

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130021/FO/2021

Date registered valid: 28 May 2021

Proposal: Change of use of former public convenience to create 1 x office unit (Class E) together with part retrospective elevational and roof alterations, including new shopfront and access ramp

Address: Former Public Convenience, Lightbowne Road, Moston, Manchester, M40 0DF

Ward(s): Moston Ward

Applicant: Mr Lee Platt, Lightbowne, Manchester, M40 0DF

Agent (if any): Mr Reuben Ramelize, Arch Designs Wilsons Park C/o Mas, Monsall Road, Manchester, M40 8WN

Case officer: Steven McCoombe
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Recommendation: Approve

Date of recommendation: 10 December 2021

Application details

Type of application: Full Application Consent

Development type: Minor Retail

Date of site visit: 16 June 2021

Standard consultations:

Printed: 8 June 2021 Expired: 29 June 2021

Neighbour notifications

Printed: 2 December 2021 Expired: 9 December 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building and surroundings

The application site relates to a disused, single storey public convenience, formerly operated by the City Council for patrons of Broadhurst Park.

The building is currently boarded up and of a dilapidated appearance.

Following planning permission being granted for the change of use of the public convenience to create 2 x retail units (Class A1), together with the erection of a single storey front extension and remodelling of roof in 2016 (Ref: 111387/FO/2016/N1), works commenced on site, but without the benefit of associated planning conditions being discharged. The partial works comprising concrete blockwork for the front extension and timber joists to the mono-pitched roof are therefore unauthorised and the planning permission has since lapsed.

The building sits in the north-west corner of the park and incorporates an open frontage with direct street access from Lightbowne Road. Within immediate proximity of the building are a number of mature and semi-matures trees associated with the park. The site frontage contains some self-seeded shrubs and is overgrown with vegetation

The site lies adjacent to a busy, dual carriageway on the edge but within Broadhurst Park and opposite a playing field. Immediately to the south lies Broadhurst Park Children's Centre, beyond which is FC United Football Club and its associated grounds.

With the exception of these uses and a couple of food and drink uses on the opposite side of the junction on Nuthurst Road, the wider area is largely residential in character, mainly comprising of two-storey, semi-detached properties.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of development

Planning permission is sought to convert the public convenience into an office (Class E). It is anticipated that the single office is to be used by a website design business.

The proposal relates to a revised proposal. The original application proposed two retail units (Class E) as previously approved.

However, since planning permission was granted for the now lapsed retail units, Highway Services have undertaken highway works in the area around the junction with Lightbowne Road and Nuthurst Road and raised concerns relating to highways safety as a consequence of vehicles parking adjacent to the units.

As a result, the applicant amended the proposal to a single office unit and for which the impact to the highway is considered to be much lesser.

The floorspace of the proposed extension unit which represents an increase of 28 square metres.

In order to facilitate the proposed use, a number of changes are proposed to allow for the necessary modernisation of the building, appropriate access, visibility and to improve its function and appearance.

Works involve an increase in the footprint of the building by incorporating a single storey front extension which will increase the forward projection of the building by 2.6 metres.

In addition, new façade treatment is proposed to allow for a new glazed shopfront as well as the blocking up of windows on the side elevations, the creation of a signage zone, new access ramps and changes to the roof by including a new mono-pitched roof to replace the existing flat roof.

The existing external brick walls of the public convenience would be retained whilst the extension would be constructed with block work external walls. It is proposed that the exterior walls of the building would be render finished in white.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – Conditions are recommended with regard to waste management, hours of use, servicing hours and external equipment insulation.

Flood Risk Management – It is recommended that the applicant should design and construct a drainage system to prevent the increased risk of flooding and that consideration be given to the impact of surface water run-off from the proposed ramped access.

Greater Manchester Police (Design for Security) – Various security specifications are recommended.

Highway Services – In response to the original application for retail units, Highways raised concerns surrounding highway safety and the impact upon the junction as a consequence of on-street parking.

