

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131084/FO/2021

Date registered valid: 27 July 2021

Proposal: Change of use from office to a three-bedroom residential townhouse, and external alterations including alterations to roof to create rooftop terrace.

Address: 55 Newton Street, Manchester, M1 1ET

Ward(s): Piccadilly Ward

Applicant: Mr Andrew Archer AAIP Partnership 55 Newton Street, Manchester, M1 1ET

Agent (if any): Tess Cook Ruth Jackson Planning Ltd Bridge Street Studios, 62 Bridge Street, Manchester, M3 3BW

Case officer: Angela Leckie
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Recommendation: Approve

Date of recommendation: 1 October 2021

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 10 August 2021

Standard consultations:

Printed: 5 August 2021 Expired: 26 August 2021

Neighbour notifications

Printed: 5 August 2021 Expired: 26 August 2021

Site notice

Posted: 10 August 2021 Expired: 31 August 2021

Press advert

Published: 17 August 2021 Expired: 7 September 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Stevenson Square Conservation Area 1987

Tree Preservation Order: Not applicable

The application relates to a three-storey (plus basement/lower ground floor) building dating from the mid-19th Century located at the junction of Newton Street and Bradley's Court in Manchester's Northern Quarter. The building occupies a narrow corner site and is lower in height than the adjacent buildings to the south and west.

The building is constructed of brick with feature dentil courses and a pitched slate roof behind a parapet. The building is accessed via stairs from street level on Newton Street. A door and windows at basement level on the Bradley's Court elevation have been bricked over. The building is secured by roller shutters on the windows facing Newton Street. The existing window materials are a mixture of wood sash and UPVC. Further detail on the design is provided in the Design and Access Statement.

The building is currently vacant but was previously used as office space.

The site is located close to a number of sustainable transport options including Piccadilly Transport Interchange (Bus and Metrolink) (5 mins) and Piccadilly Train Station (8 mins).

Description of area

The site lies within an area of the City Centre known as the Northern Quarter which contains a variety of uses including bars, restaurants, commercial, residential, hotel uses and places of worship.

Description of development

Consent is sought for a change of use from offices to a three-bedroom residential townhouse, along with external alterations including alterations to roof to create rooftop terrace.

Bedrooms would be located at lower ground and second floor levels, with bathrooms at upper ground and second floor. The kitchen will be provided at upper ground floor level and the living room on the first floor.

It is proposed that former openings at basement level on Bradley's Court will be reinstated to create windows to basement level bedrooms and a roller shutter with internal housing to the newly created bin store would be inserted also on Bradleys Court. Single glazed timber sash windows at first floor level would be replaced with double-glazed timber windows to improve the acoustic performance and energy efficiency of the property. A cycle store will be provided within the entrance area at ground floor level and a bin store will be located on Bradley's Court

A new terrace will be created at roof level to provide outdoor amenity space for future residents.

In addition, minor works including removal of surplus to requirements cables or pipes, graffiti cleaning and roof repairs would be carried out.

Window bars are proposed to the lower ground and part ground floor openings

Consultations & Notification Responses

Publicity – The application was advertised as affecting the character of a conservation area and occupiers of neighbouring properties were notified about the proposals.

One letter of objection has been received which raises concerns that the property would not be used for a residential use but used for short term let. They already have issues with other flats in the area being used for similar unregulated business enterprises and waste being left on the street, not properly contained or disposed of.

Head of Highways: Have no objections subject to there being no doors opening onto the highway.

Head of Environmental Health: Have no objections subject to compliance with conditions relating to Acoustic Insulation, Refuse, and Construction Management.

GMP (Design for Security): Have made recommendations about measures which should be incorporated within the proposals to prevent issues related to crime and disorder.

Issues

National Planning Policy Framework – The following Policies are of relevance to this application:

Section 5 – Delivering a sufficient supply of homes – The proposals would be consistent with the aim of the government's objective of significantly boosting the supply of homes of a variety of sizes, types and tenures.

Section 6 - Building a strong and competitive economy- It is noted that the proposal would result in street level activity and would generally be acceptable in principle in a mixed use City Centre environment.

Section 7 – Ensuring the vitality of town Centres - this recognises town centres as the heart of their communities and states that planning policies should support their viability and vitality. The proposal would result in street level activity which would generally be acceptable in principle in locations associated with a bar or restaurant use within the City Centre.

Section 12. Achieving Well- Designed Places- States that 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.

