenance.

Advice is also provided in terms of the property, assets and infrastructure belonging to United Utilities.

Greater Manchester Police (Design for Security)

The redevelopment of the site is welcomed. It is considered that a residential scheme is appropriate. Various security enhancement measures are recommended.

A condition is requested which requires the development to achieve 'Secured by Design' accreditation.

Consultation & Publicity

The proposal by virtue of the number of units created within the development, has been classified as a small-scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development and a site notice has been displayed at the application site.

EIA

A screening opinion has been provided by the City Council.

The proposal type is listed in Class 10 'Infrastructure Projects' subsection 10(b) 'Urban Development Projects' of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and involves demolition.

Following an assessment, it has been concluded that an Environmental Impact Assessment would not be required for the development proposed.

Policy

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. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: 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) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;

- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

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 elderly 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 policy provides an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that:

Intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:

- There is a very high level of affordable housing in the immediate area;
- There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;
- Affordable housing would be prejudicial to the diversification of the existing housing mix.
- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth within the city;

-The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;

-There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

Policy C2 (District Centres) - Development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.

The Council will ensure that retail remains the principal use in Primary Shopping Areas, but also ensure that provision is made in District Centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres.

Subject to impact on overall character and local amenity, the Council will support development which extends the time during which District Centres are active; promote the development of employment which provides opportunities for local people; promote the efficient use of land, particularly through considering options for multi-storey development.

New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment strategies;

Contribute positively to the diversity and mix of uses within centres without undermining their primary retail function. Development should also promote a range of retailers and shop formats;

Promote choice and competition particularly where development will support the independent sector;

Remedy deficiencies in areas with poor access to facilities;

New development should respect and enhance the character of existing centres;

New development should deliver improvements to the quality and accessibility of the centre environment.

Opportunities should be taken to adopt sustainable building design and practises to assist in adapting to climate change.

Policy EN1 (Design Principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes.

character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Policy EN3 (Heritage) – states that 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.

Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The Guide to Development in Manchester (SPD)

This document contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

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.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

Make it Manchester;
Make it bring people together;
Make it animate street and spaces;
Make it easy to get around;
Make it work with the landscape;
Make it practical;
Make it future proof;
Make it a home; and
Make it happen.

The 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.

The Greater Manchester Strategic Housing Market Assessment (SHMA) (April 2021)

This document forms part of the evidence base for PfE and provides the most up-to-date published evidence with regard to housing needs across Greater Manchester.

In terms of affordable housing, the SHMA identifies a net annual affordable housing need of 1,810 dwelling in Manchester.

Regarding homes for older persons, it is referenced that for the period 2016 to 2036 the population for all age groups over the age of 55 is projected to significantly increase across Greater Manchester with 65-74 age group increasing by 28%, 75-84 by 44% and the eldest group of over 85 expected to increase by 79%.

Table 6.2 of the SHMA sets out the percentage of one-person households in Manchester by age band. The table demonstrates that, on average, approximately half of the over 55's population in Manchester live alone. However, new one bedroom properties tend to be marketed towards young professionals within the private rented sector. As such, older people in Manchester are occupying larger homes due a lack of a suitable supply.

Places for Everyone Greater Manchester Joint Development Plan (Draft August 2021)

The draft version of the Places for Everyone Joint Development Plan was published in August 2021 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. As this plan is at an advanced stage it would now be considered as a material consideration for planning applications.

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.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Sections 4, 5, 11, 12 and 16 are considered relevant to the consideration of this application.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

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.
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Issues

Principle

The principle of the proposed development is considered acceptable and would comply with relevant planning policies and guidance.

The proposed development would make efficient use of a previously developed site to provide much needed, affordable residential accommodation in the Chorlton area, for an identified, older demographic

The existing leisure centre building is no longer fit for modern standards and its reuse has since been re-provided elsewhere. The building has been vacant since 2015 and no viable proposition for its reoccupation has emerged during this period of vacancy.

The proposed development is situated within a highly sustainable location close and within walking distance to all necessary local amenities associated with a large district centre and within easy access by public transport to the city centre, airport and beyond.

The scheme is of a high-quality design and would deliver significant economic, social and environmental benefits including affordable accommodation, job creation, spending in the local economy and provide a catalyst for further regeneration in the area, whilst upgrading the appearance of key gateways to the northern bounds of Chorlton district centre.

Specific planning issues are set out below.

Redevelopment of the Site and Contribution to Regeneration

The proposal would redevelop a vacant, derelict brownfield site which occupies a prominent position at the gateway to the northern end of Chorlton district centre.

The loss of the existing building would support a viable redevelopment to provide high quality, much needed affordable provision to Chorlton. It is considered that any perceived harm is outweighed by bringing the site back into effective use to the benefit of the area, including through diversification of housing choice, job creation and benefits to the local economy via increased expenditure at local businesses.

On balance, the proposal would have a positive and beneficial effect to the area. It has been sympathetically designed and would enhance the character and appearance of the area, whilst acting as a catalyst for further regeneration in the area.

There is a strong link between economic growth, regeneration and the provision of a range of residential accommodation and it is believed that the proposed development would fulfil that objective without any material harm to the character and function of the area.

Demolition of existing building and impact to Heritage

The existing building was constructed in the 1920s is of an Art Deco style. It has been vacant since 2015 and little interest is understood to have been made in the intervening period since its last use, to either re-use or restore the building.