Following revisions to the proposal – namely, the change of use to an office, rather than retail units, the following comments are made:

Trip Generation

In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

Further, in comparison to the previously proposed retail units it is anticipated that trip generation would be lower. The office use is unlikely to produce as many trips as retail units and delivery movements are anticipated to be much lower.

Parking and Access

There is no on-site car parking associated with the development and as such vehicles will park on-street. Highways have concerns about vehicles parking along Lightbowne Road and Nuthurst Road.

It is understood that as part of the updated proposals staff vehicles are to be accommodated within the ground of FC United of Manchester. This arrangement is acceptable to Highways.

Cycle Parking

Secured and sheltered cycle parking provision should be made within the curtilage of the site, for the accommodation of staff/ visitor cycles. It is required that secure cycle parking is provided as part of the development on site.

Boundary Treatment

No boundary treatment proposals have been submitted. It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Ramp

If the ramp is to be retained as part of the updated proposals it is requested that all aspects of the ramp including the gradient, resting/ landing platform and handrailing is DDA compliant.

Servicing

A refuse storage area is noted at the rear of the site. Bins will be transported to/from the bin store to the collection point on Lightbowne Road. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

It is requested that servicing takes place outside of peak hours and as far away as possible from Lightbowne Road/Nuthurst Road signalised junction. It is recommended that this is conditioned to any planning permission that is granted.

Construction Management

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with Highways Applications and Network Resilience teams.

Travel Plan

It is understood that a Travel Plan will be produced to promote sustainable and active travel options for staff. The Travel Plan should provide details on the management, measures and actions to encourage sustainable travel. It is requested that the Travel Plan monitors parking on the grounds of FC United of Manchester.

It is recommended that the Travel Plan is conditioned to any planning permission.

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 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.

The proposed development is considered to be in accordance with policy SP1 in that a high quality residential development will be provided that contributes towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact upon the amenity of local residents as well as preserving or enhancing the historical context.

Policy DM1 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 T2 of the Core Strategy states that all new developments should provide appropriate car parking facilities and also that the circumstances of each proposal should be taken into account to establish what level of parking is appropriate.

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 relates to green infrastructure and states that 'new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Policy C9 – relates to out of centre development. It stated that development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the
- development is intended to serve that are available, suitable and viable.
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,
- The proposal is Please note, separate advertisement consent will be required for any proposed signage. Development that improves the environment of an existing out-of-centre facility or its relationship with surrounding uses will be supported, providing that it also meets the other criteria in this policy.

The narrative of Policy C9 goes on to state that In Manchester's circumstances, the impacts of out-of-centre development will vary across the City and will need to be considered on a case-by-case basis, although the Council considers that development of less than 650 square metres gross will generally be of local significance only.

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

The below saved policy of the Unitary Development Plan is also considered relevant:

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which 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.

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.

Relevant to this application, Section 12 provides design guidance – ‘Achieving Well-Designed Places’.

Paragraph 130 states:

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

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

Paragraph 134 goes on to state that:

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Other legislative requirements

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Planning History

111387/FO/2016/N1

Change of use of public convenience to create 2 x retail units (Class A1) together with the erection of a single storey front extension and remodelling of roof. *Approved 22 July 2016.*

086305/FU/2008/N1

Change of use of former toilet block to offices (A2) including elevational alterations to install three windows and new door on Lightbowne Road elevation. *Approved 24 July 2008.*

056076/FO/NORTH1/99

Use of derelict conveniences as a florist shop. *Approved 6 April 1999.*

Issues

Principle

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable and unlikely to have a significant impact upon the highway, the living conditions of nearby residential occupiers or upon the character of the neighbourhood. As such, the proposed change of use is considered to comply with the aforementioned policy and guidance.

Whilst the proposed office use represent out of centre development, the proposed use is small-scale would not likely have an adverse impact upon the function, vitality or viability of nearest centres.

In accordance with policy C9, the proposal will be of local significance only and due to the floorspace involved the proposed use is well below the locally set threshold of 650 square metres, whereby development policy advocates a requirement for an impact assessment and sequential site selection test. The proposed floorspace is also significantly under the national default threshold of 2500 square metres as advised by the NPPF.

