

Planning

Growth & Development

Delegated officer report for planning application

Application no. 128987/FO/2020

Date registered valid: 6 October 2021

Proposal: Erection of a three-storey mixed use development comprising a medical centre (Class E) on the ground floor and 8 x residential apartments (Class C3) above, together with associated car parking and landscaping following demolition of existing building

Address: 424 Stockport Road, Manchester, M12 4EX

Ward(s): Ardwick Ward

Applicant: Dr Noman Ehsan, Mediscan Diagnostic Services Ltd, Thameside Business Park, The Forum, Windmill Lane, M34 3QS

Agent (if any): Mr DK Seddon Howard & Seddon ARIBA, 64 Washway Road, M33 7RE

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Recommendation: Approve

Date of recommendation: 23 November 2021

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 11 November 2021

Standard consultations:

Printed: 14 October 2021 Expired: 4 November 2021

Neighbour notifications

Printed: 15 October 2021 Expired: 5 November 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

The application site comprises the former Ducie Arms public house and its associated car park to the side.



The site is located on the corner of Stockport Road, Plymouth Grove and Hayley Street. The building is currently vacant and was previously used as a public house on the ground floor with a total of nine residential bedsits on the upper two floors.

The existing building is three storeys in scale, with a two-storey outrigger to the rear along Hayley Street and a further single storey extension to the side occupied by a separate signage and printing business.

There is existing boundary treatment around the site, with a mix of walls, railings and security fencing. The site has a car parking / yard to the side and rear, with vehicular access from Plymouth Grove. The site and building is in a poor state of repair, with damage to exterior elevations, graffiti, vandalism and overgrown vegetation.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The proposed site is a triangular island site bounded by Stockport Road, Hayley Street and Plymouth Grove. The building itself faces Stockport Road (A6) – a major north/south arterial route which links south Manchester with the city centre.

Hayley Street is a one-way road between Plymouth Grove and Stockport Road. Immediately to the north on the opposite side of Hayley Street is Longsight Youth Centre.

The surrounding area is largely residential comprising houses and apartment blocks. It is located opposite the New Bank Health Centre, and within walking distance of Longsight district centre, with contains local amenities, including retail shops, a library, supermarket, schools and bus stops.

Description of development

Planning permission is sought for erection of a three-storey detached building to provide a new purpose-built medical centre with residential accommodation above, following demolition of the existing building, which comprises a vacant public house.

The proposed development will create a new purpose-built medical centre set over two floors (ground and first), with eight residential apartments above, together with associated car parking, cycle storage and landscaping.

The proposed medical centre will provide 144 sqm of gross internal floor space on the ground floor, with 73 sqm of gross internal floor space located on the first floor, creating a total floor area of 217 sqm. The layout of the medical centre has been specifically designed for the end use – ‘Mediscan Diagnostic Services’ which provide audiology, dermatology, ophthalmology, physiotherapy, MRI, and endoscopy services across 180 clinics. Mediscan is contracted to reduce waiting times for the NHS and enhance the quality of care for patients, accelerating diagnosis

The proposed residential accommodation is located on the upper two floors of the proposed development, with four apartments on the first floor, one of which is a duplex apartment spanning both the first and second floors of the development. Four apartments are proposed on the second floor along with the top floor of the duplex apartment

The proposed scheme provides separate bin and cycle storage for the medical centre and for residential use, an internal stairwell, lift, plant room, car parking and amenity space are also proposed.

Secure car parking is provided in the form of 14 car parking spaces to the rear of the building, including, 6 car parking spaces to be allocated for the medical centre, with the remaining spaces allocated to the apartments.

The application follows a relatively recent approval being granted for a similar development approved in 2018 for development involving a medical clinic at ground floor with 6 no. self-contained flats (Class C3a) at first and second floors, with associated elevational alterations, erection of a first and second floor side and second floor rear extension, creation of roof garden, together with reconfiguration of existing rear car park, and landscaping. The current application relates to a revised proposal.

Consultations & Notification Responses

Local Residents/Occupiers - An objection has been received raising concerns that the height of buildings is 10 metres with solar panels on the roof, which is much higher than their flats and will block their sun light and views. They believe it will affect the proposed development will affect their interests.

Highways Services - Given its district centre location and along a main arterial route, the site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore there are no network capacity concerns.