The application site is not located within a designated conservation area and the existing building is not listed. There are no listed buildings situated nearby which would be affected, as a result of any impact to their setting.

Whilst an application was received by Heritage England to 'list' the building, the application was rejected based on the building not meriting listed status. The building is considered to be typical for its date, demonstrates limited architectural interest or innovation in a national context and later alterations have significantly diminished the integrity of the building as an example of its type and period.

However, in acknowledgement of the building possessing characteristics consistent with that of a non-designated heritage asset, it is necessary to consider the impact

upon the character and appearance of the area as a consequence of the proposed demolition and the overall impact to heritage.

Policies EN3 and DC18.1 of the Core Strategy, along with Section 16 of the NPPF, underline the need for due consideration to be given to the impact of new developments on heritage assets.

Paragraph 194 of the NPPF states that:

'In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, the level of detail should be proportionate to the asset's importance'.

Paragraph 197 states: *'in determining applications, local planning authorities should take account of:*

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) the desirability of new development making a positive contribution to local character and distinctiveness'.*

Paragraph 202 advises that:

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

Paragraph 203 states further that proposal should consider:

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

In this case, the application is supported by a Heritage Assessment which acknowledges that the building possesses a degree of illustrative and associative historical, architectural, aesthetic and communal value.

Whilst the façade is the outward-facing feature which possesses a higher degree of architectural and aesthetic value than the rest of the building, the degradation of both the interior and later alterations to the building have resulted in the building being considered of low heritage significance.

The proposed redevelopment of the site would result in slight harm when assessed against recognised criteria and methodology.

Options for both the retention of the existing building and/or its principal façade have previously been explored, none of which are considered suitable or viable.

The conversion of the building for residential purposes would present significant challenges in reconciling the needs of residential accommodation, such as level access, circulation space and natural light. Retention of the facade would not be practical due to level access requirements.

The existing finished floor level of the existing building is approximately 1.2 metres higher than the street level, partly due to the swimming pool. The existing building facade and access has been adjusted to suit, notably by the existing access ramp and steps. Retaining the facade would prohibit level access thresholds suitable for later living on ground floor units. The facade would not align with the floorplate height typically associated with residential apartments.

Further, the proposed development is 5 storeys, whereas the existing front facade is 2 storeys. The existing building would not therefore lend itself to a sympathetic or viable development, or one that would maximise HAPPI principles.

The existing building also present difficulties in bringing the building up to modern standards in terms of structural integrity, thermal, acoustic and fire performance. Combined, it is considered that these issues would be cost prohibitive to address, significantly affecting the viability of a residential development.

It is considered the proposed demolition is necessary to facilitate the overall comprehensive redevelopment of the entire site and to regenerate a key, gateway site at the edge of Chorlton district centre. The slight impact resulting from the loss of the asset is outweighed by the public benefits that would be delivered.

The loss of the building to facilitate redevelopment would offer public benefits by leading to environmental improvements, meet housing growth aspirations for the area, provide affordable residential accommodation, lead to increased vibrancy in the area, uplift the appearance of a derelict site and create direct and indirect employment through the construction of the proposed replacement building. The proposed development would also incorporate a community space, bookable by the local groups, beneficial to the local community.

The building is highly unlikely to revert to its original use and no realistic, viable, reuse or alternative use of the building is likely to be found in the short to medium term. Redevelopment of the site for residential purposes therefore represents the most viable option and as outlined, would deliver substantial regenerative benefits whilst contributing to affordable housing provision.

Archaeology

The submitted assessment concludes that the application site has little potential to contain any archaeological remains that predate the construction of the Chorlton Public Baths.

The conclusions and recommendations of the submitted assessment, are accepted but it is recommended that prior to any demolition or soft-strip of the existing building, a programme of historic building investigation commensurate with a Historic England Level 3 survey should be carried out.

An appropriation condition is recommended and included which will secure the implementation of a programme of archaeological works to be monitored.

Loss of Leisure Centre

The leisure centre closed in 2015 because the building became too expensive to maintain and was replaced by a new, modern facility at Hough End Leisure Centre.

As the site has not functioned as a leisure centre or had any other active community use since it became vacant, it would have no significant impact upon the day to day needs of the local community.

It is understood that the former leisure centre was designated as an Asset of Community Value following its closure, although this designation has since expired.

To ensure that any future redevelopment reinstates a civic use that benefits the community, the proposed development includes a bookable community space with access to the onsite communal garden. This will provide a useful asset that would serve as a local hub for a range of local community groups. On this basis, it is considered that the loss of the leisure centre building would not have a materially harmful impact to the needs of the local community.

Site Layout

The proposed design of the layout has been influenced by the 'HAPPI' Living principles, with the buildings laid out to generate dual aspect apartments with external deck walkways on the upper floors to maximise natural daylight into apartments and to encourage social interaction between residents.

The proposed development comprises two blocks of accommodation. The block to the front of site (Block A) runs parallel with Manchester Road to continue the main building line, with the block to the rear of the site (Block B) skewed to respond to the elongated shape of the site.



Proposed site layout showing the two blocks of proposed accommodation

Both blocks splay out to form a south facing courtyard space which also forms the main entrance into the heart of the site. Residents would pass through a dedicated lobby with stairs to the courtyard where there will be an external grade lift to all floors.