Residential Amenity

Given the typical traits of the proposed office use and the likely low levels of activity – that would result as a consequence of the proposed website design business and that very few customers would visit the office on daily basis, it is highly unlikely that such a daytime use adjacent to well used park and busy traffic junction and dual carriageway would have any material impact upon the nearest residential properties on the opposite sides of Nuthurst Road and Lightbowne Road in terms of noise and disturbance.

To ensure no undue impact and to safeguard levels of amenity, conditions have been imposed with respect to daytime hours of opening and servicing hours.

Visual Amenity

The existing building is of unattractive, derelict appearance which presents a negative impact upon the appearance of the street-scene.

In the absence of the building being reused for its originally intended use or any other viable use being brought forward, it is felt that the proposed use would regenerate the site and uplift the appearance of the building and the wider street-scene to the benefit of visual amenity. The proposal therefore complies with policies DM1 and SP1 of the Manchester Core Strategy which seek to improve the appearance of areas.

Redevelopment of the Site and Contribution to Regeneration

The proposal will see the redevelopment of a vacant, derelict brownfield site.

The present building is in a poor, unfinished condition and makes no positive contribution to the appearance of the area. The proposed development would significantly improve the appearance of a site which could otherwise be left to further deteriorate and will provide a decent quality development which will create improvements to visual amenity.

Car Parking and Highways Issues

Whilst no off road parking is proposed, it is likely that the majority of trade will be generated by online customers or from the local area.

In comparison with the previous use and the previously approved retail use, it is not believed that the proposed use would generate a material or detectable impact upon car parking demand or create a high frequency of vehicular trips. This view is endorsed by Highways who consider that the proposals are unlikely to generate a significant level of trips or parking demand. Any parking demand associated with the units is likely to be low level, short-stay in nature, and could be accommodated on-road, outside of the existing parking restrictions.

To supplement any shortfall in parking and to encourage alternative means of transport other than private car, a condition has been included which will require the submission and approval of appropriate cycle storage and a travel plan.

On balance it is not considered that the proposed use will have any significant impact upon parking, highway safety or the function of the highway.

Servicing and Waste Management

Due to the nature of the use, it is not anticipated that much waste will be generated.

The proposal includes a refuse storage area to the rear of the unit whereby bins will be moved to the front of each premises on collection day. The arrangement represents standard practice for such uses and is considered acceptable.

It is considered that the storage of refuse bins to the rear of the proposed office would largely maintain visual amenity.

The majority of deliveries will be made by smaller delivery vehicles due to the scale of the development. It is therefore considered acceptable for deliveries to be made on-street. The applicant proposes to ensure that deliveries are made 'out-of-hours', which would ensure that such vehicles would be able to park along Lightbowne Road.

Access

The site frontage opens onto an approx. 3m wide strip pavement and a dual carriageway. There will be ramped access from the existing pavement on Lightbowne Road to the unit frontage. Level/ramped access will also be provided to the side doors that are proposed to be staff/delivery access. An approx. 1.5m wheelchair circle will be provided between the building and the boundary line on all sides.

Trees

There are no trees within the curtilage of the site, but trees from surrounding park presently overhang the site.

The applicant has submitted an Arboricultural Report which concludes that 3 adjoining trees are to be crown lifted with work being carried out to BS3998:2010 standards.

It is not envisaged that any trees or their root protection zone will be unduly affected as a consequence of the works and therefore in accordance with policy EN9, existing green infrastructure will be maintained.

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 a right to a fair hearing and to this end the local planning authority 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 recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: 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.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

Development shall be carried out in accordance with the approved construction management plan unless otherwise agreed in writing by the City Council as Local Planning Authority.

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

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

Location Plan referenced A3/03 and drawing referenced A1/02 received by the City Council as Local Planning Authority on 25 October 2021 and 3 December 2021 respectively.

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.

4) No further building works shall take place unless and until samples and specifications of all materials to be used on all external elevations of the development hereby approved have been submitted to and approved in writing by the City Council as Local Planning authority.