In terms of parking, clarification was initially sought in relation to whether the proportion of parking provided for medical centre use is too low relative to that provided for residential use. An explanation was also requested as to how the tandem parking places will operate (bays 3, 4 and 5) to avoid a parked vehicle from being blocked in by others, confirmation that sufficient clearance is being provided to the underside of the building to avoid a vehicle strike from cars attempting to use parking spaces 6, 13 and 14, and consideration be given to the use of warning signs attached to the building. It was required that 20% of bays provided should be configured for electric vehicle (EV) charging equating to three bays, with the remaining bays provided with the infrastructure (ducting/cabling) to allow for future EV conversion. Each EV charge unit should be a minimum of 7kW. It was noted that the disabled bay is only 3m wide confirmation was sought that the kerb to the adjacent footpath is at an accessible height.

In response, the applicant submitted a supplementary Technical Note to address these points. Highways now consider that issues relation to on-site parking have been adequately addressed and the application can be supported.

With reference to cycle parking provision, it is noted that 26 secure cycle spaces are provided of which 20 are sheltered. This level of provision is acceptable.

It is noted that vehicle access is to be retained from Plymouth Grove which has acceptable visibility. It is required that tactile paving is provided across this access to assist pedestrians and that the footway immediately adjacent to the development is resurfaced on all sides (Plymouth Grove, Stockport Road and Hayley Street).

The position of the sliding gate is set sufficiently back to allow a vehicle to await entry without blocking the main road and this is acceptable.

The pedestrian access proposals for the medical centre and the residential accommodation are acceptable.

Separate internal waste stores are provided for the residential and medical waste and collections are proposed from Hayley Street. This is considered acceptable.

The proposed boundary treatments are acceptable.

Should the application be approved, conditions are advised with respect to off-site highways works, construction/demolition management, the requirement for a travel plan and car park management.

Environmental Health – Conditions are advised with respect to construction/demolition management, hours of use, acoustic insulation, external lighting, air quality, waste management and electric vehicle charging.

Environmental Health (Contaminated Land) – A condition is requested in relation to the site investigation and remediation of ground conditions.

Flood Risk Management – Further information relating to surface water drainage is required, including drainage system design, overland flow routes, hydraulic calculations, public sewer connections and flow control. A condition is requested.

Greater Manchester Ecology Unit (GMEU) – No objection.

Greater Manchester Police (Design for Security) – The submitted Crime Impact Statement was undertaken in 2018. It is recommended that an updated report is produced.

Arboriculture - Following the recommendations in the submitted arboricultural report, it is confirmed there is no objection to the removal of these trees to facilitate a new development.

A condition is required to mitigate the loss of trees given the location of the site.

The only tree possibly worthy of retention would be T1 (Whitebeam), but in order to demolish and re-develop the site all the room at the front of the new build will be required and it is considered that the tree would inevitably suffer damage both to its crown and root area. This species is not particularly long lived and given its current age it is considered better to replace it.

The proposed plans within the application clearly show the potential for replacement planting that will enhance the development.

United Utilities – A condition relating to foul and surface water drainage is recommended.

It is also requested that the application give careful consideration to proposed ground and finished floor levels. It is also limited information in the submission regarding drainage cover levels. It is good practice to have finished floor levels and manhole cover levels (including those that serve private drainage runs) that are above the level of the manhole cover level on the receiving public sewers.

Planning History

119437/FO/2018

Proposed change of use from Class A4 public house with residential use above, to form a Class D1 medical clinic at ground floor with 6 no. self-contained flats (Class C3a) at first and second floors, with associated elevational alterations, erection of a first and second floor side

and second floor rear extension, creation of roof garden, together with reconfiguration of existing rear car park, and landscaping. *Approved 15 June 2018.*

F03627

Extensions and internal alterations to the Public House and the formation of a car park for 9 vehicles. *Approved 7 January 1976.*

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 H2 Strategic Housing Location states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

The proposal will comply with the densities identified within this policy and bring about significant regeneration in an area identified for change.

Policy H5 (Central) Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

Policy EC1 (Employment and Economic Growth in Manchester) looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy EC3 (Regional Centre) – states that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged.

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

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.

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 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 EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

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.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

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

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy E3.3 (Environmental Improvement and Protection) refers to the Council looking to upgrade the appearance of the city's major radial routes. This will include improvements to the

appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

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.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently 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.

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.