Decked access is provided to rear. The external deck walkways act as a circulation route between apartments and the lift and stair lobby. It is envisaged that most of the deck walkways would be private areas looking onto the south-facing courtyard or resident's garden.



Proposed courtyard view showing decked access arrangement

To the south of Block A, 3 step-down 'neighbourhood units' are proposed, with an adjoining drop off/pick up zone. These units would be used by the Council's social care team to provide local people leaving hospital, who are temporarily unable to return home, a place to stay. A community Space would be located to the north of Block A, with a separate dedicated entrance. This space would be glazed to be visible from Manchester Road and to allow more natural light to a resident's garden area.

The external area of the site would be interspersed with high quality landscaping, with existing mature trees on Manchester Road retained.

Block B contains a resident's lounge which would link to a resident's garden. Two fully accessible apartments would also be located in Block B, adjacent to two accessible bays.

To the southern side of the site, a new car park is proposed, incorporating 19 off-road spaces. The proposed car park would offer improved access and greater visibility onto Manchester than that of the existing car park and would also serve as a buffer between the proposed development and the neighbouring grocery store.

Internally, all apartments are proposed to be lobbied to allow improved acoustic and thermal performance. A large open plan kitchen, dining and living space is proposed, with all apartments exceeding internal space standards. All apartments would have an external balcony for use as private amenity space.

On balance, given the district centre location, it is considered that the proposed layout provides a satisfactory balance between the density of built form, off road car parking and amenity space/soft landscaping.

The arrangement maximises the development potential of the site to provide a high quality, semi-communal environment, without compromising the character and appearance of the area, or the setting or of adjoining buildings.

Design, Scale and Appearance

The proposed development comprises 2 x 5 storey, rectangular shaped urban blocks. 1 block fronting Manchester Road and the other situated behind to the rear.

Whilst it is acknowledged the scale exceeds the general height of other buildings in the surrounding area, it is considered that given the location of the site, an increased scale can be satisfactorily accommodated without any material harm.

Manchester Road comprises differing building heights, including the dominant, part single, part two storey, former leisure centre building proposed to be demolished, gabled, three storey terraced properties to the opposite side of Manchester Road and a large, 4-storey residential development to the south, between the two storey Unicorn grocery store and single storey Tesco/Esso petrol filling station.

The application site is situated at the northern boundary of the district centre and is neighboured by The Thirlmere Aqueduct pipeline and associated easement to the north, beyond which is a road bridge over the adjoining Metrolink line which flanks the

site to the north and east. Further to the east, beyond the Metrolink line are the rear of properties situated along Buckingham Road, situated approximately 65 metres away and which are screened by dense line of existing trees.



Visual image when looking northwards along Manchester Road

Given the relationship with neighbouring properties and infrastructure, the varied roofscape and the gateway position of the site into Chorlton district centre, it is considered that the proposed 5 storey scale can be sustained in this location and would assimilate into the local context without any materially harmful impact.



Visual image when looking southwards along Manchester Road

The proposed building would form an effective transition between the more suburban, lower scale residential properties outside of the district centre and the higher density/scale of the district centre.

In terms of appearance, the proposed building adopts a traditional approach using a selection of high-quality materials to present a contemporary look. Horizontal brick banding serves to break up the overall massing with the use of a dark contrast brick at ground floor to separate the ground floor space, along with a vertical aperture of glazing to divide the Manchester Road frontage. A green wall is proposed on the ground floor façade fronting Manchester Road.

In order to soften the mass of the building a light, buff brickwork and bronze anodised or PPC aluminium is proposed. It is intended that the window frame and balcony colour would be the same colour in order to unify and maintain the consistency of the proposed blocks. The exact specification of materials would be determined by way of an attached planning condition.

Elevationally, the blocks harness a symmetrical approach, with balconies centrally located each side of recessed glazing to the lobby stair. The balconies to the 2 bedroom end units to the upper floors are located on the side elevations of the proposed building, rather than main frontage.



It is considered that on balance, the appearance of the proposed development would result in a cohesive, high-quality design which maintains the character of the street-scene and would assimilate effectively and sympathetically into its surroundings.

Density/Balance of Accommodation

The proposed residential accommodation consists of 50 apartments, comprising 40 apartments for affordable rent, 7 apartments for shared ownership and 3 'neighbourhood apartments' for short-term use by patients discharged from hospital and receiving a community care package.

The 50 apartments are split into 32 x 1 bedroom (1 bedroom 2 person) and 18 x 2 bedroom (2 bedroom 3 person) units.

2 apartments would be Part M, Category 3 Wheelchair accessible apartments, located on the ground floor, adjacent to wheelchair accessible parking bays.

Residential Amenity

Given the mixture of uses locally, the district centre location of the site, its former use as a busy leisure centre and the busy nature of the surroundings, the introduction of residential use for the number of units proposed is unlikely to have any significant, detrimental impact to the nearest residential occupiers in terms of levels of activity, noise or disturbance.

The site is situated adjacent to a main arterial route and a functioning Metrolink line and in an area with a high degree of activity and background noise associated with commercial uses - including that of late-night drinking establishments opposite.