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 Core Strategy.

5) Notwithstanding details submitted, the office unit hereby approved shall not be occupied until scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

6) The premises shall not be open outside the following hours:-

08.00 to 18.30 hrs Monday to Friday.

09.00 to 17.00 hrs Saturdays.

10.00 to 16.00 hrs Sundays and Bank Holidays.

Reason - In interests of residential amenity, in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

7) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

09.30 to 15.30 Monday to Saturday.

No Deliveries, servicing and all collections, including waste collections shall take place on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby residential occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

8) Prior to the commencement of above ground works, full details of the access ramps shown on the approved drawing shall be submitted to and approved in writing by the City Council as Local Planning Authority. The ramps shall only be installed in accordance with the approved works.

Reason - To ensure satisfactory access and to safeguard visual amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. 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 Core Strategy.

10) The development shall not be occupied until details of the security measures to be incorporated into the development, which shall be to 'secured by design' specification, have been submitted to and approved in writing by the City Council as Local Planning Authority. This shall include details of external fittings, boundary treatment, gates and dusk till dawn lighting. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

11) 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 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.

12) 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 Core Strategy.

13) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the

written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

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

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

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

14) Prior to the commencement of above ground development, full details of any proposed roller shutters shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details and retained thereafter.

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

15) Notwithstanding details submitted, the use hereby approved shall not commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The development shall only be carried out in accordance with the approved details 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, pursuant to policies SP1 and DM1 of the Core Strategy.

16) Notwithstanding details submitted, a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy. 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 Core Strategy.

17) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of part (g)(i) of Class E (offices to carry out any operational or administrative functions) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in 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 do not commence without prior agreement, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

Informatives

1) The applicant should design and construct a drainage system 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 Core Strategy.

Furthermore, it is recommended that the applicant consider the impact of surface water run-off from the proposed ramped access areas and assess if surface water run-off can be collected by drainage features at the foot of the ramps to avoid surface water run-off flowing directly into the adjacent footway and highway.

2) Please note, separate advertisement consent will be required for any proposed signage.

3) Greater Manchester Police (Design for Security) advise the following security measures:

- New external fittings i.e windows, doors and security shutters, should be to 'Secured by Design' standards;

- Any new glazing in external doors, ground floor or easily accessible windows should include at least one pane of laminated glass rated as P4A under EN 356;

- A CCTV should be incorporated to monitor external areas, internal areas and external doorways;

- An intruder alarm system should be installed with motion detectors;

- Dusk till dawn lighting should be installed above all external doors;

- Any staff areas that are to be included within the proposal should be access controlled and restricted to members of staff only.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police

43 Nuthurst Road, Manchester, M40 0EL
35 Nuthurst Road, Manchester, M40 0EL
31 Nuthurst Road, Manchester, M40 0EL
316 Lightbowne Road, Manchester, M40 0EJ
312A Lightbowne Road, Manchester, M40 0FJ
312 Lightbowne Road, Manchester, M40 0FJ
Broadhurst Park Sure Start and Childrens Centre, Lightbowne Road, Manchester, M40 0HJ
317A Lightbowne Road, Manchester, M40 0HL
29 Nuthurst Road, Manchester, M40 0EL
315A Lightbowne Road, Manchester, M40 0HL
315 - 317 Lightbowne Road, Manchester, M40 0HL
19 Nuthurst Road, Manchester, M40 5QL
17 Nuthurst Road, Manchester, M40 5QL
41 Nuthurst Road, Manchester, M40 0EL
39 Nuthurst Road, Manchester, M40 0EL
37 Nuthurst Road, Manchester, M40 0EL
33 Nuthurst Road, Manchester, M40 0EL
27 Nuthurst Road, Manchester, M40 0EL
25 Nuthurst Road, Manchester, M40 0EL
314 Lightbowne Road, Manchester, M40 0EJ

Appendix 2 – Planning constraints

Article 4 Direction - Removal of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Area Team Boundary - Name: NORTH1