Issues

Principle

It is considered that the redevelopment of this site for a mixed medical and residential use is acceptable in principle and in keeping with the surrounding uses and the regeneration strategy objectives for this area. The loss of the public house from the site is also considered to be appropriate, due to it standing vacant for some time, and being subject to vandalism and graffiti. It is important that this site and building are given a new and active use that will enhance its appearance within the street scene and contribute to the overall quality of this main radial route into the city centre, pursuant to Core Strategy Policy SP1 and saved Policy E3.3 from the Unitary Development Plan.

The proposals are also considered to be in accordance with the Core Strategy policies H1 and H5, which outline that Central Manchester will accommodate new residential development with priority being given to family housing and other high value, high quality development where this can be sustained. The use of this vacant site is also welcomed and will have a positive impact on the street-scene and character of this area. However, the quality of the proposed accommodation, the impact of the development on the wider area and the surrounding residential properties should be assessed.

Redevelopment of the Site and Contribution to Regeneration

The proposal will see the redevelopment of a vacant, derelict brownfield site on a gateway into Longsight district centre to the south and into the city centre to the north.

The present buildings are in a poor condition and make 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 high-quality development which will create improvements to visual amenity.

Loss of Public House

Public Houses represent a unique and intrinsic value of British life and culture and many are steeped in history, forming part of local social and cultural heritage and often forming an essential part of an area's daytime and evening economy.

It is therefore important to protect public houses where they possess a heritage, economic, social or cultural value to local community or where they contribute to wider daytime/evening economic objectives.

In the case of the Ducie Arms, the premises is not listed in heritage terms or listed by the Council as a 'community asset'. It is understood that the premises ceased trading many years ago and has been closed since the applicant acquired the site in 2017. The building has been left to deteriorate since closure.

The principle of the loss of the public house has also already been established by the granting of planning permission in 2018 for planning permission for its change of use to a medical clinic with residential above (Ref: 119437/FO/2018)

Since 2017 the applicant states that there was no interest in taking over the property as a public house, with the applicant's interest in a medical centre with residential above, being the only firm interest. Moreover, there has been no interest from the community in terms of registering the building as a community asset, under the Localism Act 2011 (community right to bid). The public house has now also been de-licensed.

It should also be noted that the building is situated a short distance from the Longsight District centre, where there are a wide range of public houses and bars. Stockport Road is also host to

many other similar establishments, a short distance from the site. As such, it is believed that there is no shortage of similar community facilities in the immediate area to serve local people. Although the loss of a further public house in the area is regrettable, the building has degraded to such an extent that its reuse is very unlikely.

In light of the above, it is not believed that the loss of the public house should not form a barrier to redevelopment.

Site Layout

The proposed development comprises a single, three storey, detached, L shaped block presenting its principal frontage to Stockport Road. To the rear the building incorporates a partial overhang to allow for some undercroft parking. The remainder of the rear comprises further car parking and landscaped perimeter. Vehicular access remains as existing from Plymouth Grove.

The layout of the proposed development has been designed to make best use of the size and orientation of the application site, taking into account accessibility, safety, visual amenity, proximity to existing adjacent properties, the existing building line.

The ground floor layout and position of the entrances ensure that active uses front pedestrian routes, and that ancillary uses and service areas are positioned discretely away from Stockport Road.

The proposed medical centre has three entrances, one located in the northeast corner of the site off Stockport Road area and one located off Hayley Street creating easy access into the medical centre, and accessible for people arriving by public transport. The third access point is located adjacent to the car parking area to provide level and easy access to and from the parking area for staff and patients.

Use

The proposed mixed-use three-storey development comprises a purpose-built medical centre with residential accommodation on the upper floors. To the rear is associated car parking and amenity space for both the apartments and medical facility.

The proposed medical centre will provide 144 sqm of gross internal floor space on the ground floor, with 73 sqm of gross internal floor space located on the first floor, creating a total floor area of 217 sqm. The layout of the medical centre has been specifically designed for the end user, Mediscan Diagnostic Services - a private facility that provides audiology, dermatology, ophthalmology, physiotherapy, MRI, and endoscopy services across 180 clinics. Mediscan is contracted to reduce waiting times for the NHS.