Due to its relationship with neighbouring buildings, there are no residential properties that would be unduly impacted in terms of the physical presence of the building in terms of overlooking, over-dominance or overshadowing.

The proposal provides sufficient spacing between neighbouring buildings to maintain a reasonable interface distance between the proposed elements and that of the existing buildings. It is not therefore considered that the distance between habitable windows would give rise to harmful overlooking or any subsequent loss of privacy.

Beyond the tram line to the east (rear) of the application site are the rear facing elevations of residential properties along Buckingham Road. The nearest property is located approximately 42 metres to the rear garden fence line and 65 metres to the rear of the property itself. Given the separation distance involved, it is not considered that the distance between habitable windows would give rise to any harmful overlooking or any subsequent loss of privacy.

For the properties closest to the application site, located opposite within flats at 95-129 Manchester Road, it is similarly not considered that the relationship between buildings would result in any harmful overlooking or loss of privacy.

In terms of any potential overshadowing to these properties, the application is accompanied by a Daylight and Sunlight assessment. The study uses the industry standard methodology as prescribed by the Building Research Establishment (BRE) and British Standard guidance.

The assessment indicates that the impact to all of the potentially affected windows is minimal and fully accords with the relevant BRE criteria and comfortably achieves the relevant, recommended standards and that the daylight and sunlight levels for existing occupiers would not be adversely affected.

Whilst the impact to the amenity of existing occupiers is believed to be acceptable, it is also necessary to take account of prospective occupiers, particularly due to the location of the site immediately adjacent to a Metrolink line and its district centre location.

A Noise and Vibration Assessment has been submitted as part of the planning application which indicates that with appropriate mitigation, the impact to future occupiers would not be detrimental in terms of noise and disturbance.

In term of vibration, the proposed apartment building would be set back from the site boundary, reducing the vibration dose value and bringing the apartments into the low probability zone. The assessment recommends further that if both the proposed ground and first floors are constructed on concrete slabs to reduce vibration levels, the impact would be satisfactory.

With reference to noise, an acoustic boundary treatment together with a brick boundary wall to Manchester Road is proposed to the resident's garden to the north of the site to reduce external noise to this area. This is considered a suitable response to reduce noise to this external area given the wider nature and busy nature of this part of the district centre.

For internal noise, the use of a 4 MVHR specification ventilation system for the apartments facing Manchester Road and the tram line would allow for enhanced levels of ventilation without the need to open windows in order to achieve comfortable internal noise conditions.

Noise mitigation would also involve, appropriate glazing types on the Manchester Road and tram line elevations to achieve appropriate noise levels, with internal facing elevations to include thermal double glazing to achieve ambient noise level targets. Sound insulation for external walls and the roof is proposed to comply with required noise targets.

Provided these mitigation measures are implemented, the proposed development would not give rise to any significant or demonstrable harm to future living conditions amenity impact in terms of noise or vibration and therefore the impact to amenity of occupiers can be satisfactorily sustained. An appropriate condition has been included.

Impact to the Highway

The application site is located within a highly sustainable location within Chorlton district centre and offers opportunities for future residents to access local amenities and services by non-car modes of travel, with a range of shops and services on the doorstep.

A Transport Statement has been prepared in respect of the application which assesses trip generation, parking demand and highway safety, whilst acknowledging the highly sustainable location of the application site and how the site is accessibly located within close proximity to a range of transport modes.

In terms trip generation, the traffic assessment undertaken shows that the proposal would result in an insignificant level of trips during peak hours and these would be lesser than the former leisure centre use. It also shows that there are no accident hotspots to the site frontage.

The proposed development includes 19 no. car parking spaces for the 50 apartments, including 2 disabled parking spaces. This equates to a ratio of 0.38 spaces per dwelling. The spaces are supported by an area dedicated for 10 scooter spaces and 50 secure (double stacked) cycle rack spaces. 5 EV charging points would be provided within the car park, and charging infrastructure installed for the remaining spaces for future connections. A car club space is also situated nearby and the development would operate a Travel Plan to encourage travel by non-car modes. An appropriate condition is proposed to deal with this matter.

It is considered that the lower level of off-road parking provision is appropriate in this location. The ratio can be justified by the highly sustainable, district centre location of the site and based on research and studies of similar developments in highly sustainable locations, which indicate that a lower level of off-road parking provision is unlikely to be harmful.

Vehicular access into the site would be provided towards the southern end of the plot via Manchester Road. This would replace the existing access to the northern part of the site which presently endures poor visibility due to being on a bend and at the crest of a hill. Tactile paving and dropped kerbs are proposed either side of the new access to provide safe access for all users.

In terms of servicing, the proposed development includes a refuse store within the area within the car park to the southern part of the site. All refuse collection will take place on site and refuse collectors will have access to a fob to gain entry to the site and store. A turning head is provided within the car park to allow vehicles to safety access and egress the site in a forward gear.

In light of the above, based on the car free travel options and the assessment of the highway undertaken, the impact upon the operation of the highway and to highway safety is considered satisfactory.

Accessibility

The proposed development incorporates measures to aid ease of access for all and is designed to provide accessible units to achieve compliance with Part M of the Building Regulations, including the provision of level access provision and accessible parking. The units themselves are of a good size and offer satisfactory circulation space.

The proposed lift core is located centrally adjacent to the communal garden and courtyard areas to provide ease of access between the upper floors and communal areas. All apartments are capable of adaptation for wheelchair users.