Section 16 Conserving and enhancing the historic environment – states that in determining planning applications, local planning authorities should take account of:

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

And that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

It is a fundamental requirement of the NPPF that planning proposals contribute to the achievement of "sustainable development" (NPPF Paragraph 8). In order to meet this key planning objective, in this instance the development should sustain and contribute to the stimulation of a thriving historic environment.

Paragraph 199 states that: When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 states that: Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 201 states that: Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse

consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 202 states that: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 203 states that: The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Sections 16, 66 and 72 of the Listed Buildings and Conservation Areas Act 1990 requires that special consideration is given to the preservation of the significant fabric and setting of listed buildings and conservation areas.

The alignment with the above policies is discussed below.

Core Strategy – Manchester Core Strategy - The Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The following policies are considered to be most relevant to the proposed development:

Policy EC 2 (Existing Employment Space) – which states that the Council will seek to retain and enhance existing employment space and sites.

Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

The existing use is un-viable in terms of business operations, building age and format;
The existing use is incompatible with adjacent uses;
The existing use is unsuitable for employment having regard to the Manchester-Salford - Trafford SFRA; or

On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy SP1 (Spatial Principles), - which guides the strategic development of Manchester identifying the Regional Centre as the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living. It states that all development within the City Centre regeneration area should have regard to the character and issues as identified in the Manchester City Centre Strategic Plan and outlines the following core development principles:

Development should:-

Make a positive contribution to neighbourhoods of choice including: -

- creating well designed places that enhance or create character;
- making a positive contribution to the health, safety and wellbeing of residents;
- considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income;
- protect and enhance the built and natural environment;
- minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- Improve access to jobs, services, education and open space by being located to reduce the need to travel; and
- Provide good access to sustainable transport provision.

Policy DM1 (Development Management) – Which states that all development should have regard to a number of specific issues the following of which are relevant to this application and for which more detailed guidance may be given within a supplementary planning document:-

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development.
- Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Refuse storage and collection.
- Vehicular access and car parking.

Policy CC7 Mixed Use Development - identifies the City Centre as presenting the most viable opportunities for mixed-use development, and states that active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a mixed-use development which will create such an environment. In the context of this policy the principle of a residential use in this location is acceptable.

The Unitary Development Plan for Manchester – Whilst the Core Strategy has now been adopted some of the UDP policies remain saved as there are no replacement policies contained in the Core Strategy. The relevant policies are detailed below:

DC18.1 (Conservation Areas) - which seeks to preserve and enhance the character of its designated conservation areas.

DC19.1 (Listed Buildings) - DC19.1 (Listed Buildings) - which seeks to preserve and enhance the settings of listed buildings by appropriate control over new developments within their vicinity

DC26.1 Development and Noise - which details how the development control process will be used to reduce the impact of noise on people living and working in the City and states that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity.

DC26.5 Development and Noise – which states that the Council will control noise levels by requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate

ISSUES

The Schemes Contribution to Regeneration and Housing Delivery – Regeneration is an important planning consideration. The City Centre is the primary economic driver of the region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new housing and as the national economy has entered a new growth cycle, it is essential that new homes are provided. In its current condition the vacant property has a negative impact on the street scene, the Stevenson Square Conservation Area and the Northern Quarter.

The proposals would bring benefits in terms of the reuse of a currently vacant site. The building is currently vacant but was previously used as office space. It has been vacant since 24 September 2020 and has previous periods of vacancy, with one period of vacancy extending to approximately one year. Feedback from a local agent suggests that it will be difficult to secure a commercial occupier for the building owing to the small floorplates, among other limitations such as stair-only access and WCs on a single level. Given these factors for the loss of this level of employment space on balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

The proposal would support population growth, contribute to the economy and help to sustain the Northern Quarter as a vibrant place to work and live. The proposal would contribute to meeting housing need within an area that has been identified as being suitable for new residential development. The proposed would appeal to a range of potential occupiers.

Given the above, the proposed development would be consistent with the objectives of the Central Manchester Regeneration Framework and the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives, and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC1, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1.

Affordable housing provision – The number of units proposed falls below the 15 or more units level that requires a contribution to be made to the City-wide target for 20% of new housing provision to be affordable.

Residential development - density/type/accommodation standards - The proposed development would comply with the spaces standards as set out in the Residential Quality Guidance and National Space Standards. The Residential Quality Guidance highlights the importance of providing homes which meet a range of needs including city centre family living. The townhouse would be suitable for a range of users but crucially as a 3 bedroom house this property would be particularly attractive to families. The dwelling will provide 108 sq. metres of internal floorspace, which is higher than the minimum standard of 102 sq. metres for a five-person, three storey dwelling (there are no standards for four storey dwellings). In addition, the bedroom sizes will comply with the minimum standards for double/twin and single bedrooms.