The proposed residential accommodation is located on the upper two floors of the proposed development, with four apartments on the first floor, one of which is a duplex apartment spanning both the first and second floors of the development. Four apartments are proposed on the second floor along with the top floor of the duplex apartment

The proposed residential accommodation comprises, the following accommodation, which aligns with the Council's internal space standards, with the exception of the proposed duplex which is marginally below the guidance figure:

2 No. 1 bed 1 person apartments – 42.sqm

2 No. 1 bed 2 person apartments – 58 sqm

2 No. 2 bedroom 3 person apartments – 64 sqm
1 No. 2 bedroom 4 person apartment – 73 sqm
1 No. Duplex apartment – 68 sqm

Given the surrounding mixed-use context, which also includes a medical centre and residential dwellinghouses on the opposite side of Stockport Road, the mix and type of uses is considered entirely compatible in this area.

Design, Scale and Appearance

The proposed building is three-storey in scale which is comparable to the existing building to which the proposed development seeks to replace and reflects the scale of built form along this section of Stockport Road which range from two to four storeys in scale. It is therefore considered that given the existing and prevailing context, the proposed scale can be sustained in this location without appearing out of place in the street-scene.

In terms of appearance, the proposed building adopts a traditional approach using a selection of high-quality materials to present a contemporary look, whilst referencing traditional brick to mirror the adjacent community centre.

A combination of external materials are proposed, encompassing the use of red/brown facing brick with a contrast dark facing brick to provide interest in the elevations, grey anthracite window and door frames, a flat roof finished in grey / black with metal edge trims, and metal vertical perforated sheets with ivy plants to provide greenery.

The overall impact would present a design of an appropriate quality which would significantly improve the appearance of the site in the street-scene, without being strident or out of character.

Landscaping and Boundary Treatment

Due to the site constraints, there is limited scope for significant landscaping. The submitted drawings indicated communal areas of lawn and replacement tree/shrub planting to the rear perimeter and interspersed amongst the car parking area. Some of the car parking spaces include a grasscrete surface.

In terms of boundary treatment, the site boundaries not enclosed by the building are enveloped by metal railing and brick piers to the car park access.

Conditions have been included to agree the exact specification of the hard and soft landscaping and boundary treatment.

Due to the highly urbanised nature of the site and its surroundings coupled with the exiting site context, it is considered that an appropriate balance of landscaping and setting for the building can be achieved in this instance.

Residential Amenity

Given the site's former use as a public house involving late night activity, the situation of the site adjacent to the major north/south arterial route into and out of the city centre and the mixed use nature of the immediate vicinity, the introduction of a further mixed use development is unlikely to have any detrimental impact upon the nearest residential occupiers in terms of any significant impact to existing background noise levels or levels of activity.

The site is situated adjacent to a busy junction and the proposed medical facility is situated to the front of the site, adjacent to the main road (Stockport Road) and will operate during the daytime only. It is therefore believed unlikely that any significant, undue noise and disturbance would arise.

Conditions have been included with respect to acoustic insulation and to limit operational hours and servicing hours of the medical facility in order to act as a safeguard for existing and prospective occupiers, both in terms of both noise break-out and to limit the impact of the surrounding environment upon living conditions.

In term of any overlooking, over-dominance or loss of privacy issue, due to the position of windows, it is not considered that any harmful impacts will result.

The building is consummate in scale to neighbouring building along Stockport Road and of a comparable footprint to the existing buildings. Primary windows do not directly overlook neighbouring residential properties.

The proposed building is positioned to the corner of Stockport Road, Plymouth Grove and Hayley Street and is not immediately adjoined by any other buildings. Primary windows to the north face onto the neighbouring community centre, with windows to the south and east separating from the adjoining buildings by the highway – reflecting a typical urban arrangements.

To the rear (west), the building faces onto the blank gable wall of the end two storey dwellinghouse at 30 Plymouth Grove. The design of the rear wall has also been chamfered and comprises black brickwork to further prevent any direct overlooking. As a result, given the relationship of the proposed building, separation distances and the orientation of neighbouring buildings, it is not considered that there would be any significant or harmful impact to the living conditions of neighbouring occupiers as a consequence of the buildings physical presence or design.

Impact to the Highway

The site is considered suitably accessible by public transport with frequency bus services along Stockport Road which link the site to the city centre, south Manchester and beyond.

14 off road car parking spaces are proposed. 6 spaces to be allocated for the medical centre, with the remaining spaces allocated to the apartments. The six tandem parking spaces will be allocated to the private medical clinic, with three spaces (spaces 3,4 and 5) reserved for staff use and three spaces (spaces 1,2 and 7) reserved for staff and patient use.