Impact to Metrolink

The application site is situated adjacent an operational Metrolink line which lies at a lower topography to the eastern boundary of the site and separated by dense vegetation.

It is not believed that the proposed development would pose any harmful effects to the operation of the line and Metrolink have confirmed that they have no objection in

principle to the proposal, subject to conditions which protect their infrastructure and promote safety. Relevant conditions have been included in relation to the need for an asset protection agreement, a construction management plan, a vehicle restraint barrier, methodology for the construction of the acoustic fence and drainage.

Waste Management

The application has been accompanied by a waste management strategy which indicates that an appropriate number of receptacles and recycling arrangements would be provided, together with details of on-site management and collection.

External to the buildings would be a secure bin store situated to the south of the building, accessible by residents and refuse collectors with a fob. The bin store whilst located adjacent to the site's boundary with a neighbouring business is considered to be an acceptable location, the store is enclosed and of robust design.

All refuse collection will take place on-site via a proposed turning head to allow refuse vehicles to safely enter and leave the site in forward gear. Environmental Health and Highways have confirmed that the proposed arrangement is satisfactory.

A condition to ensure the submitted strategy is adhered is included.

Landscaping and Trees

Landscaping is integral to the overall design in order to provide a visually aesthetic setting for residents and to align with embodied HAPPI principles. As a result, a robust landscaping strategy forms part of the proposal and represents a significant uplift in planting and greenery than is presently the case.

Elements of the strategy include a private, communal garden to the northern part of the site, with a growing area containing herb and fruit tree planting and raised beds, a south facing courtyard space with landscaping and seating space and an enhanced streetscape with perimeter planting to the building frontage, along with a green wall on the ground floor adjacent to the community space. Planter beds will further soften the frontage.

The Manchester Road frontage contains several mature street trees which are to be retained. With the exception of 1 Sycamore tree and a small group of Cypress trees to the south-western corner of the site proposed to be removed in order to facilitate access to the car park, the majority of mature trees around the site itself are to be retained subject to crown reduction and raising. The City Council's Arboriculturalist has undertaken an assessment of the tree works and considers that no high value trees would be lost. The trees proposed to be lost would be replaced by 40 new trees of a variety of sizes and species, including 7 to be planted in the courtyard and adjacent to the vehicle gate entrance. This mitigation planting is considered appropriate.

It is believed that the resultant landscaping proposal would serve to benefit the character and appearance of the site and enhance the experience for prospective occupiers.

Boundary Treatment

1.2 to 1.5 metre high brick walls are proposed to provide a secure edge to the Manchester Road frontage, along with brick planters in order to provide separation between the public and private realms.

A 2.4 metre high timber, acoustic fence is proposed along the boundary with Metrolink to provide both security and noise abatement.

It is believed the boundary treatment offers an acceptable balance between security, visibility, the safeguarding of living conditions and visual amenity.

Ecology and Bio-diversity

The site largely comprises built form and hardstanding. The site does not have any nature conservation designations.

The application is accompanied by an Ecological Survey and Assessment and supplemented by an updated survey to assess the potential impact to bats as a consequence of the proposed demolition.

The survey found no evidence of roosting bats. However, as bats are highly mobile creatures, a relevant 'Informative' is advised to remind the applicant of their responsibilities under Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 and the cessation of works should any bats be encountered during works. Similarly, any clearance or demolition should avoid the main bird breeding season and precautionary measures are recommended for other species such as hedgehogs.

Japanese knotweed has been found at the site and, therefore, to ensure that it is eradicated, an invasive non-native species protocol is required. An appropriate condition has been included.

The submitted Ecological Survey makes recommendations for biodiversity enhancements at the site in line with the requirements of the NPPF. A condition is included which requires bio-diversity enhancement as part of the proposal, as per the submitted landscaping and ecological strategies which detail the soft landscaping proposal and for bat and bird bricks to be integrated into development.

This represents a significant improvement over existing conditions and would result in bio-diversity net gain and ecological improvements at the site and the local area.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

The application has been accompanied by an Environmental Standards Statement which sets out how the proposed scheme complies with the energy efficiency

requirements and carbon dioxide emission reduction targets prescribed within the development plan and how the proposal would exceed the national standards set out in Part L1A of the Building Regulations.

Proposed measures include enhanced building fabric, enhanced air tightness and thermal bridging, efficient mechanical ventilation system with heat recovery, efficient lighting by provided primarily by CFL or LED type fittings, heating by electric panel heaters and hot water provided by air source heat pumps.

The proposed development would result in a 64% carbon emissions improvement and a 33% primary energy improvement over Building Regulations Part L1 2021.

The overall improvement of this proposal is, therefore, well in excess of the 2010 standards that policy EN6 of the Core Strategy is based upon that requests a 15% betterment over.

A condition has been included which would require the submission and agreement of a Verification Report to ensure the measures outlined within the Environmental Statement are incorporated within the development design.

Climate Change

As the proposal would result in a modest number of additional residential units within the context of a mixed-use environment and will also result in the removal of a former leisure centre use, the impact upon climate change is considered negligible and likely to be lesser than if a leisure use was reintroduced.