It is considered that the development complies with policies SP1, H1, H2, H4 and DM1 of the Manchester Core Strategy.

Design Issues, relationship to context and impact on the Character of the adjacent Conservation Area and setting of Listed Buildings - It is a fundamental requirement of the NPPF that planning proposals contribute to the achievement of “sustainable development” (NPPF Paragraph 8). In order to meet this key planning objective, in this instance the development should sustain and contribute to the stimulation of a thriving historic environment.

The proposed change of use would help secure the full use of the property in a prominent location in the Stevenson Square Conservation Area. The elevation to Bradley's Court would be enhanced by unblocking the lower ground floor openings and reinstating the timber framed windows. Similarly, the doorway would be opened and re-used. Existing roller shutters would be removed. The proposed adaptation of the rear is in a location well set back from the main Newton Street frontage and would be within part of the roof where the approach to forming a small external space would maintain the overall form of the roof profile and ridge lines. The existing windows would be retained.

The proposed external changes would be modest but beneficial in nature and any harm would be less than substantial. The works would enhance the character of the surrounding conservation area and the setting of nearby listed buildings. Benefits would be derived from the facades having an appearance more aligned more closely to their original historic appearance and from the removal of the roller shutters and housing.

Whilst it is necessary to have special regard to the desirability of preserving the setting any affected Heritage Assets it is considered that the proposals would be beneficial in the context of the character of the conservation area and the setting of adjacent listed buildings.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 199, 202 and 203 of the NPPF and that in view of the above it is considered that the proposed development would on balance be consistent with the development would be consistent with sections 12 and 16 of the National Planning Policy Framework policies SP1, DM1, EN3 and CC9 and of the Core Strategy and saved UDP policies 18.1 and 19.1.

On the above basis the proposals are considered to be acceptable.

Car Parking, cycle parking and relationship to public transport infrastructure

The site is highly accessibility via public transport including Metrolink, Metroshuttle, mainline rail and bus and the on-going public transport improvements within the City Centre would further enhance accessibility. One cycle parking space per unit will be provided.

On the basis of the above the proposals are consistent with Core Strategy Policies DM1, T1 and T2.

Energy Efficiency and Sustainability - New developments should attain high standards of sustainability because of their high profile and local impact. The Code for Sustainable Homes was revoked in March 2015 but it is important to understand how a development performs in respect of waste efficiency and energy standards.

Notwithstanding this the proposal is supported by a BREEAM Domestic Refurbishment Pre-Assessment Estimator report that confirms that BREEAM rating 'Very Good' can be achieved at this site. It also demonstrates that the proposal will achieve an improvement above Part L of the Building Regulations 2010 with respect to CO2 reduction.

The opportunities to retrofit sustainability measures are limited by existing site constraints. As set out in the accompanying Environmental Standards Statement, the energy efficiency of the building will be improved through the installation of new double-glazed windows and new energy efficient appliances. In addition a key sustainability feature of the proposal is the reuse of an existing building with limited alterations to reduce construction waste

The proposal would deliver a scheme that is efficient and cost effective during occupation and accords with the adopted Core Strategy Policy EN 4, EN6 and the Supplementary Planning Document (SPD) criteria.

Air Quality

The site is located within an Air Quality Management Area (AQMA), which covers the whole of the City Centre, which could potentially exceed the annual nitrogen dioxide (NO2) air quality objective. An Air Quality Impact Assessment has been submitted with the application. Notwithstanding this the development would be located in the City Centre and has access to all forms of public transport including tram, bus and rail and it is considered that the scheme would be unlikely to significantly affect air quality for future residents of the development subject to inclusion of mechanical ventilation and filtration which would be secured via a condition attached to any consent granted. Therefore, the development would not result in any significant air quality issues.

Noise

Given the nature of uses within the adjacent area there is a need for a suitable level of acoustic insulation and ventilation to the property to attain acceptable internal noise standards within the property whilst preventing overheating. The final details of this would be secured via a pre-commencement condition to be attached to any consent granted.

New housing would complement the existing residential and commercial uses, would activate a vacant site. There are no amenity issues associated with the proposal that would impact on surrounding residential properties. It is considered that the proposals are therefore consistent with Core Strategy Policies DM1 and SP1 and saved UDP policy 26.1

Crime and Disorder - The increased impression of activity from the re-use of this building would improve security and surveillance. It is noted that the recommendations from consultation with GMP Secure by Design have been incorporated into the final design of the development.