Patients will have access to 3 dedicated on-site parking spaces, as patients parking will have priority over staff parking. Based on the robust patient car trip generation and staggered patient arrival throughout the day, the 3 patient parking spaces are considered adequate to satisfy patient parking demand.

In addition, 20 secure and sheltered bike storage spaces are also proposed adjacent to the plant room to the south west of the application with six further secure cycle spaces provided adjacent to car parking space No. 13.

It is considered that the proposal is unlikely to generate a significant increase in the level of vehicular trips which would impact unduly on network capacity. Highway Services raise no concerns in this regard.

It is therefore maintained that an acceptable level of provision has been proposed and any uplift in on-street car parking is unlikely to be significant. To lessen any potential impact, a condition has been included which requires the submission and approval of a Travel Plan to promote alternative means of travel other than by private car. On this basis, the impact upon highway and pedestrian safety is considered satisfactory.

As the proposal involves a private medical clinic, this first-principles approach provides an accurate and site-specific estimate of trips based on the operators experience at other existing private clinics.

As patients will be staggered throughout the day, the submitted assessment anticipates that if all 12 patients decided to travel by car and park at the site, this would equate to approximately 2 patients per hour on average throughout the working day. As the majority of patients will live locally and travel on foot, in reality, the number of patient car trips will be below this figure.

In order to ensure safe pedestrian access and to improve the appearance and function of the adjoining highway, Highway have suggested off site highway works are required, comprising the installation of tactile pavement adjacent to the car park access and for the resurfacing of the footway for all footway that adjoins the site. Such works will require a separate S.278 agreement. Details will also need to be agreed by way of an attached planning condition.

Waste Management

The application has been accompanied by a waste management strategy which indicates dedicated bin storage areas.

Two bin stores are proposed to the west of the application site, situated on the ground floor. One of the waste storage areas will be allocated for the residential accommodation and the other waste storage area is for the medical centre. Both of the proposed bin stores can be accessed from within the proposed building for residents and staff to put their waste in the bins provided. A standard refuse vehicle will be able to collect the refuse directly from Hayley Street. Highways Services have confirmed that this arrangement is satisfactory.

Internally, the proposed apartments incorporate sufficient storage space to accommodate waste, food caddies and recycling containers, until the need to transport the waste by residents to the dedicated waste stores.

Whilst the indicative waste management strategy is considered acceptable Environmental Health have requested that the applicant provide more information as to who will be responsible for ensuring that waste bins are presented at the collection point and returned following collection. In addition, the applicant must advise as to the frequency of waste collections for both domestic and commercial units. A suitable condition has been included and requires further details to be submitted and agreed prior to first occupation of the building.

Ecology

Greater Manchester Ecology Unit in their consultation response raise no objection to the proposal on ecological grounds. A condition however has been included to promote bio-diversity on the site to achieve a net gain. It is envisaged that aside from planting, bird and bat boxes could be provided.

An 'Informative' has also been included to ensure the developer is aware of their responsibilities if bats are encountered during demolition works.

Trees

The Council's Arboriculturalist raises no objection to the loss of trees on the site.

It is contended that the only tree possibly worthy of retention would be T1 (Whitebeam) but in order to demolish and re-develop the site all the room at the front of the site will be required. It is considered that the tree would inevitably suffer damage both to its crown and root area. The species is not particularly long lived and given its current age it is considered better to replace it.

It is considered that the loss of trees can be appropriately mitigated via replacement tree planting as part of an overall landscaping scheme. An appropriate condition requiring replacement trees has therefore been included.

Flood Risk/Surface Water Drainage

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

The Council's Flood Risk Management section recommend that a more detailed design of the surface water drainage scheme be submitted, including verification and subsequent monitoring and maintenance. An appropriate condition has been included.

Air Quality

An Air Quality Assessment has been submitted as part of the application to determine baseline conditions, to consider site suitability for the proposed end use and assess potential impacts as a result of the scheme.

The report notes that during the construction phase, there is the potential for air quality impacts as a result of fugitive dust emissions from the site. However, based on IAQM methodology, assuming good practice dust control measures are implemented, the residual potential air quality impacts from dust generated by construction, earthworks activities are predicted to be not significant. A condition has been included which requires the submission of a construction management/demolition management plan. Part of this plan requires dust and pollution management details be submitted and agreed.