The site adjoins an operational Metrolink line and is located close to a busy, main arterial route and transport corridor within a busy district centre environment. It is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change, as a consequence of vehicular movements or ongoing activity.

The application site is situated within a highly sustainable location, within a mixed- use neighbourhood with nearby access to a range of shops, amenities, and transport services, including a bus stop serving the city centre opposite the site.

The proposed development would result in an appropriate density for this location and given the surrounding context, the impact upon climate change is considered less than significant.

The site is located close to a busy, main arterial route and transport corridor, and it is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity. Due to the low number of anticipated vehicle trips associated with the proposal, road traffic exhaust emission impacts were predicted to be not significant with the Air Quality Assessment that accompanies the application.

Whilst there would be some limited impact upon air quality during the construction phase, the impact during the operational phase of the development post implementation, is not considered significantly harmful. Through effective mitigation

and construction management during the construction phase, the impact upon air quality can be further controlled.

The development will require the provision of a number of electric car charging points, cycle storage and the implementation of a Travel Plan. Such measures will serve to limit the impact upon climate change. The development would also incorporate energy efficient measures as part of the development, as outlined within the submitted Environmental Standards statement.

On this basis, the impact to climate change should not form a barrier to redevelopment of the site for the proposed use.

Drainage and Flood Risk

The application site is located wholly in flood zone 1 '*low probability of flooding*'.

In line with the Government guidance relating to the provision of sustainable drainage systems (SuDs) and as advised by the Council's Flood Risk Management team, it is necessary for the development to incorporate a surface water drainage scheme, as well as a scheme for its subsequent maintenance. Appropriate condition are therefore included.

If such measures are successfully implemented, it is considered that any flood risk can be satisfactorily sustained.

Ground Conditions

The application has been accompanied by Phase I Preliminary Risk Assessment which has been fully assessed and is considered adequate.

It is advised that a Phase 2 Assessment should be completed in accordance with the recommendations contained within Phase 1 assessment. An appropriate condition has been included, which will require the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Construction/Demolition Management

To ensure demolition and construction is effectively controlled and to prevent any disruption to existing occupiers in the area, the Metrolink line, or along key routes throughout this part the city, a condition is included which requires the submission and approval of a construction management/demolition plan which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Crime and Disorder

The application has been accompanied by a Crime Impact Statement produced by Greater Manchester Police. The design takes account of natural surveillance, lighting, access controls, avoidance of concealed areas, security boundary treatment and external fittings. The proposed design is supported subject to a series of physical security enhancements being incorporated and provided that the development achieves 'Secured by Design' accreditation. An appropriate condition has been included.

Affordable Housing

The applicant's vision is to create a highly sustainable affordable residential development which would deliver 50 new apartments, allowing older persons to 'right size' into new high-quality accommodation more appropriate for their needs.

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable

In this case, 40 apartments would be for affordable rent and 7 apartments for shared ownership along with 3 'neighbourhood apartments' managed by Mosscafe St. Vincents, a registered provider.

The shared ownership dwellings will allow future residents to purchase up to 75% of the property meaning the applicant retains a management stake to ensure the homes are only occupied by older persons in perpetuity

The 3no. neighbourhood apartments would be used by the Council's social care team to provide local people leaving hospital, who are temporarily unable to return home, a place to stay.

The proposed development therefore accords with the Council's affordable housing policy and would enable the development to contribute to the diversification of the Council's housing supply.

Conclusion

The proposed development would make effective use of the site and provide high quality residential accommodation, adding to the diversity of housing in the city within a highly accessible location and would contribute to local and national residential growth objectives. On this basis, the proposed development is considered acceptable and would comply with overarching planning policy and guidance.

The loss of the existing building has been fully considered and the proposed public benefits, including the provision of affordable housing and site regeneration, outweigh the loss of a building that has deteriorated over time and is not listed or situated within a conservation area.

It is felt that given the surrounding environmental context, coupled with the design, scale and appearance of the building, the proposed development will enable the

development to make the most efficient use of the land and will assimilate effectively into its surroundings to offer substantial environmental and economic improvements.

It is further believed that the proposed building has been designed to a good standard, is sympathetic to its surroundings and would provide a high-quality frontage to Manchester Road, without any material impact to either residential amenity, the environment or the operation of the highway.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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:

CHoba-BUT-ZZ-ZZ-DR-A-04104-P01 - APARTMENT LAYOUTS
CHoba-BUT-ZZ-ZZ-DR-A-05102-P02 -PROPOSED ELEVATIONS SOUTH AND EAST
CHoba-BUT-ZZ-ZZ-DR-A-05103-P02 - PROPOSED ELEVATIONS (BLOCK A)
CHoba-BUT-ZZ-ZZ-DR-A-05104-P02 - PROPOSED ELEVATIONS (BLOCK B)
CHoba-BUT-ZZ-ZZ-DR-A-05106-P01 - PROPOSED BAY STUDY - MAIN FAÇADE
CHoba-BUT-ZZ-ZZ-DR-A-05107-P01 - PROPOSED BAY STUDY - GABLE FAÇADE
CHoba-BUT-ZZ-ZZ-DR-A-05108-P01 - PROPOSED BAY STUDY – ENTRANCES
CHoba-BUT-ZZ-ZZ-DR-A-05109-P01 - PROPOSED BAY STUDY - EXTERNAL WALKWAY
CHoba-BUT-ZZ-ZZ-DR-A-05112-P01 - PROPOSED ELEVATIONS LIFT CORE
Crime Impact Statement prepared by GMP Design for Security Version A
2022/0616/CIS/01
Energy and Sustainability Statement ref Z49618C
Noise and Vibration Impact Assessment Ref: Z49618 rev A
Technical Report Daylight and Sunlight Analysis Ref:Z49618.1B
Flood Risk Assessment and Drainage Strategy Report 23-B-13672/Chorlton Baths
Revision A
Waste Management March 2023 prepared by Buttress
All as received by the City Council as local planning authority on the 21st April 2023