Subject to compliance with this and in view of the above the proposals are consistent with Core Strategy Policy DM1.

Waste and Recycling - Refuse and recycling facilities would be provided within a dedicate lower ground floor bin stores. Waste collections would take place from Bradley Court with bins brought out by residents on collection day. Bins for each type of waste would be clearly marked.

In view of the above it is considered that this is consistent with Core Strategy policy DM1.

Disabled access – Provision of level / lift access is not proposed as part of the development. Existing site constraints associated with a mid-19th Century building set over four storeys include stepped access from street level, with stairs between each floor. Information accompanying the application explains in more detail why full accessibility by means of a lift was not considered a practical solution for this historic building. It is not possible to achieve level access for this site. The building would require an external ramp which would cause an obstruction in the pavement and impact detrimentally on the appearance of the building and the character of the conservation area. There would also be a requirement for an internal lift to permit access between the floors. Lift access would impact on the viability of the scheme and would compromise the ability of the proposed development to meet internal space standards. It is noted that the nationally described space standard states that Gross Internal Areas in the standard, “will not be adequate for wheelchair housing (Category 3 homes in Part M of the Building Regulations) where additional internal area is required to accommodate increased circulation and functionality to meet the needs of wheelchair households”. These mitigating factors are considered on balance to be acceptable.

In view of the above with respect to disabled access the proposals are considered on balance to be consistent with the requirements of Core Strategy Policy DM1 and DC7.

Response to Objectors Comments – The issues in relation to height and daylight are dealt with above.

A condition will be attached to any consent granted which will restrict the use of the properties such that they will not be useable as short term lets.

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 in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the 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) The development hereby approved shall be carried out in accordance with the following drawings and documents:

(a) Site plan 290 EX.01; and

(b) Dwgs 290 PL03, PL04, PL07 and PL08 all stamped as received on 15-07-21 and PL02 02, PL05, PL06 all stamped as received on 26-08-21;

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC7, CC9, CC10, T1, T2, EN3, EN6, EN8, EN16, EN19 and DM1 saved Unitary Development Plan policies DC18.1 and DC26.1.

3) The residential accommodation 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 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

4) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority.

The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o 24 hour emergency contact number;
- o Hours of operation;
- o Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);

- o Routes for construction traffic;
- o Locations for loading/unloading and storage of plant, waste and construction materials;
- o Method of preventing mud being carried onto the highway;
- o Measures to protect vulnerable road users (cyclists and pedestrians)
- o Any necessary temporary traffic management measures;
- o Arrangements for turning vehicles;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

5) The scheme for the storage (including segregated waste recycling) and disposal of refuse as detailed within the Waste Management Strategy Pro-forma stamped as received on 15-07-21 and Map showing Bin Storage to Bin Collection Point Route shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

6) The development hereby approved shall be carried out in accordance with the measures set out in the 55 Newton Street Environmental Standards Statement , Design SAP Calculation Report - Part L1b 2013 and associated SAP Calculations all dated 20-09-21;

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

7) The development hereby permitted shall be carried out in accordance with the security improvement measures as set out in the GMP Secure by Design e-mail dated 16-08-21 and RJP e-mail dated 20-08-21

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

8) Before the development commences a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads and uses shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme and vibration and reradiated noise mitigation measures shall be completed before any of the dwelling units are occupied.

The following noise criteria will be required to be achieved:

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

Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

9) a) Prior to occupation details of the mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and prior to occupation and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

Informatives

1) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

Basement And Ground Floor, 25 Hilton Street, Manchester, M1 1ET

25 Hilton Street, Manchester, M1 1ET

Flat 15, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL

Flat 14, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL

Flat 13, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL

Flat 12, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL

Flat 11, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL

Flat 10, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL

Flat 9, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL

Flat 8, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL

Flat 7, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL
Flat 6, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL
Flat 5, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL
Flat 4, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL
Flat 3, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL
Flat 2, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL
Flat 1, The Bradley, 23 - 25 Hilton Street, Manchester, M1 1EL
Basement And Ground Floor, 23 Hilton Street, Manchester, M1 1EL
25A Hilton Street, Manchester, M1 1ET
57 Newton Street, Manchester, M1 1ET
22 Little Lever Street, Manchester, M1 1HR

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Stevenson Square Conservation Area 1987
Area Team Boundary - Name: CITY2