In terms of ongoing air quality upon occupation of the development, dispersion modelling has been undertaken to quantify annual mean NO₂ and PM₁₀ concentrations across the application site to assess suitability for proposed use. Modelling results were subsequently verified using the Council's local monitoring data.

The dispersion modelling results indicated that annual mean NO₂, PM₁₀ and PM_{2.5} concentrations across the application site were just below the relevant AQOs at the proposed sensitive use.

The site therefore requires the implementation of protective mitigation measure to ensure future occupiers are not exposed to elevated pollutant concentrations.

An assessment was undertaken using the EPUK and IAQM screening criteria to determine the potential for vehicle trips generated by the Proposed Development to affect local air quality. The traffic data provided with the Transport Statement, indicates that proposed development is anticipated to generate a maximum AADT flow of 76 on the local road network. Anticipated

development traffic flows are below the relevant EPUK and IAQM assessment thresholds and operational impacts could be screened out as not being significant.

Based on the assessment results the site is considered suitable for the proposed end use subject to the inclusion of relevant mitigation measures to offset excess emissions associated with the development.

In light of the above, air quality factors are not therefore considered a constraint to planning consent for the development. A condition has been included to ensure the mitigation measures detailed within the assessment, during and post construction are adhered to.

Security

The applicant in partnership with Greater Manchester Police (Design for Security) has provided a 'Crime Impact Statement' (CIS) as part of the application.

In their consultation response, GMP have advised that the submitted CIS is out of date, having been carried out in 2018.

Crime Impact Statements enable identified measures to be incorporated within the scheme, in order to design out crime.

Given the need to ensure design measures are introduced to limit the potential for crime and to enhance security for prospective occupiers, a condition has been included to ensure the proposal achieves 'Secured by Design' accreditation prior to occupancy. This will necessitate further discussions with GMP.

Environmental Standards

Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments. As the application site is located in the regional centre, the development is expected to demonstrate its contribution to this objective.

The application has been accompanied by an Environmental Statement which demonstrates that the proposal would comply with the Policy EN6 of the Core Strategy and exceed the national standards set out in Part L of the Building Regulations.

The submitted Environmental statement highlights that the proposed development is located in a sustainable location with good public transport links. A 'fabric first' approach is to be undertaken in order to improve the thermal envelope of the building and to ensure the development achieves a 15% improvement over Part L of the current Building Regulations.

The apartments will have appropriate passive control measures to limit the effect of solar gains on indoor temperatures in summer. The proposed light fittings will be low energy efficient fittings. Photovoltaic (PV) panels are positioned on the roof to utilise the sun's energy to generate electricity. Electric car charging points are proposed to some of the car parking spaces.

A condition has been included which will require confirmation as to what environmental standards have been achieved.

Construction Management

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

Climate Change

Given the existing context of the site adjacent to a main arterial route, coupled with the authorised use of the premises as a public house with bedsits above, there is unlikely to be a significant uplift in vehicular emissions or impact to air quality which would affect climate change to a noticeable degree as consequence of the proposed development.

Vehicular movements are likely to be modest and comparable with the existing use. Whilst it is acknowledged that there will be some localised impact upon air quality during demolition/construction this will be short lived and through appropriate mitigation via the submission and agreement of a Construction Management Plan, any impact upon local air quality can be managed and minimised.

To off-set any further impact, a condition has been included which will require the use to operate in accordance with a Travel Plan to encourage travel by non-car modes, supplemented by conditions requiring cycle storage provision and the inclusion of electric vehicle charging provision.

On this basis, it is not believed that the impact to air quality or climate change should form a barrier to development.

Affordable Housing

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, as only 8 units are proposed and the site measures less than 0.3 hectares in area, there is no policy requirement to provide units on an affordable basis.

Conclusion

On balance, it is considered that the proposal represents an appropriate and satisfactory form of development that fulfils the criteria set down in policy which seeks to provide high quality, residential accommodation which will contribute to a vibrant and sustainable neighbourhood with a high level of connectivity to adjoining neighbourhoods.

At this stage, there is no practical or viable possibility that the existing building will be refurbished or reoccupied. The proposed development therefore represents an appropriate form of development that will lead to the regeneration of a key brownfield site on a gateway site adjacent to a major north/south arterial route.

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 an acceptable standard and reflects the nature and scale of buildings within this highly urbanised environment.