Chorlton Baths Design and Access Statement March 2023
Archaeological Desk-based Assessment prepared by Salford Archaeology Issue V1
dated 14.02.2023
Phase I Preliminary Risk Assessment prepared by Carley Daines and Partners Ltd
dated 6 March 2023 (Ref: 23-B-13672/Chorlton Baths - Rev A)
Ecological Survey and Assessment prepared by ERAP Reference 2023-004
All as received by the City Council as local planning authority on the 28th April 2023

Transport Statement 230403/SK22307/TS01(-01) as received by the City Council on the 10th May 2023

BS 5837:2012 Method Statement report no: LTM0299.MS.03 dated 11.04.2023
prepared by Lally Tree Management as received by the City Council as local
planning authority on the 26th May 2023

CHoba-BUT-ZZ-00-DR-A-04100 P03 – PROPOSED SITE PLAN
CHoba-BUT-ZZ-ZZ-DR-A-05105-P02 - PROPOSED STREET ELEVATIONS•
CHoba-BUT-ZZ-ZZ-DR-A-05101-P03 - PROPOSED ELEVATIONS NORTH & WEST
CHoba-BUT-ZZ-00-DR-A-04107-P02 - BIN STORE DETAILS
Entertainment Noise Assessment (Ref. Z49618) – Azymuth Acoustics UK.

Highways Technical Note (July 2023).

Air Quality Assessment (dated 4th July 2023).

All as received by the City Council as local planning authority on the 14th July 2023

ECOLOGICAL SURVEY AND ASSESSMENT ERAP (Consultant Ecologists) Ltd
Reference: 2023-004 as received by the City Council as local planning authority on the
2nd August 2023

2301/p/1-1 'LANDSCAPE LAYOUT' & Landscape Design Report updated 02.08.2023
prepared by Stephen Martlew Landscape Architecture

2301/P/102 - SECTIONAL ELEVATIONS TO MANCHESTER ROAD

CHOBABUT-ZZ-00-DR-A-04101 P04 - PROPOSED GROUND FLOOR PLAN

CHOBABUT-ZZ-00-DR-A-04105-P03-VEHICLE TRACKING AND REFUSE
COLLECTION

CHOBABUT-ZZ-00-DR-A-04106-P05 - PROPOSED BOUNDARY TREATMENTS

CHOBABUT-ZZ-05-DR-A-04103-P05 - ROOF PLAN

CHOBABUT-ZZ-ZZ-DR-A-04102-P04 - UPPER FLOOR PLAN

All as received by the City Council as local planning authority on the 8th August 2023

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

3) Prior to the commencement of above ground development, all materials to be used
on all external elevations of the development shall be submitted for approval in writing
by the City Council, as Local Planning Authority. This shall include the submission of
samples (including a panel) and specifications of all materials to be used on all external
elevations of the development along with jointing and fixing details, vents, details of
the drips to be used to prevent staining in, ventilation and a strategy for quality control
management.

The approved materials shall then be implemented as part of the development.

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

4) Notwithstanding the details submitted, prior to the commencement of
demolition/development, a construction management and demolition management
plan outlining working practices during development shall be submitted to and
approved in writing by the City Council as Local Planning Authority, which for the
avoidance of doubt should include:

- Measures to control noise and vibrations;
- Safe methods of working adjacent the Metrolink boundary;
- Dust Management Plan;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;

- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Construction methods to be used; including the use of cranes if intended (which must not over-sail the tramway);
- Site hoarding; scaffolding and acoustic fencing.

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

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 - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

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

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

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

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

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

6) No excavations are to be carried out greater than 1 metre deep within 1 metre of the Metrolink operational boundary or any piling works within the zone of influence without notifying Metrolink in advance and obtaining approval via the City Council as Local Planning Authority. Any such works may require track, retaining wall or slope monitoring to be carried out as agreed with Metrolink and at the cost to the developer.

Reason - To ensure that the development does not adversely affect the supporting structures or track alignment and therefore the operation of Metrolink.

7) No development (excluding demolition works) shall take place until the scope and specification of vehicle restraint measures to be installed along that part of the boundary of the development which is shared with Metrolink and has potential to be used by vehicles, has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed measures.

Reason - To protect Metrolink infrastructure, to protect amenity and in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) The development hereby approved shall be carried out in accordance with details contained within the Energy & Sustainability Statement (Ref: Z49618C) received by the City Council as Local Planning Authority on 21 April 2023. A post construction review certificate/statement shall be submitted for approval prior to first occupation of the development hereby approved.

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

9) No development works shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological building recording (Historic England Level 3);
 - archaeological watching brief and recording of previously hidden historic fabric;
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible pursuant to policy EN3 of the Manchester Core Strategy and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995) and the National Planning Policy Framework.

10) The development hereby approved shall be implemented in accordance with the waste management details provided on the submitted waste management plan, and drawing referenced CHOBABUTZZ00DR04100P04, received by the City Council, as Local Planning Authority on 21 April 2023 and 9 August 2023 respectively. 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. No bins shall be stored outside the curtilage of the development at any time.

Reason - In the interests of amenity and public health, pursuant to policies EN19, DM1 and SP1 of the Manchester Core Strategy.

11) The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the 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.

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 Manchester Core Strategy.

12) When the development commences, the development shall be carried out in accordance with a 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. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 SP1 of the Manchester Core Strategy.

13) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

14) Notwithstanding details submitted, prior to commencement of development (excluding demolition) a scheme for surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design, prior to the use of the building commencing.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- A finalised drainage layout showing all components, outfalls, levels and connectivity , including connectivity to the public sewer and compliance with easements where applicable;

- Hydraulic calculation of the proposed drainage system consistent with the finalised drainage layout; including evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

15) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a 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;

- As built construction drawings if different from 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.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

16) (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than those identified with the submitted Tree Management Method Statement (Ref. LTM0299.MS.03) dated 11 April 2023, received by the City Council, as Local Planning Authority on 26 May 2023.

(b) 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.

17) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998" Recommendations for Tree Work".

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

18) Notwithstanding details submitted, prior to first occupation of the development hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

19) 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.

20) Prior to any site clearance or earthworks a reasonable avoidance measures method statement for hedgehog and other mammals shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the agreed details.

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 Manchester Core Strategy.

21) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing references 2301/p/1-1 'Landscape Layout' and Landscape Design Report updated 02.08.2023 prepared by Stephen Martlew Landscape Architecture both as received by the City Council as local planning authority on the 8th August 2023, shall be implemented within 12 months from the completion of development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

22) Prior to the commencement of development, an invasive non-native species protocol shall be submitted to and approved by the City Council as Local Planning Authority, detailing the containment, control and removal of Japanese Knotweed and any other invasive species identified on site. The measures shall be carried out strictly in accordance with the approved scheme and implemented prior to the commencement of the development hereby approved.

Reason - To control the spread of invasive species, pursuant to policy EN15 of the Manchester Core Strategy.

23) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of the development full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy.

24) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

25) A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the residential units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. 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 reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

26) Prior to the first occupation of the development hereby approved, full details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

27) No part of the development hereby approved shall be occupied until the space and facilities for bicycle parking have been provided in accordance with the details shown on drawings referenced CHOBABUTZZ00DRA04100P04 received by the City Council as Local Planning Authority on 9 August 2023. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

28) The car parking area indicated on drawing numbered CHOBABUTZZ00DR04100P04 received by the City Council as Local Planning Authority on 9 August 2023 shall be surfaced, demarcated and made available for use prior to any of the residential units hereby approved being occupied. The parking areas shall be for the sole use of residential occupants of the development and shall be available for use at all times whilst the apartments are occupied.

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.

29) a) Any externally mounted ancillary plant, equipment and servicing to be installed 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 its installation, the scheme, including any necessary mitigation, 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.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved 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 non - conformity 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, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

30) a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed development against noise from Manchester Road and the Metrolink Line shall be submitted to and approved in writing by local planning authority.

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

b) Prior to occupation of the building hereby approved a verification report will 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 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 agreed noise criteria.

Reason - To safeguard the amenity of nearby residential properties and to insulate the proposed residential accommodation against noise from Manchester Road and the neighbouring Metrolink Line, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy.

31) Notwithstanding details submitted, the development hereby approved shall not be occupied until there has been submitted to and approved in writing by the City Council as Local Planning authority a plan indicating the positions, design, materials and type of any new boundary treatment to be erected. The boundary treatment shall be completed before the development hereby approved is occupied and shall thereafter be retained.

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 in order to comply with policies SP1, EN3 and DM1 of the Manchester Core Strategy.

32) Prior to occupation, full details of all necessary off-site highway works to be implemented via a S.278 agreement, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

- The resurfacing of the footway adjacent to the development, together with the reinstatement of any redundant vehicle crossovers adjacent to the application site on Manchester Road.

- The creation of the vehicular access off Manchester Road, the making good of any associated footway and the provision of tactile to the junction.

- Any required amendments to existing TRO's.

- Any necessary mitigation works which arise from the submission of a Road Safety Audit (RSA1) which will be required to inform the S.278 agreement.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

33) 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 2020, 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.

34) The residential units hereby approved shall be used only as private dwellings (which description shall not include serviced properties 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 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, 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 and the guidance contained within the National Planning Policy Framework.

35) Prior to the commencement of the development and notwithstanding 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 numbers, type, 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) and location on the site of the affordable housing provision to be made which shall consist of a minimum 20% 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 any exclusions and exemptions from this requirement that may apply); 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).

The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

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

36) Notwithstanding the 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 building shall be undertaken other than that expressly 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.

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: 136791/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.

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

**Greater Manchester Archaeological Advisory Service
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Strategic Development Team
United Utilities Water PLC
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Ecology Unit
Chorlton Voice**

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

Representations were received from the following third parties:

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : robert.griffin@manchester.gov.uk