The development will provide a high-quality frontage to a main arterial route into the city centre and responds positively to the character, scale, massing and varying height of adjoining buildings.

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) No above ground development that is hereby approved shall commence unless and until samples and specifications of all other materials to be used on all external elevations of the development, have 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 materials.

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, pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

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

Location plan referenced 14,273/OS/A, drawings referenced 14,273 I03/I, 14, 273 I04/I, 14, 273 I05/I, 14, 273 I06/I, 14, 273 I07b/I, 14, 273 I07/I, 14, 273 I13/I, 14,273 I14/I, 14,273 I15/I, 14 273 I16/I, 14, 273 I17/I, 14, 273 I18/I, 14, 273 I/19I, 14, 273 I20/I, 14,273 I21/I, 14,273 I22/I and drawings referenced 14, 273 I08/L, 14,273 I109/L, 14,273 I10/L, 14,273 I11/L, 14,273 I12/L and 14,273 I23/L received by the City Council as Local Planning Authority on 16 February 2021, 21 October 2021 and 3 November 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 Core Strategy.

4) Notwithstanding details submitted, prior to the commencement of development, a construction management/demolition 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;

- Measures to control noise and vibrations;
- Dust suppression measures;
- 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.

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

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

5) Prior to above ground works commencing, full details of the proposed window design of the buildings hereby approved (including section drawings), shall be 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 details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning authority, in the interests of the visual amenity, pursuant to policies SP1, EN3 and DM1 of the Core Strategy

6) Notwithstanding details submitted, no development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the City Council as Local Planning Authority.

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

7) The development hereby approved shall only be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the City Council as Local Planning Authority. The scheme shall

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

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

8) Prior to first occupation of the ground floor medical centre hereby approved, full details of any roller shutters to be installed shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises, and have a coloured finish. The approved details shall be implemented prior to the first occupation of the medical centre and thereafter retained.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms, pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy and saved policy E3.3 of the Unitary Development Plan for the City of Manchester.

9) The medical centre shall not be open outside the following hours:-

09.00 - 20.00 hrs Mondays to Saturdays

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 Core Strategy.

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

07:30 to 20:00 hrs Monday to Saturday.

No deliveries/waste collections on Sundays/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 Core Strategy.

11) Notwithstanding details submitted, no part of the development hereby approved shall be occupied until a 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 public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

12) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Ensaf (Ref: AQ109852- Rev 1) dated and received by the City Council, as Local Planning Authority on 6 October 2021.

Reason - To minimise the impact upon air quality and In order to minimise the environmental impact of the development, pursuant to policy EN16 of the Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

13) The car parking area indicated on drawing referenced 14, 273 I07b/I received by the City Council as Local Planning Authority on 21 October 2021 shall be surfaced, demarcated and made available for use, prior to any part of the development hereby approved being occupied. The parking shall be available for use at all times whilst the building is 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.

14) The bicycle storage area indicated on drawing referenced 14, 273 I07b/I received by the City Council as Local Planning Authority on 21 October 2021 shall be implemented in full and made available for use prior to first occupation of the development hereby approved. The approved scheme shall remain available for use whilst the building is occupied and retained thereafter.

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

15) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] residing at the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

The agreed Travel Plan shall be implemented in full at all times when the development hereby approved is in use.

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

16) Prior to the first occupation of the development, finalised details of the 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 building.

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

17) The development hereby approved shall include a lighting scheme for the illumination of external areas during the period between dusk and dawn. Finalised details of such a scheme shall be submitted to and approved in writing by the local planning authority prior to commencement of any lighting works. The approved scheme shall be implemented in full before the development is first occupied 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 the proposed development pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

18) 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 DM1 and SP1 of the Manchester Core Strategy.

19) a) Prior to any above ground works being implemented, a noise study of the premises and a scheme of acoustic treatment in relation to acoustically insulating and limiting the break out of noise from the medical centre, and insulating the proposed residential accommodation against noise from Stockport Road, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in full before the building is occupied.

b) Prior to occupation of the building, a verification report will be required to validate that the work undertaken 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 amenities of the occupiers of the building and occupiers of nearby properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Core Strategy.

20) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as Local Planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the apartments are occupied.

b) Upon completion of the development 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 report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

21) The development hereby approved shall be carried out in accordance with details contained with the Environmental Standards Statement produced by Element Sustainability (Ref: 2021.005) dated October 2021 and received by the City Council as Local Planning Authority on 7 October 2021. 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 Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

22) Notwithstanding the details outlined in the submitted Phase I Contaminated Land Assessment by GeoSmart Information Ltd (Ref: 74579R1, August 2021 received by the City Council as Local Planning Authority on 6 October 2021, the development hereby approved shall not commence until a more detailed scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as Local Planning Authority.

The measures for investigating the site identified in within an agreed Site Investigation Proposal shall be carried out in accordance with a detailed schedule and a report prepared outlining what measures, if any, are required to remediate the land shall be 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 details.

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

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

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

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

24) Prior to first occupation of the apartments 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).

25) Prior to the installation of the solar panels, full details of their specification and design, including measures to reduce solar glare, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The solar panels shall only be implemented in accordance with the agree details.

Reason - To ensure the appearance of the solar panels is acceptable, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

26) Notwithstanding details submitted, no above ground development shall commence until a hard and soft landscaping treatment scheme, (including replacement tree planting to compensate for the trees lost) has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

27) Notwithstanding details submitted, the building hereby approved shall not be occupied 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 all boundary treatment to be erected. The boundary treatment shall be completed prior to first occupation of the apartments hereby approved. The development shall 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.

28) No above ground development shall commence until details of the measures to be incorporated into the development to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as Local Planning authority has acknowledged 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 Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

29) Prior to first occupation of the development hereby approved, a repaving strategy for the public footway adjacent to the site along Stockport Road, Plymouth Grove and Hayley Street, including the installation of tactile paving adjacent to the car park entrance on Plymouth Grove, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be carried out in accordance with a timescale and programme to be approved by the City Council as Local Planning Authority.

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

30) 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 apartments 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.

31) 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 ground and first floor medical centre hereby approved shall be used for any purpose other than the for the following purpose(s) of contained within Schedule 2, Part A, Class E of 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):

-E(e) Provision of medical or health services.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without separate approval, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2020 (or any order revoking and re-enacting that Order with or without modification) the apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 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 - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels or short term lets 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 Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

Informative

1) Any signage is likely to require separate advertisement consent. Please contact the City Council as Local Planning Authority prior to any signage or advertisement works for further advice.

Appendix 1 – List of consultees & neighbours notified

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

420 - 422 Stockport Road, Manchester, M12 4EX
New Bank Health Centre, 339 Stockport Road, Manchester, M12 4JE
Flat 13, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 11, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 9, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 6, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 4, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 1, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
362 Plymouth Grove, Manchester, M13 0LX
356 Plymouth Grove, Manchester, M13 0LX
404 Stockport Road, Manchester, M12 4EX
74 Kingfisher Close, Manchester, M12 4PW
Flat 2, 6 Birch Lane, Manchester, M13 0NN
Flat 1, 6 Birch Lane, Manchester, M13 0NN
Flat 22, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 21, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 20, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 19, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 18, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 17, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 16, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 15, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 14, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 12, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 10, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 8, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 7, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 5, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 3, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 2, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
30 Toll Gate Close, Manchester, M13 0LG
28 Toll Gate Close, Manchester, M13 0LG
26 Toll Gate Close, Manchester, M13 0LG
Flat 3, 6 Birch Lane, Manchester, M13 0NN
360 Plymouth Grove, Manchester, M13 0LX
358 Plymouth Grove, Manchester, M13 0LX
354 Plymouth Grove, Manchester, M13 0LX
406 Stockport Road, Manchester, M12 4EX
402 Stockport Road, Manchester, M12 4EX
400 Stockport Road, Manchester, M12 4EX
72 Kingfisher Close, Manchester, M12 4PW
70 Kingfisher Close, Manchester, M12 4PW
68 Kingfisher Close, Manchester, M12 4PW
66 Kingfisher Close, Manchester, M12 4PW
64 Kingfisher Close, Manchester, M12 4PW

62 Kingfisher Close, Manchester, M12 4PW
60 Kingfisher Close, Manchester, M12 4PW
58 Kingfisher Close, Manchester, M12 4PW
56 Kingfisher Close, Manchester, M12 4PW
54 Kingfisher Close, Manchester, M12 4PW
52 Kingfisher Close, Manchester, M12 4PW
50 Kingfisher Close, Manchester, M12 4PW
48 Kingfisher Close, Manchester, M12 4PW

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 Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH2